

**GEORGE  
MUNICIPALITY**

**CITP – TRANSPORT REGISTER**

**2023-2028**

**FINAL  
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**GEORGE MUNICIPALITY**  
**COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP)**  
**2023 / 2028**

Prepared in terms of the  
National Land Transport Act (No 5 of 2009)

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**BETTER TOGETHER.**

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## TABLE OF CONTENT

Table of Content	ii
Abbreviations	v
List of Figures	vii
List of Tables	xiii
Executive Summary	1
1 Introduction	2
1.1 Document Structure and Context.....	2
1.2 Background .....	2
1.3 Locational Context .....	4
2 Transport Register Development and Purpose of Data	5
2.1 Data Strategy .....	5
3 The Transport Register	9
3.1 Demographic information .....	9
3.2 General overview of transportation system.....	17
3.3 Description of the regular, daily public transport system	43
3.4 Other public transport services .....	87
3.5 Public transport companies and associations .....	131
3.6 Roads and traffic.....	134
3.7 Freight transport.....	139
3.8 Financial Information.....	154
3.9 Public Transport Rationalisation.....	156



4	Synopsis	162
	References	174
Annexure A	Data Gap Analysis	176
Annexure B	Data Analysis	189
Annexure C	Transport Register Tables	191
C.1	Listing of road-based public transport facilities .....	191
C.2	Route Descriptions (all day).....	192
C.3	Routes as identified by facility.....	218
C.4	Fares per route .....	235
C.5	Road-based vehicle supply and utilisation .....	251
C.6	Cordon Count Capacities Data.....	278
C.7	Formalised Associations Routes and Capacities.....	280
C.8	Additional Databases.....	294
Annexure D	Facility assessment surveys	300
D.1	GO GEORGE Bus Depot.....	301
D.2	GO GEORGE Transport Hub .....	303
D.3	Thembalethu Taxi Rank Facility Survey .....	305
D.4	Garden Route Mall Taxi Rank Facility Survey .....	310
D.5	Cradock Street Taxi Rank Facility Survey.....	313
D.6	St Mark's Square Taxi Rank Facility Survey .....	315
Annexure E	Financial Information - Transport	318
E.1	Financial Performance .....	318
E.2	George Municipality Budget.....	320

Annexure F	Demographics	328
F.1	National Household Travel Survey 2022 .....	328
Annexure G	Data Outputs from the Transport Model	335

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## ABBREVIATIONS

AAMF	- Access, Accessibility and Mobility Framework
ACSA	- Airports Company of South Africa
ATT	- Average Travel Time
BRT	- Bus Rapid Transit
CBD	- Central Business District
CITP	- Comprehensive Integrated Transport Plan
CODETA	- Cape Organisation for the Democratic Taxi Association
COVID	- Coronavirus Disease 2019
CP	- Cumulative Percentage
CSIR	- Council for Scientific and Industrial Research
CTO	- Comprehensive Traffic Observation
DB	- Database
DM	- District Municipality
DoT	- Department of Transport
EMF	- Environmental Management Framework
GCITP	- George Comprehensive Integrated Transport Plan
GDP	- Gross Domestic Product
GHV	- George Huurmotor Vereniging
GIPTN	- George Integrated Public Transport Network
GIS	- Geographic Information System

GLM	- George Local Municipality
GM	- George Municipality
GPS	- Global Positioning System
GRDM	- Garden Route District Municipality
GTOF	- George Taxi Owners Front
GTRS	- George Transport Rationalisation Strategy
HDI	- Human Development Index
HEB	- Home to Education Based
HI	- High Income
HWB	- Home to Work Based
ID	- Identification
IDP	- Integrated Development Plan
IPTN	- Integrated Public Transport Network
ITP	- Integrated Transport Plan
KLM	- Kannaland Local Municipality
LI	- Low Income
LM	- Local Municipality
LR	- Light Rail
LT	- Learner Transport
LUMS	- Land Use Management System
MBT	- Minibus Taxi

MSDF	-	Municipal Spatial Development Framework
MTSES	-	Macro-, Transport- and Socio-Economic Study
NDoT	-	National Department of Transport
NHTS	-	National Household Travel Survey
NLTA	-	National Land Transport Act
NMT	-	Non-Motorised Transport
NMU	-	Nelson Mandela University George Campus
NPTR	-	National Public Transport Regulator
OD	-	Origin-Destination
OL	-	Operating licence
OLAS	-	Operating License Administration System
OLS	-	Operating License Strategy
PDF	-	Portable Document Format
PMS	-	Pavement Management System
PRASA	-	Passenger Rail Agency of South Africa
PRE	-	Provincial Regulatory Entity
PT	-	Public Transport
PTP	-	Public Transport Plan
PrT	-	Private Transport
PuT	-	Public Transport
RFP	-	Request for Proposal
RS	-	Rationalisation Strategy

SANRAL	-	South African National Roads Agency SOC Ltd
SAPS	-	South African Police Service
SDF	-	Spatial Development Framework
SPTBS	-	Scheduled Public Transport Bus System
TAZ	-	Traffic Analysis Zone
TFR	-	Transnet Freight Rail
TM	-	Transport Model
TMS	-	Transport Model Strategy
TR	-	Transport Register
UGTA	-	Uncedo George Taxi Association
VOC	-	Vehicle Operating Costs
VRN	-	Vehicle Registration Number
WC	-	Western Cape
WCED	-	Western Cape Education Department
WCG	-	Western Cape Government



## LIST OF FIGURES

Figure 1-1: CITP document suite structure. ....	2
Figure 1-2: Integrated Planning.....	3
Figure 1-3: Locality of George in International, National, Provincial and Local context. ....	4
Figure 1-4: George Municipality jurisdictional area.....	4
Figure 2-1: Data Strategy Process Principles.....	5
Figure 3-1: Geographical layout of the George LM, highlighted in green. ....	11
Figure 3-2: Geographical layout of the Garden Route District and its subdivided LMs. ....	11
Figure 3-3: Counts and Cumulative Percentages for household sizes for the George LM (STATS SA, 2020). ....	12
Figure 3-4: Ethnicity distribution for George LM (STATS SA, 2011). ....	12
Figure 3-5: Sex and age distribution for George LM (STATS SA, 2011). ....	13
Figure 3-6: Sex distribution for George LM (STATS SA, 2011). ....	13
Figure 3-7: Highest Educational Level Distribution (All Ages) for George LM (STATS SA, 2011). ....	14
Figure 3-8: Unemployment Rates between 2010 and 2020 for the George context (Western Cape Government, 2021). ....	14
Figure 3-9: Average household annual income distribution for George LM (STATS SA, 2011). ....	14
Figure 3-10: Employment status distribution for people aged 15–64 for George LM (STATS SA, 2011). ....	15
Figure 3-11: Employment status (aged 15+) for George LM (STATS SA, 2020). ....	15
Figure 3-12: Languages distribution for George LM (STATS SA, 2011). ....	15
Figure 3-13: Marital Status distribution for George LM (STATS SA, 2011). ....	16
Figure 3-14: The proportions of various technology owned by households in George LM (STATS SA, 2011). ....	16
Figure 3-15: Trend of driving under the influence per 100 000 people in George LM and the Garden Route District .....	17
Figure 3-16: Main factors influencing a household's travel mode in George Municipality (STATS SA, 2020). ....	20
Figure 3-17: Transport related problems experienced by households in George (STATS SA, 2020). ....	21
Figure 3-18: PuT travel times distribution for work related trips for George (STATS SA, 2020). ....	22
Figure 3-19: PuT travel times distribution for education related trips in George (STATS SA, 2020). ....	23
Figure 3-20: Walking times distribution to nearest bus station for George (STATS SA, 2020). ....	24
Figure 3-21: Walking times distribution to nearest GO GEORGE station for George (STATS SA, 2020). ....	24
Figure 3-22: Walking times distribution to nearest taxi rank / route for George. (STATS SA, 2020) .....	25
Figure 3-23: Percentage of income spent on public transport by households in George (STATS SA, 2020). ....	25

Figure 3-24: Stacked bar charts indicating the capacity for each authority type .....	26
Figure 3-25: Stacked bar charts indicating the number of vehicles for each authority type .....	27
Figure 3-26: Total vehicles per Authority type based on where the operator registered.....	28
Figure 3-27: Number of vehicles per authority type where the Operator is registered within George Local Municipality .....	29
Figure 3-28: Number of vehicles per authority type where the Operator is registered outside George Local Municipality .....	30
Figure 3-29: Number of vehicles per authority type per business association .....	31
Figure 3-30: The number of vehicles per business / association categorised .....	32
Figure 3-31: Number of vehicles per Authority type per licence status for George Local Municipality .....	33
Figure 3-32: Vehicle makes per authority types .....	34
Figure 3-33: Vehicle age range distribution per authority types .....	36
Figure 3-34: Relationship between vehicle age and years since first issuance of OL.....	37
Figure 3-35: Stacked bar chart of the number of vehicles per vehicle age for which operating licences were approved .....	38
Figure 3-36: George LM in the context of the district, provincial and national boundaries. ....	40
Figure 3-37: Number of short distance minibus taxis per authority type, per service scope .....	41
Figure 3-38: Number of long-distance minibus taxis per authority type, per service scope.....	41
Figure 3-39: Private Transport vehicle volumes for the AM Peak Hour (07:00-08:00). ....	42
Figure 3-40: GO GEORGE passenger volumes of the 2-Hour Peak Period zoomed in for the George Urban Area. ....	44
Figure 3-41: Aerial view of existing GO GEORGE Bus Depot.....	46
Figure 3-42: Locality of proposed new permanent GIPTN Bus Depot. ....	46
Figure 3-43: George Integrated Public Transport Network Interchanges, Transfer Locations and Termini as of 2019. ....	47
Figure 3-44: GO GEORGE stops located along the GO GEORGE routes for George Urban area, ....	48
Figure 3-45: Aerial view of George Transport Hub Facility .....	49
Figure 3-46: George Transport Hub Facility from Cradock Street. ....	49
Figure 3-47: Front view of the entrance of George Transport Hub Facility.....	49
Figure 3-48: Cradock Street Taxi Rank. ....	53
Figure 3-49: Thembaletu Taxi Rank .....	54
Figure 3-50: St. Mark's Square taxi rank. ....	55
Figure 3-51: Garden Route Mall Informal taxi rank area indicated in blue .....	56
Figure 3-52: GIPTN Garden Route Mall Terminus and temporary transfer location.....	57
Figure 3-53: MBT passenger volumes of the 2-Hour Peak Period zoomed out for the George Local Municipality Area.....	58



Figure 3-54: MBT passenger volumes of the 2-Hour Peak Period zoomed in for the George Urban Area.....	59
Figure 3-55: The modelled Passenger volumes for the GO GEORGE and Minibus Taxis for the 2-Hour AM Peak Period.....	62
Figure 3-56: Proportions of vehicle types identified in cordon counts .....	69
Figure 3-57: Proportions of unique vehicles identified in cordon counts. ....	69
Figure 3-58: Total observations of PuT vehicle types during cordon counts.....	70
Figure 3-59: Comparison between MBT found and not found in the OLAS Database for various cut-off values.....	70
Figure 3-60: Map indicating the cordon, gateway and traffic count locations in George.....	71
Figure 3-61: Map indicating the zoomed in cordon and gateway count locations in George. ....	72
Figure 3-62: The occupancy, capacities and utilisation measured at the cordon counts during the three-hour AM peak period .....	73
Figure 3-63: The occupancy, capacities and utilisation measured at the cordon counts during the entire off-peak period .....	74
Figure 3-64: The occupancy, capacities and utilisation measured at the cordon counts during the three-hour PM peak period .....	75
Figure 3-65: Vehicle journeys of Minibus Taxi vehicles in George Urban Area, during the 2-hour AM peak period .....	77
Figure 3-66: Total number of passengers conveyed with GO GEORGE buses.....	78
Figure 3-67: Total number of GO GEORGE trips per payment certificate .....	78
Figure 3-68: Vehicle journeys of GO GEORGE vehicles, for George Urban area during the 2-hour AM peak period .....	79
Figure 3-69: Link capacities (measured in vehicles) for the George Urban area during the AM peak hour .....	81
Figure 3-70: Link capacities (measured in vehicles) for the Greater George Local Municipality are during the AM peak hour. ....	82
Figure 3-71: An isochrone image of accessibility to public transport measured in walking minutes to a public transport access point .....	83
Figure 3-72: Bus stops located in George for Long Distance bus routes operating from George (CheckMyBus, 2024).....	91
Figure 3-73: Aerial view of George Station. ....	93
Figure 3-74: Front view of George Station showing the Intercape and Translux offices .....	93
Figure 3-75: Aerial view of Sasol Garage Long Distance Bus Stop Location. ....	93
Figure 3-76: Front view of Sasol Garage Long Distance Bus Stop.....	93
Figure 3-77: Thembaletu Taxi Rank - also used for long distance transport. ....	94
Figure 3-78: Bus routes for Intercape bus services (Intercape, 2023). ....	94
Figure 3-79: Illustration of Residential Area and Schools for Learner Transport as described in the LT OLAS Database. ....	96
Figure 3-80: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Learner related destinations.....	97
Figure 3-81: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Learner related destinations (Zoomed .....	98
Figure 3-82: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Pre-Primary School destinations (Zoomed ...	99
Figure 3-83: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Primary School destinations .....	100

Figure 3-84: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Primary School destinations (Zoomed.....	101
Figure 3-85: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Secondary School destinations .....	102
Figure 3-86: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Secondary School destinations (Zoomed ...	103
Figure 3-87: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Tertiary School destinations .....	104
Figure 3-88: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Tertiary School destinations (Zoomed.....	105
Figure 3-89: Schools (purple points) located within George Local Municipality (green overlay) zoomed out. ....	114
Figure 3-90: Schools (purple points) located within George Local Municipality (green overlay) zoomed in. ....	115
Figure 3-91: Schools (purple points) located within Thembaletu and Pacaltsdorp. ....	116
Figure 3-92: All NMT Trips and Distance Travelled. ....	118
Figure 3-93: All NMT Trips and Distance Travelled (CP). ....	118
Figure 3-94: LI HEB NMT Trips and Distance Travelled. ....	118
Figure 3-95: LI HEB NMT Trips and Distance Travelled (CP). ....	118
Figure 3-96: HI HEB NMT Trips and Distance Travelled. ....	119
Figure 3-97: HI HEB NMT Trips and Distance Travelled (CP). ....	119
Figure 3-98: LI HWB NMT Trips and Distance Travelled. ....	119
Figure 3-99: LI HWB NMT Trips and Distance Travelled (CP).....	119
Figure 3-100: HI HWB NMT Trips and Distance Travelled. ....	120
Figure 3-101: HI HWB NMT Trips and Distance Travelled (CP).....	120
Figure 3-102: NMT access network for George Local Municipality, indicated with the blue lines. ....	121
Figure 3-103: NMT Network for George Urban area, indicated with the blue lines. ....	122
Figure 3-104: Modelled NMT Volumes for the AM Peak Hour for George Local Municipality. ....	123
Figure 3-105: Modelled NMT Volumes for the AM Peak Hour for George Urban Area. ....	124
Figure 3-106: Railway stations (blue text) present in the George District.....	126
Figure 3-107: Railway stations (blue text) present in the George District (highlighted in green), zoomed in on the lower left part of George ...	127
Figure 3-108: Railway stations (blue text) present in the George District (highlighted in green), zoomed in on the upper right part of George.	128
Figure 3-109: Aerial view of the Bus Depot used for transporting farm workers. ....	130
Figure 3-110: Front view from R404 of the Bus Depot used for transporting farm workers. ....	130
Figure 3-111: Road conditions for the George area from the Pavement Management System, 2021.....	136
Figure 3-112: The modelled Volume to Capacity Ratio of vehicle on the road for the AM Peak Hour.....	137
Figure 3-113: The modelled Operating to Posted Speed Ratio for the AM Peak Hour, with the top congestion problems highlighted. ....	138

Figure 3-114: Volumes of heavy vehicles in George, during the AM peak hour. ....	142
Figure 3-115: Daily average Heavy Vehicle percentages along the N2 within George, obtained from SANRAL CTO Data 2019. ....	143
Figure 3-116: Daily average Heavy Vehicle percentages around George, obtained from SANRAL CTO Data 2019 . ....	144
Figure 3-117: Percentages of heavy vehicles in George, during the 2-hour AM peak period between 06:00 and 08:00. ....	145
Figure 3-118: Location of Industrial Zones vs. routes with the most heavy vehicle traffic during the 2-hour AM peak period ....	146
Figure 3-119: Location of rail stations and rail lines in George and surrounds. ....	147
Figure 3-120: Transnet Freight Rail Network (Transnet Freight Rail Report, 2022) ....	148
Figure 3-121: Condition of roads in George according to the George Municipality Pavement Management System, 2019. ....	151
Figure 3-122: Total fuel consumption by heavy vehicles in George during the 2-hour AM peak period between 06:00 and 08:00. ....	152
Figure 3-123: Waste management services in the GLM area (GIBB, 2020). ....	153
Figure 3-124: Location of GM regional landfill site (Google Earth, 2023). ....	154
Figure 3-125: Components of the Integrated Transport for George. ....	158
Figure B-1: The main databases and their data fields that were used in the analytics tool ....	189
Figure B-2: The data process flow diagram that was used for the analytics tool.....	190
Figure D-3: GO GEORGE Bus Depot Locality. ....	302
Figure D-4: GO GEORGE Transport Hub Locality.....	304
Figure D-5: Thembaletu Taxi Rank Locality and NMT Movement .....	307
Figure D-6: Thembaletu Taxi Rank Office Facility .....	308
Figure D-7: Avanza Loading Area .....	308
Figure D-8: Narrow NMT Access from Nelson Mandela Boulevard.....	309
Figure D-9: Garden Route Mall Taxi Rank Locality.....	311
Figure D-10: Garden Route Mall Taxi Rank. ....	312
Figure D-11: Cradock Street Taxi Rank Locality and NMT Movement.....	314
Figure D-12: St Mark's Square Taxi Rank Locality. ....	316
Figure D-13: St Mark's Square Taxi Rank. ....	317
Figure F-14: Various demographic statistics (1/6) computed from the National Household Travel Survey 2022.....	329
Figure F-15: Various demographic statistics (2/6) computed from the National Household Travel Survey 2022.....	330
Figure F-16: Various demographic statistics (3/6) computed from the National Household Travel Survey 2022.....	331
Figure F-17: Various demographic statistics (4/6) computed from the National Household Travel Survey 2022.....	332
Figure F-18: Various demographic statistics (5/6) computed from the National Household Travel Survey 2022.....	333

Figure F-19: Various demographic statistics (6/6) computed from the National Household Travel Survey 2022.....	334
Figure G-20: Number of MBT vehicle journeys in George, zoomed into CBD West (1/4), during the 2-hour AM peak period. ....	336
Figure G-21: Number of MBT vehicle journeys in George, zoomed into CBD East (2/4), during the 2-hour AM peak period.....	337
Figure G-22: Number of MBT vehicle journeys in George, zoomed into Wilderness (3/4), during the 2-hour AM peak period. ....	338
Figure G-23: Number of MBT vehicle journeys in George, zoomed into Pacaltsdorp and Thembaletu (4/4) .....	339
Figure G-24: Number of GO GEORGE vehicle journeys, zoomed into CBD West (1/3), during the 2-hour AM peak period.....	340
Figure G-25: Number of GO GEORGE vehicle journeys, zoomed into CBD East (2/3), during the 2-hour AM peak period. ....	341
Figure G-26: Number of GO GEORGE vehicle journeys, zoomed into Pacaltsdorp and Thembaletu (3/3), during the 2-hour AM peak period. ....	342
Figure G-27: Link capacities (measured in vehicles) for George, zoomed into CBD East (1/4), during the AM peak hour. ....	343
Figure G-28: Link capacities (measured in vehicles) for George, zoomed into CBD West (2/4), during the AM peak hour.....	344
Figure G-29: Link capacities (measured in vehicles) for George, zoomed into Wilderness (3/4), during the AM peak hour.....	345
Figure G-30: Link capacities (measured in vehicles) for George, zoomed into Pacaltsdorp and Thembaletu (4/4), during the AM peak hour. .	346

Note: During the development of the George Municipality Comprehensive Integrated Transport Plan (CITP), the transport model was updated using the latest version of PTV Visum software (2025). As a result, the output figures generated by the model reflect this more recent update.



## LIST OF TABLES

Table 2-1: A summary of all the databases that were used in the analysis and collation of data .....	7
Table 3-1: Summary of various statistics in respect to George LM .....	9
Table 3-2: Age cohorts and projections for George LM (Western Cape Government, 2021). .....	12
Table 3-3: The actual number of people and per 100 000 people values for driving under the influence cases .....	17
Table 3-4: Modal split for all trips in George Municipality. ....	18
Table 3-5: Modal split for work trips in George Municipality. ....	19
Table 3-6: Modal split for educational trips in George Municipality. ....	19
Table 3-7: Average travel times for work related trips for different modes for George (STATS SA, 2020). ....	22
Table 3-8: Average travel times for education related trips for different modes in George (STATS SA, 2020). ....	23
Table 3-9: Average walking time to nearest mode of PuT in George (STATS SA, 2020) .....	24
Table 3-10: The number of vehicles per vehicle age for which operating licences were approved .....	39
Table 3-11: Comments on George Urban taxi rank infrastructure. ....	51
Table 3-12: Summary of routes as identified by facility found in Table C-10 for the three-hour PM peak period.....	60
Table 3-13: Summary of minibus taxi fares per route for Table C-9, for the three-hour PM peak period .....	61
Table 3-14: The total number of vehicles with active operating licences and their total vehicle capacity .....	64
Table 3-15: Summary of Minibus Taxis total public transport capacity and maximum utilisation per route .....	65
Table 3-16: Summary of GO GEORGE Buses total public transport passenger capacity and maximum utilisation per route .....	66
Table 3-17: Total observations per vehicle type, per unique and total (including multiple) observations. ....	68
Table 3-18: All the unique standard MBT vehicle registration number (VRN) observations from the cordon counts .....	70
Table 3-19: Summary of Taxi Facilities Assessment Findings .....	84
Table 3-20: The vehicle counts for each intersection traffic count, gateway count and cordon count.....	86
Table 3-21: Summary of all the active metered taxi transport (excluding e-hailing) .....	87
Table 3-22: Long-distance operators registered on the OLAS DB that operate in the George area .....	88
Table 3-23: Summary of all the active long-distance transport.....	88
Table 3-24: Typical Friday Long Distance Bus Trips from George (Busbud, 2024) (CheckMyBus, 2024). ....	89
Table 3-25: Routes as identified by facility for Long Distance Buses through respective websites .....	92
Table 3-26: Learner Transport Summary by School Type, OD-pair passenger capacity and the split.....	106
Table 3-27: George Local Municipality Enrolment Summary and learner transport provision for 2021 available enrolment data. ....	106

Table 3-28: Learner Transport Data for transport registered on the OLAS DB .....	107
Table 3-29: Summary of all the active scholar and WCED transport.....	112
Table 3-30: NMU contracted LT timetables for the stops in George.....	112
Table 3-31: NMU contracted LT timetables for the stops in Pacaltsdorp .....	113
Table 3-32: NMU contracted LT timetables for the stops in Thembaletu .....	113
Table 3-33: NMU contracted LT timetables for the additional “shopping service” .....	113
Table 3-34: Summary of all the active staff transport .....	129
Table 3-35: Summary of all the active charter transport.....	130
Table 3-36: Summary of all the active e-hailing transport (excluding metered taxis).....	131
Table 3-37: Number, capacities, and average age of vehicles registered as Individuals.....	132
Table 3-38: Number, capacities, and average age of vehicles registered as Businesses.....	133
Table 3-39: Number of unique operators in each Formalised Association .....	134
Table 3-40: George Local Municipality Road Length Summary as of 1 December 2022 .....	135
Table 3-41: Top five congestion problems identified from the George CITP model .....	135
Table 3-42: Estimated costs of freight problems (WCG Provincial Freight Strategy, 2019). .....	149
Table 3-43: Summary of waste management facilities in the GLM area (GIBB, 2020).....	153
Table 3-44: George Municipality additional allocations adjustments for Civil Engineering Services.....	155
Table 3-45: George Municipality Capital Budget Funding for 2022/2023 in Rands (George Municipality, 2023). .....	155
Table 3-46: Streets and Stormwater budget 2022/23 for George Municipality .....	156
Table 3-47: Key Transport Management Objectives in terms of Transport Rationalisation. ....	159
Table 3-48: Key Transport Management Objectives in terms of Transport Rationalisation. ....	160
Table 4-1: Status Quo of Macro Mobility Facilities. ....	163
Table 4-2: The total number of vehicles with active operating licences and their total vehicle capacity .....	170
Table 4-3: Summarised carrying capacity for each of the Authority Service Types .....	172
Table 4-4: Status Quo of Micro Mobility Facilities. ....	173
Table A-1: Data Gap Analysis at inception of project for the George Transport Register, and acquired data sources. ....	176
Table C-2: Listing of road-based public transport facilities.....	191
Table C-3: Route Descriptions (all day). ....	192
Table C-4: Routes as identified by facility for GO GEORGE Buses through their website for the morning peak .....	218
Table C-5: Routes as identified by facility for Long Distance Buses through respective websites.....	219

Table C-6: Routes as identified by facility for Minibus taxis during Facility Surveys .....	220
Table C-7: Costs per trips for the GO GEORGE bus service (GO GEORGE (George Integrated Public Transport Network), 2023). .....	235
Table C-8: Fares per route for Long distance buses. ....	236
Table C-9: Fares per route for Minibus taxis. ....	237
Table C-10: Road-based vehicle supply and utilisation in peak direction in peak period per route. ....	251
Table C-11: Data for the occupancy, capacities and utilisation measured at the cordon counts during the three-hour AM peak period. ....	278
Table C-12: Data for the occupancy, capacities and utilisation measured at the cordon counts during the three-hour PM peak period. ....	278
Table C-13: Data for the occupancy, capacities and utilisation measured at the cordon counts during the off-peak period. ....	279
Table C-14: The Formalised Associations' number of vehicles, vehicle capacities and average vehicle age for the various areas .....	280
Table C-15: GO GEORGE Fleet Database as of August 2022. ....	294
Table C-16: Names, types, suburb, and GPS coordinates for schools in GM. ....	296
Table D-17: GO GEORGE Bus Depot Facility Survey .....	301
Table D-18: Comments pertaining to Table D-17 .....	301
Table D-19: GO GEORGE Transport Hub Facility Survey .....	303
Table D-20: Comments pertaining to Table D-19 .....	303
Table D-21: Thembaletu Taxi Rank Facility Survey. ....	305
Table D-22: Comments pertaining to Table D-21. ....	306
Table D-23: Garden Route Mall Informal Taxi Rank Facility Survey .....	310
Table D-24: Comments pertaining to Table D-23 .....	310
Table D-25: Cradock Street Taxi Rank Facility Survey .....	313
Table D-26: Comments pertaining to Table D-25 .....	313
Table D-27: St Mark's Square Taxi Rank Facility Survey. ....	315
Table D-28: Comments pertaining to Table D-27. ....	315
Table E-29: GM Adjustments Budget Financial Performance (revenue by municipal vote) - 20/04/2023 (George Municipality, 2023). ....	318
Table E-30: GM Adjustments Budget Financial Performance (expenditure by municipal vote) - 20/04/2023 (George Municipality, 2023). ....	319
Table E-31: George Municipality Budget 2022/2023 (George Municipality, 2023). ....	320
Table F-32: Number of records for each governmental level for the NHTS 2022 .....	328





## EXECUTIVE SUMMARY

This Transport Register is a part of the Comprehensive Integrated Transport Plan (CITP) suite. It was developed by the Techso-Tolplan-Lyners Consortium for the George Municipality and covers the Garden Route District Municipal area. The document is structured into four main chapters: Introduction, Transport Register Development and Purpose of Data, The Transport Register and finally, a short Synopsis.

**1. Introduction:** The introduction provides a background and context for the document. It explains that the Transport Register is part of a suite of CITP documents, which also includes the Comprehensive Integrated Transport Plan (CITP), Transport Model Strategy (TMS), and Operating Licence Strategy (OLS). The document is intended to serve the municipality for the period 2023 to 2028.

**2. Transport Register Development and Purpose of Data:** This chapter outlines the approach, process, and data management involved in the development of the Transport Register. The data gathering strategy is based on five key process elements: Assessment of existing data sources, identifying data gaps, consultation with George Municipality, Public Transport Operators and relevant stakeholders, collection of data/information, and fieldwork.

**3. The Transport Register:** This is the largest chapter and provides a comprehensive overview of the transport system in the George Local Municipality. It is divided into several subsections:

**3.1 Demographic Information:** This section provides demographic and socio-economic information for the area such

as the profile of the population by income, age, education, and car ownership.

**3.2 General Overview of the Transportation System:** This section provides a general overview of the transportation system, including the types of transport used, the number of vehicles, and the average distance travelled.

**3.3 Description of the Regular, Daily Public Transport System:** This section provides a detailed description of the regular, daily public transport system.

**3.4 Other Public Transport Services:** This section discusses other public transport services available in the area.

**3.5 Public Transport Companies and Associations:** This section provides information about public transport companies and associations.

**3.6 Roads and Traffic:** This section discusses the state of roads and traffic in the area.

**3.7 Freight Transport:** This section discusses freight transport, including the issue of vehicle overloading and the measures in place to deal with it.

**3.8 Financial Information:** This section describes the sources of transport system income and expenditure by the municipality.

**3.9 Public Transport Rationalisation:** This section provides information on the rationalisation of public transport.

Overall, the Transport Register document provides a comprehensive overview of the transportation system in the George Local Municipality, offering valuable insights for planning and decision-making processes.

# 1 INTRODUCTION

1.1	Document Structure and Context .....	2
1.2	Background .....	2
1.3	Locational Context.....	4

Techso-Tolplan-Lyners Consortium was appointed by the George Municipality (GM) to update their Comprehensive Integrated Transport Plan (CITP), which includes the development of a Transport Register (TR).

## 1.1 Document Structure and Context

The TR document is part of a suite of CITP documents, which comprise of the following four (4) documents (as depicted in **Figure 1-1**):

1. *Comprehensive Integrated Transport Plan (CITP)*
2. **Transport Register (TR)**
3. *Transport Model Strategy (TMS)*
4. *Operating Licence Plan (OLP)*

A summary of the Transport Register document is provided in *Chapter 3* of the CITP for context.

The CITP Transport Register, CITP Transport Summary, Transport Model Strategy and CITP Operating License Plan contain large amounts of data and are summarized in chapters in the CITP document, for ease of reading.

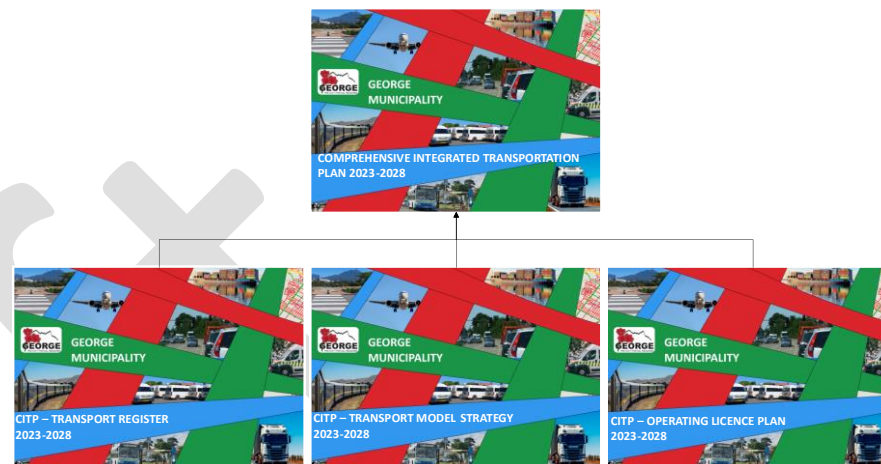


Figure 1-1: CITP document suite structure.

## 1.2 Background

The Transport Register (TR) is prepared for the George Municipality and covers the George Local Municipal area.

The George Comprehensive Integrated Transport Plan (GCITP) will serve the municipality for the period 2023 to 2028. Since the appointment of the service provider was completed in 2020, the updated CITP period would serve the Municipality from 2023 – 2028.

While previous CITPs have considered public transport related matters, the recently completed review of the George Spatial Development Framework (SDF) dated 2019 May 2019 (George Municipality, 2019) highlights matters that require more in-depth consideration from an overall transportation planning perspective. These relate to major road considerations in both the rural and urban contexts.



An important aspect in the development of the CIP is ensuring that there is synergy between the MSDF and the CIP in context with the guiding principles of the IDP, the vision of which is to *be 'a city for a sustainable future'*. The IDP, together with the CIP and MSDF, forms the core of the desired integrated plan, with other relevant documentation impacting the process from outer levels, such as the Environmental Management Framework (EMF), National Land Transport Act (NLTA), Land Use Management System (LUMS), etc. as shown demonstratively in **Figure 1-2**.

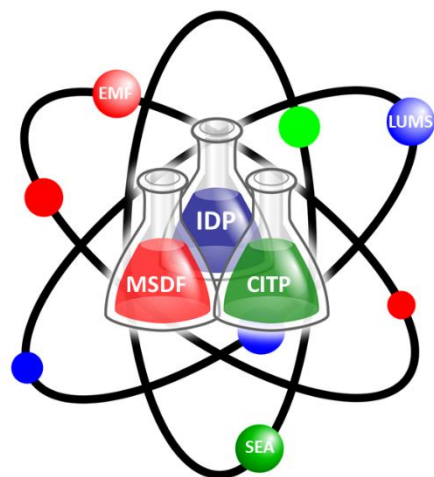


Figure 1-2: Integrated Planning.

The CIP is in accordance with the NLTA and relevant NDoT guidelines, and takes the following into consideration:

- The first George Comprehensive Integrated Transport Plan was compiled in the 2009/2010 financial year for the period 2015 to 2019.
- The CIP was subsequently reviewed and updated in 2014/2015.
- The CIP covers the George Municipal area, which includes Uniondale, Haarlem and Herold's Bay, and takes cognisance of the Garden Route District Municipalities ITP.
- The municipality serves 221 637 people from 57 447 households (Western Cape Government, 2021) across 28 wards including Uniondale and Wilderness – with service hinterlands geographically separated from the main city area of George. These include Avontuur, De Vlucht, Gwaing, Haarlem, Herold, Herold's Bay, Hoekwil, Kleinkrantz, Noll, Touwsrante, Uniondale, Victoria Bay, Waboomskraal, and Wilderness (George Municipality, 2023).
- The George Municipality is served by a well-developed conventional, infrastructure light, on-street Scheduled Public Transport Bus System (SPTBS) and not a Bus Rapid Transit (BRT) system.
  - To-date some 60% (Phases 1 to 3, and 4B) of the George Integrated Public Transport Network (GIPTN) urban operations have been rolled out. Phase 4A represents approximately 30% of the total GIPTN Phase 1-6.
  - Stakeholder engagement regarding the rollout of Phase 4A continues in 2022/23, with Phase 4A planned to be rolled out in 2022/23 and remaining phases 5 and 6 planned to be rolled out in 2024/25.
  - Rollout of Phases 5 and 6 will follow, which will cover the peri-urban areas.
- Uniondale, Haarlem and Herold are not included in the current bus system rollout programme.
- The rollout of public transport services to these areas, is incorporated in the CIP.



### 1.3 Locational Context

The Garden Route District Municipality is a Category C municipality situated in the Western Cape Province. The name was changed from Eden District Municipality to the Garden Route District Municipality in October 2018. The Garden Route District Municipality comprises seven (7) local municipalities which includes George Municipality as shown in **Figure 1-3**. George is the heart of the Garden Route and is the ideal hub from which to explore the diverse scenery and natural beauty of its surrounding area. Tourism presents a key local economic growth development opportunity in George.

This CITP for the George Municipality also acknowledges the role that the Garden Route District and its neighbouring Municipalities play in its economy, and thus the scope includes matters that influence the George Municipality's linkages and role with neighbouring Municipality's within the Garden Route District.

Garden Route District's main economic sectors comprise of predominantly the following:

- Finance and business services (23.4%)
- Manufacturing (17.3%)
- Wholesale and accommodation (17%)
- General government (12.1%)
- Construction (9.5%),
- Transport and communication (7.8%)
- Community services (5.5%)
- Agriculture, forestry and fishing (5.5%)



Figure 1-3: Locality of George in International, National, Provincial and Local context.

The Greater George Area is made up of two distinctive landscapes – the Garden Route and the Klein Karoo - divided by the Outeniqua Mountain Range, which itself provides a dramatic backdrop to the area. The CITP plan covers the jurisdictional area of the George Municipality as shown in **Figure 1-4**. The transport model will take



Figure 1-4: George Municipality jurisdictional area.

cognisance of demand trip “generators” and “attractions” that are located outside the George Municipal Area which will impact the development of the CITP.

## 2 TRANSPORT REGISTER DEVELOPMENT AND PURPOSE OF DATA

### 2.1 Data Strategy .....5

#### 2.1 Data Strategy

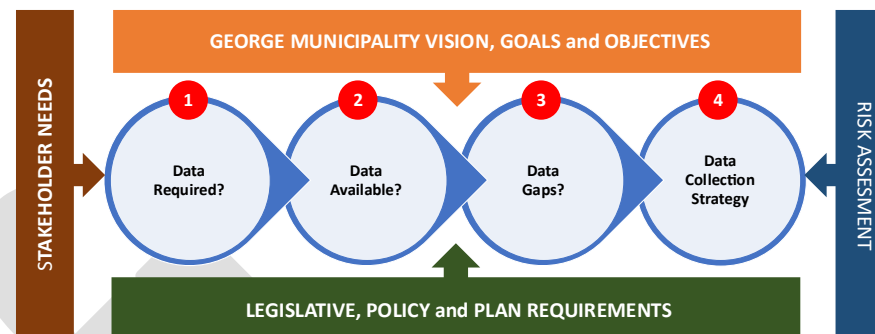
This section deals specifically with the approach, process and data management in terms of the development of the Transport Register (TR) and other related documentation.

The overall data gathering strategy and assessment strategy is based on five (5) key process elements:

1. Assessment of existing data sources
2. Identifying data gaps
3. Consultation with George Municipality, Public Transport (PuT) Operators and relevant Stakeholders
4. Collection of data/information
5. Fieldwork

The Fieldwork process was planned to be executed over a four-month period in accordance with the Data Strategy in **Figure 2-1**. The fieldwork was expanded to obtain data that could not be made available by the Provincial Regulating Entity (PRE) due to internal service provider agreements at that time.

In principle, the Data Strategy consists of four (4) steps (taking cognisance of key components that will influence the process and data requirements) shown in **Figure 2-1**.



*Figure 2-1: Data Strategy Process Principles.*

The process of identifying the data that would be required to develop the George CIP is in essence guided by the vision, goals and objectives of the George Municipality, legislative and policy requirements, and the assessment of relevant stakeholders' needs.

This section provides a brief description of the process followed in developing the TR:

- Various surveys and interviews were conducted to assemble the primary data.
- Liaised with other persons and bodies, such as the Provincial Regulatory Entity (PRE), public transport operators and other relevant stakeholders / associations such as the farmers, cycling community, ACSA, PRASA, etc.

The PRE provided Operating License Administration System (OLAS) database information in May 2022 data, and further updated information in March 2023, that included long distance public transport information.

The Public transport routes data provided by the PRE did not contain Geographical Information System (GIS) shapefiles and some routes were incomplete or unclear. Routes were verified with relevant taxi



associations and were confirmed with the PRE and then digitized for the model.

The *focus of the TR* is to collect data and information that is relevant to the *objectives of the ITP*, and not be collected for their own sake.

In summary, the types of information required for the planning authority to base its decisions are listed in **Table 2-1**, organised in an hierarchical fashion for the Data source column. The detailed data gap analysis at the onset of the project is included in **Table A-1** in **Annexure A**.

**Table 2-1** also includes the year applicable to the data in terms of the TR, a description, the data gaps as well as the process that was followed to fill the gaps. To ensure the reliability and accuracy of our dataset, we implemented several verification procedures. Initially, we scrutinised the dataset for any missing data, such as blank entries, and evaluated whether the recorded values were logical and fell within expected bounds. Furthermore, we assessed the completeness of the data types represented. For instance, in the OLAS database review, we initially received data solely on taxis. Recognising this as incomplete, we subsequently requested additional data to include all Public Transport (PuT) vehicles, thus incorporating categories previously omitted, such as charter services, learner transport, and long-distance services. To validate the reliability of our data further, we conducted online research to compare our data against existing records. Additionally, we engaged directly with data providers to clarify any uncertainties, which effectively resolved anomalies and guaranteed the dataset's accuracy and reliability. The data acquired were analysed using Microsoft Excel and the Python programming language. The main databases used in the analyses may be found in **Figure B-1**, and the

high-level data analysis processes may be found in **Figure B-2**, both in **Annexure B**.



*Table 2-1: A summary of all the databases that were used in the analysis and collation of data for the transport register, organised in a hierarchical fashion for the Data source column.*

No	Data source	Year	Description	Data gaps	Process to fill gaps
1	National Census	2011	National census of population to gather information from people.	None	Not applicable
2	StatsSA National Households Travel Survey (NHTS)	2020	National survey containing information about travel patterns of South Africans.	None	Not applicable
3	PRASA Rail Information	None	Not applicable as the commuter rail is currently not operational in George.	None	Not applicable
4	Western Cape Government (WCG) Road Network Information System (RNIS)	2022	Information concerning the surfacing of the roads network in George Local Municipality	None	Not applicable
5	Western Cape Learner Enrolment	2016-2021	A database of learner enrolment between the years 2016 and 2021 for all the schools in the Western Cape.	None	Not applicable
6	Provincial Regulating Authority (PRE) Operating License Administration System (OLAS) Database	2023	Database obtained for the vehicles registered with the PRE that operate within the George Local Municipality boundaries.	The PRE provided OLAS database information in May 2022 data for only the minibus taxis. This later became out of date.	Requested updated and more comprehensive information. The PRE provided updated information in March 2023, which included all types of public transport modes.
7	George GIS Data	2022	A KMZ file containing various zones for the George Local Municipality.	None	Not applicable





No	Data source	Year	Description	Data gaps	Process to fill gaps
8	Pavement Management System (PMS) for George Local Municipality	2019-2021	Pavement Management System outlining the asset conditions for the roads within George Local Municipality.	There were some portions of the road network that were not assessed by the assessors.	Not applicable
9	GO GEORGE Fleet Database	2022	GO GEORGE Fleet Database as of August 2022	None	Not applicable
10	GO GEORGE Routes and Timetables	2022	Information regarding the timetables and routes for the GO GEORGE service.	Some routes and timetables were out of date.	Continual liaison with George Municipality to obtain the most up to date information.
11	GO GEORGE Demand and Capacity levels per route	2022	Information regarding the demand and capacity levels of the GO GEORGE service.	Initial data became out of date over time, with some of the routes that have been modified.	Requested and obtained the updated data.
12	GO GEORGE Monthly Ridership	2022	Monthly ridership information for the GO GEORGE service.	Initial data became out of date over time.	Requested and obtained the updated data.
13	GO GEORGE Route Utilisation	2022	Information about the utilisation of various routes.	Initially there were some discrepancies.	The consultants for the GO GEORGE bus services found the causes and ensured the quality of the data after some liaison.
14	Bicycle Information	2023	No specific data was found, however information on recreational cycling events in the greater George area was sourced.	None	Not applicable

### 3 THE TRANSPORT REGISTER

3.1	Demographic information .....	9
3.2	General overview of transportation system .....	17
3.3	Description of the regular, daily public transport system.....	43
3.4	Other public transport services .....	87
3.5	Public transport companies and associations .....	131
3.6	Roads and traffic.....	134
3.7	Freight transport.....	139
3.8	Financial Information.....	154
3.9	Public Transport Rationalisation .....	156

The purpose of the TR is to provide a snapshot of all the transport in the George Local Municipality (GLM), in other words the supply. This chapter aims to provide this snapshot by reflecting on all the different areas of transport.

#### 3.1 Demographic information

This section provides demographic and socio-economic information for the area profiling the population by income, age, education, and car ownership, and identifies trends and changes.

**Table 3-1** contains a summary of various statistics in respect to George LM. **Annexure F** contains various outputs generated from the National Household Travel Survey (NHTS) conducted in 2022 (STATS SA, 2020). As the NHTS only contained a sample, the percentages are

reported instead of the actual number of recordings, and these percentages can then be inferred to the population size.

The Gini coefficient is a statistical measure of economic inequality in a population, measuring the dispersion of income or distribution of wealth among members of a population, ranging from 0 (perfect equality) to 1 (perfect inequality) (Corporate Finance Institute, 2022).

The Human Development Index (HDI) is an index that measures key dimensions of human development, including life expectancy, access to education, and standard of living (Roser, 2014), and ranges from 0 to 1, with 1 being the highest possible score.

*Table 3-1: Summary of various statistics in respect to George LM. All the values are reported for an annual period, indicated in the Year column (Western Cape Government, 2021).*

Category	Sub-category	Value	Year
Demographics	Population	221 637	2021
	Future Estimated Population	230 183	2025
	Population Density [people / km <sup>2</sup> ]	43	2021
	Households	57 447	2020
	Average Household Size [people / household unit]	3.7	2021
Education	Matric Pass Rate	77.9%	2020
	Learner Retention Rate	72.0%	2020

Category	Sub-category	Value	Year
	Learner-Teacher Ratio [learners / teacher]	30	2020
Poverty	Gini Coefficient	0.62	2020
	Human Development Index	0.76	2020
Health	Primary Health Care Facilities	14	2020/21
	Immunisation Rate	66%	2020/21
Safety and Security	Residential Burglaries	1097	2020/21
	Driving Under the Influence	204	2020/21
	Drug-related Crimes	866	2020/21
	Murder	68	2020/21
	Sexual Offences	347	2020/21
Access to Basic Service Delivery [% of households]	Water	95.8%	2020
	Refuse Removal	88.2%	2020
	Electricity	90.3%	2020
	Sanitation	87.9%	2020
	Housing	82.5%	2020
Road Safety	Fatal Crashes	43	2020/21

Category	Sub-category	Value	Year
	Road User Fatalities	46	2020/21
Labour Socio-economic Risks	Unemployment Rate	14.2%	2020
	Risk 1	Job losses	2021
	Risk 2	Safety and Security	2021
	Risk 3	In-migration	2021
Largest 3 Sectors (% Contribution to GDP)	Finance, insurance, real estate, and business services	27%	2019
	Wholesale & retail trade, catering and accommodation	18.6%	2019
	Manufacturing	15.1%	2019

### 3.1.1 Demographic and Socio-economic overview

George Local Municipality forms part of the Garden Route District Municipality and abuts Oudtshoorn and Mossel Bay Municipalities to the west and Knysna and Bitou Municipalities to the southeast. Kannaland and Hessequa Municipalities lie to the west of Oudtshoorn and Mossel Bay Municipalities. See **Figure 3-1** and **Figure 3-2** below.

George Municipality is classified as a category B municipality.

George Municipality is located along the N2 highway, with Cape Town some 430 km to the west and Gqeberha (Port Elizabeth) some



320 km to the east. Its strategic location along the N2 highway between Cape Town and the Eastern Cape facilitates mobility of people, goods and services.



Figure 3-1: Geographical layout of the George LM, highlighted in green.



Figure 3-2: Geographical layout of the Garden Route District and its subdivided LMs.

Based on the 2011 South African Census data, the local municipality had an estimated total population of 193,672. Among the population, 50.4% were classified as coloured, 28.2% as black African, 19.7% as white, while the remaining 1.7% consists of other population groups (STATS SA, 2011). The population increased to 221 637 in 2021, which reflects a 14.5% growth over a period of 10 years. However, it is clear from recent local population studies that the population size in residential areas such as Thembalethu is totally underestimated.

### 3.1.2 Population and Household size

**Table 3-2** contains the age groups and projections for George LM. The Dependency Ratio is a demographic metric used to gauge the proportion of the population that is considered dependent on the working-age population. This ratio is calculated by the formula:  $100 \times (\text{Population (0-14)} + \text{Population (65+)}) / \text{Population (15-65)}$ . The dependency ratio can be disaggregated into: (1) the youth dependency ratio, which is the number of children aged 0-14 per 100 persons aged 15-65, and (2) the old-age dependency ratio, which is the number of persons aged 65 or over (United Nations, 2007).

The household sizes along with the cumulative percentages are shown in **Figure 3-3**, and it can also be read that about 58% of households comprise between 2 and 4 members.

Table 3-2: Age cohorts and projections for George LM (Western Cape Government, 2021).

Year	Children: 0-14 Years	Working Age: 15-65 Years	Aged 65+ Years	Total	Dependency Ratio [(100 x (Population (0-14) + Population (65+)) / Population (15- 65)]
2021	59 298	146 603	15 735	221 636	0.512
2023	60 377	149 725	15 869	225 971	0.509
2025	62 155	151 977	16 051	230 183	0.515

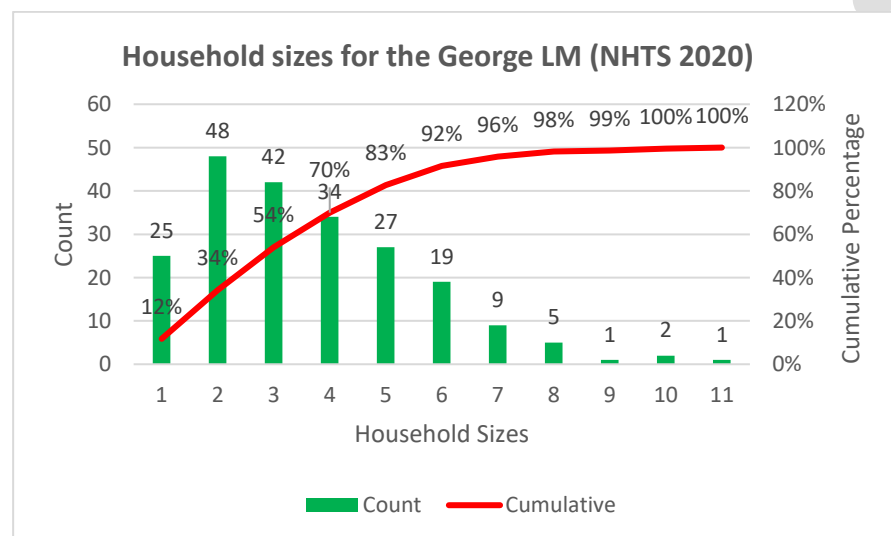


Figure 3-3: Counts and Cumulative Percentages for household sizes for the George LM (STATS SA, 2020).

### 3.1.3 Ethnicity

Coloured households represented some 50% of households in George Municipality in 2011, as shown in the **Figure 3-4** below.

The ethnicity distribution has however changed over the last few years due to high number of black African people moving into George Municipality, as observed by the rapid growth in Thembaletu township in recent years.

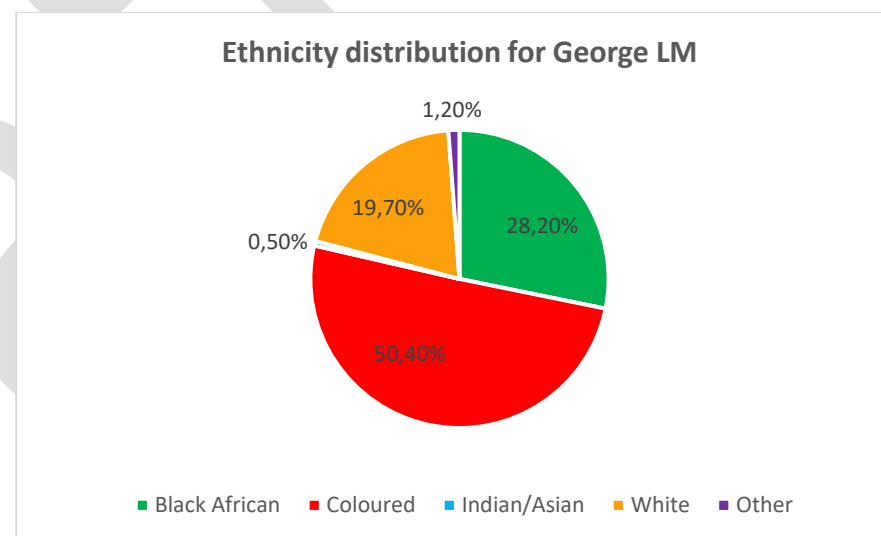


Figure 3-4: Ethnicity distribution for George LM (STATS SA, 2011).

### 3.1.4 Sex and age

The highest number of persons by age was between 15 and 29 years old, which makes George a “young” community which places a huge demand on schools and other associated amenities related to this age group, as shown in the **Figure 3-5** and **Figure 3-6** below.

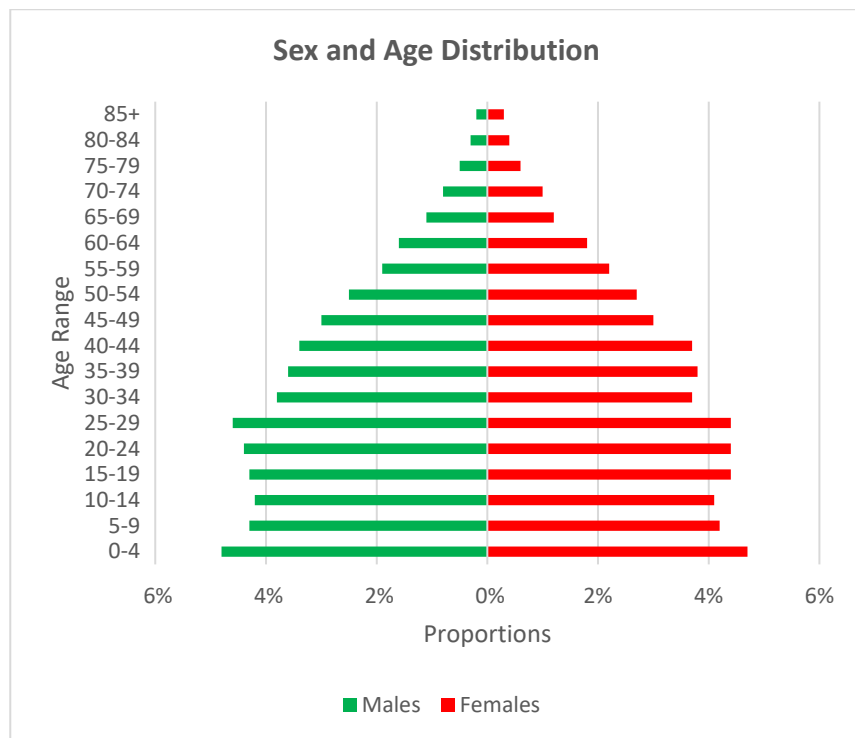


Figure 3-5: Sex and age distribution for George LM (STATS SA, 2011).

### 3.1.5 Gender

There were slightly more females than males according to the 2011 Census information below.

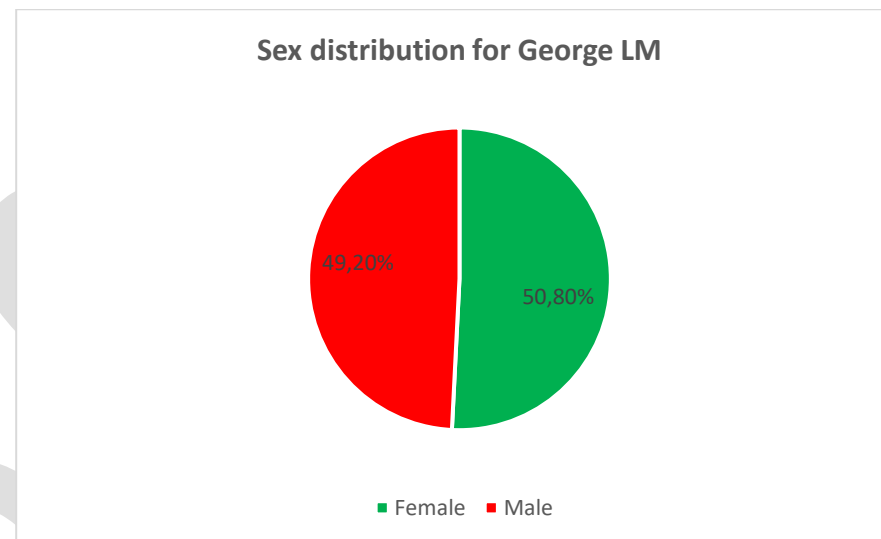


Figure 3-6: Sex distribution for George LM (STATS SA, 2011).

### 3.1.6 Education

Figure 3-7 below shows approximately 42 % of people with some primary school education and 3% with no schooling. 32 % of people had some/incomplete secondary education and only 15% of people had completed secondary or higher education.

Based on the 2011 South African Census data, in the age group of 20 years and older, 6.0% had successfully finished primary school, 35.4% had received some secondary education, 29.3% had completed matriculation, and 11.7% had attained some form of higher education. Within this specific age group, 3.9% had no educational background (STATS SA, 2011).

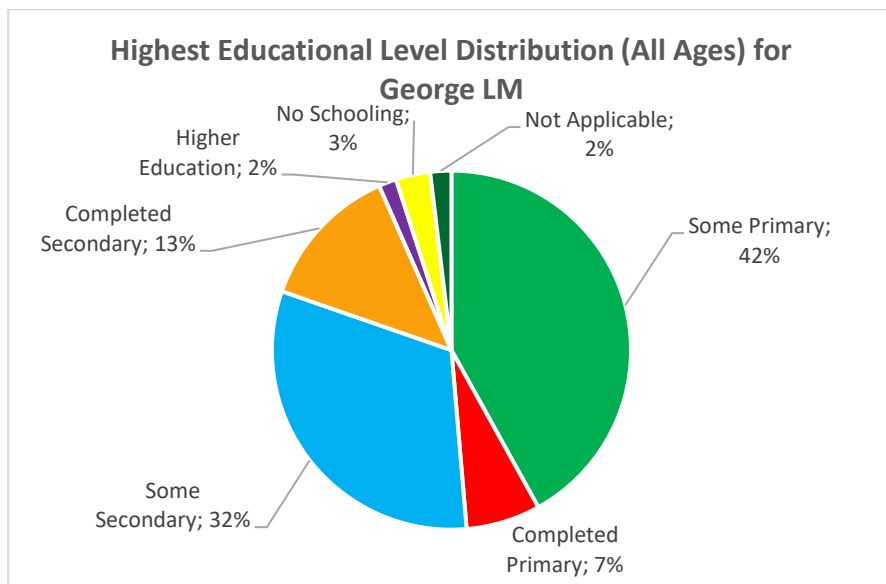


Figure 3-7: Highest Educational Level Distribution (All Ages) for George LM (STATS SA, 2011).

### 3.1.7 Employment

The unemployment rate for George Municipality appears steady at some 15%, whereas the data for the Western Cape indicates a higher unemployment rate, as shown in **Figure 3-8**. **Figure 3-9** indicate the average household annual income to include annual income for individuals in GM.

It is evident when comparing the 2011 Census data (**Figure 3-10**) with the 2020 NHTS data (**Figure 3-11**, sample size of about 800), that the employment status distributions have remained the same over approximately 10 years.

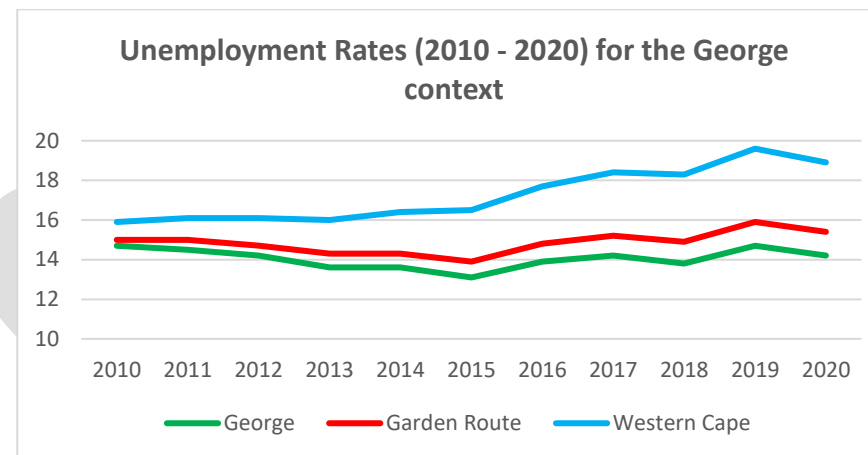


Figure 3-8: Unemployment Rates between 2010 and 2020 for the George context (Western Cape Government, 2021).

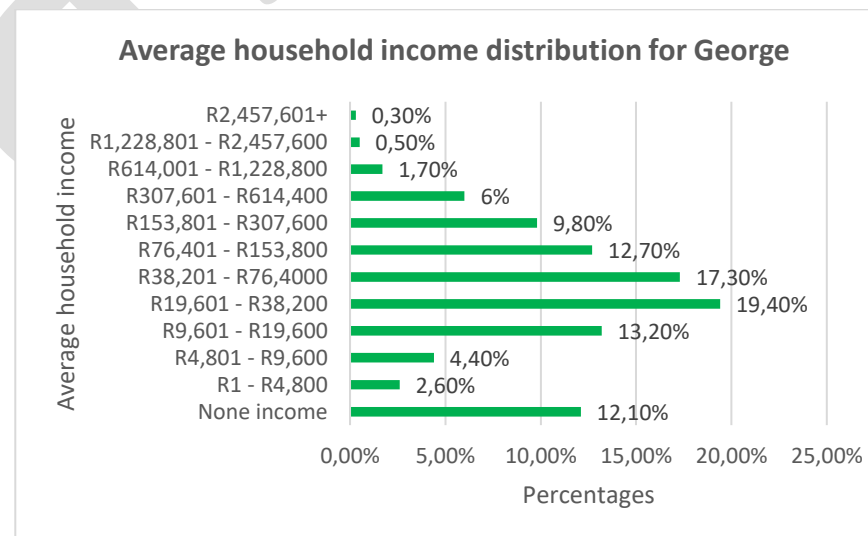


Figure 3-9: Average household annual income distribution for George LM (STATS SA, 2011).

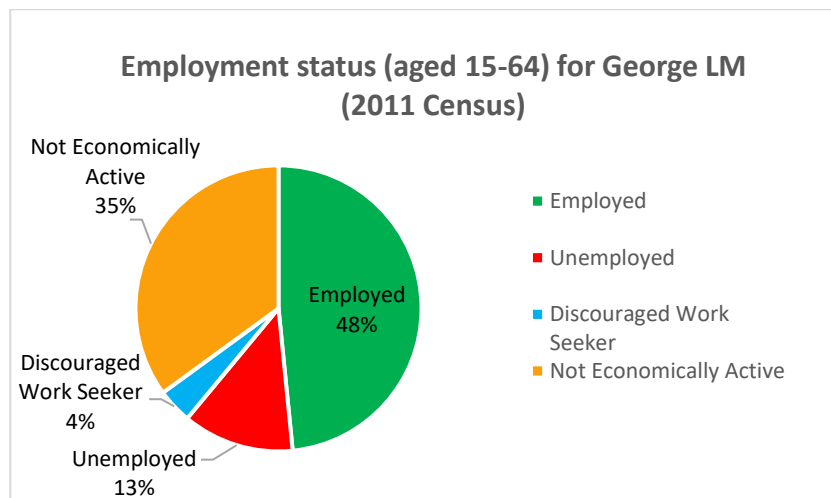


Figure 3-10: Employment status distribution for people aged 15–64 for George LM (STATS SA, 2011).

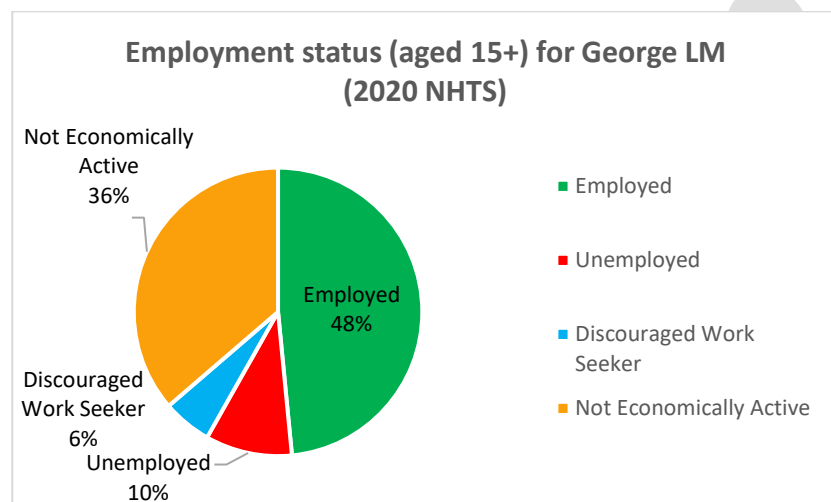


Figure 3-11: Employment status (aged 15+) for George LM (STATS SA, 2020).

### 3.1.8 Language

With a predominantly coloured population, most people in George Municipality speak Afrikaans as their home language. It is interesting to note that Xhosa is the second most spoken language followed by English, which corresponds to the demographics, specifically the high population growth in Thembaletu, as shown in the **Figure 3-12** below.

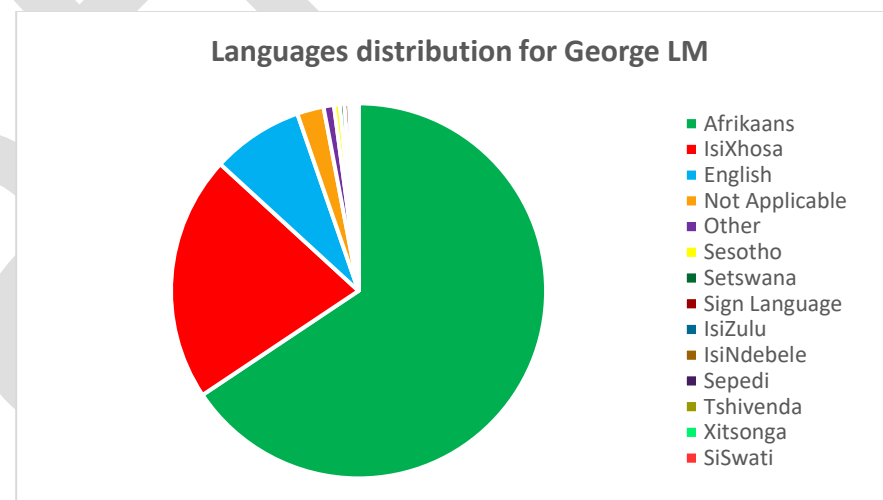


Figure 3-12: Languages distribution for George LM (STATS SA, 2011).

### 3.1.9 Marital Status

Married people made up some 30% of people in George Municipality, as depicted by the Census 2011 data depicted in **Figure 3-13** below.

A higher level of marriage can lead to a higher Gross Domestic Product (GDP) per capita, which promotes an upward economic



growth with lower levels of poverty and higher median family incomes. Increased financial resources enable families to access transport (private car or public transport), which presents an opportunity for GLM to promote a shift towards public transport by providing a quality scheduled public transport service.

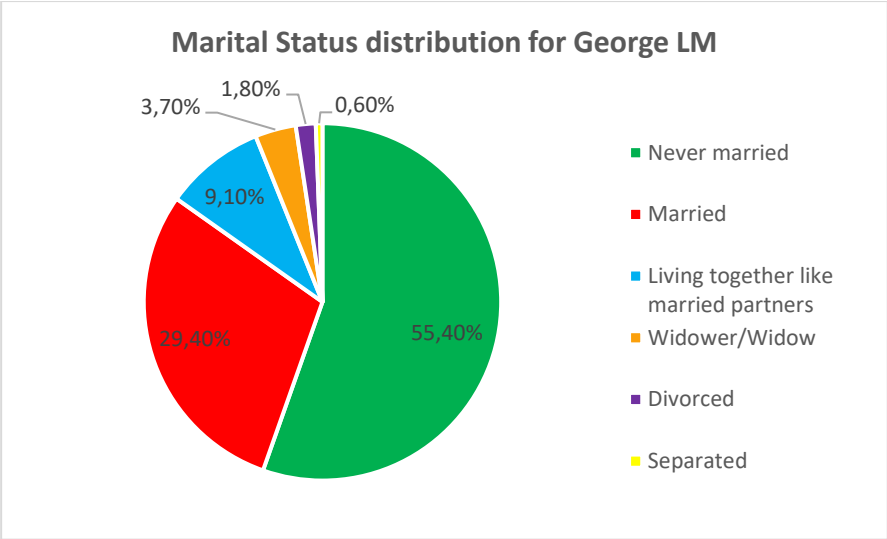


Figure 3-13: Marital Status distribution for George LM (STATS SA, 2011).

### 3.1.10 Technological Ownership

**Figure 3-14** shows the percentage of households in George owning various household goods (motor vehicles, computers, mobile phones). In 2023, 82.0 percent of the South African population accessed the internet via mobile device (Statista, 2023). This share is projected to grow to over 90 percent by the end of 2027. In 2021, the number of mobile internet users in South Africa amounted to almost 47.8 million.

One important tool is the mobile phone—its ownership in South Africa has risen, particularly among the less affluent, and descriptive data analysis suggests that mobile phone ownership is associated with welfare gains, represented by consumption. This is consistent with findings in the literature on benefits from mobile phone usage in various countries through different channels—using a mobile phone helps to save on travel time and costs, facilitates greater and more affordable access to information, and enhances market efficiency, among others (Miyajima, 2020).

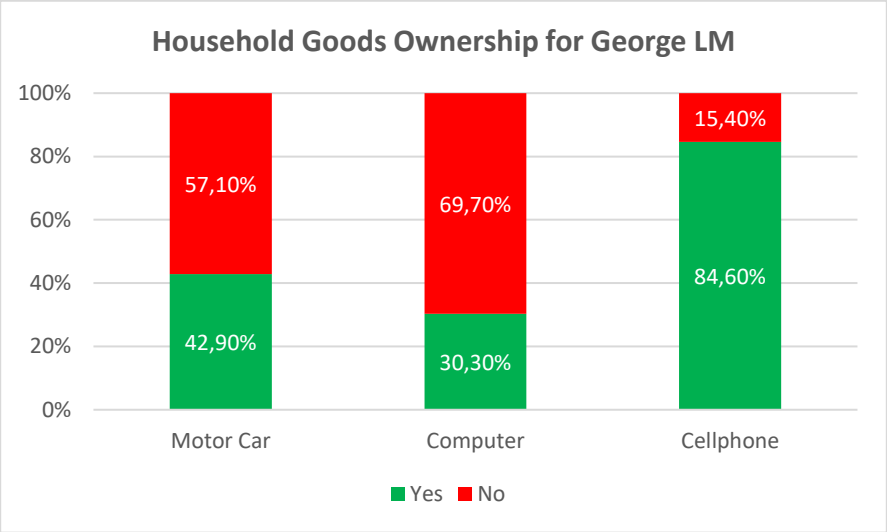


Figure 3-14: The proportions of various technology owned by households in George LM (STATS SA, 2011).

### 3.1.11 Transport statistics

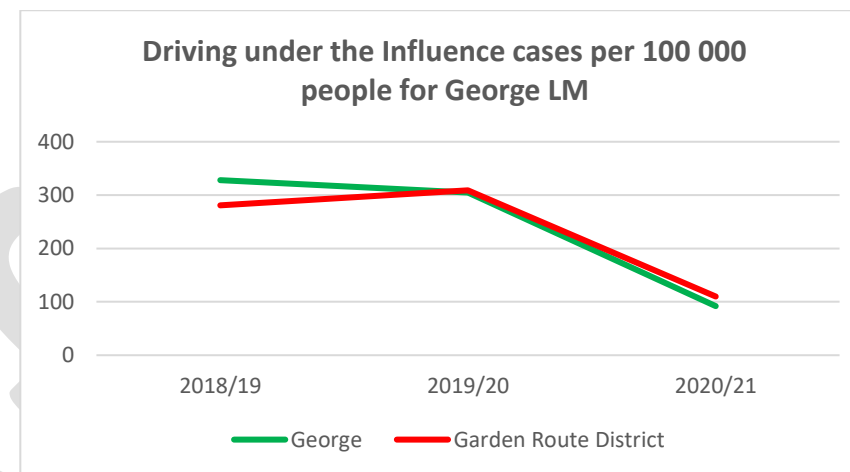
Additional statistics concerning the population of George and transportation are covered in this section. **Table 3-3** contains the driving under the influence of alcohol numbers and **Figure 3-15** illustrates the associated trends. Note that the sharp dip in 2020/21

is probably due to the alcohol accessibility restrictions and lockdown during the COVID-19 pandemic, as depicted in **Figure 3-15**.

*Table 3-3: The actual number of people and per 100 000 people values for driving under the influence cases in George and the Garden Route District (Western Cape Government, 2021).*

Driving Under the Influence		2018/19	2019/20	2020/21
Actual Number	George	711	670	204
	Garden Route District	1 740	1 932	690
Per 100 000	George	328	305	92
	Garden Route District	281	309	110

It is difficult to draw any conclusions / note trends from the above as the figures were influenced by COVID-19.



*Figure 3-15: Trend of driving under the influence per 100 000 people in George LM and the Garden Route District (Western Cape Government, 2021).*

## 3.2 General overview of transportation system

This section provides a general overview of the transportation system, from the perspective of the NHTS 2020 and data from the Western Cape OLAS Database pertaining to George. The OLAS Database consists of all public transport services, which trips origins and destinations are within George and its associated rural areas as well as trips that originate not in George but either ended in George or stopped in George enroute to other destinations.

### 3.2.1 National Household Travel Survey 2020 Insights

The National Household Travel Survey 2020 (NHTS) that was conducted nationwide was used to determine the various insights into the transportation system of George. This was done by taking all the responses from the NHTS, both the combined household data



and the individuals' data, to conduct this analysis. The NHTS database contains various data fields of which one is the Traffic Analysis Zone (TAZ) indicating the geographic zone (areas) in which the respondent resides. To ensure that the data from the survey only relates to George Municipality, the Traffic Analysis Zone (TAZ) field was used to filter the data, where George has the TAZ code of 901700, with a total of 213 households and 785 individuals that were surveyed, as well as the George Rural/Knysna/Bitou region having the TAZ code of 901800, with a total of 17 households and 84 individuals that were surveyed.

Even though the George Rural/Knysna/Bitou label contains some of the Knysna and Bitou responses, this is quite a small sample size that contains some of the key rural findings for George. There is not enough information available on the TAZs to exactly pinpoint the area for the 901800 TAZ, although there are also separate TAZs for Knysna and Bitou. The total sample size for the George area is therefore 230 households and 869 individuals that were used in this analysis.

### 3.2.1.1 Modal splits

#### 3.2.1.1.1 Modal split for all work trips surveyed

**Table 3-4** indicates the modal split between Non-Motorised Transport (NMT), Private Transport (PrT), and Public Transport (PuT) from the NHTS 2020 for GM. PuT comprises about 21.7% of transport with PrT comprising 42.1%, and NMT transport comprising some 34.7%. The other category includes special transport for people with disabilities, bicycles, scooters/motorcycles and other transport types, which is a very small percentage for George.

*Table 3-4: Modal split for all trips in George Municipality.*

Mode	Transport Type	Trips Surveyed	Percentage Split
<b>NMT</b>	Walking all the way	189	34.7%
<b>NMT Total</b>		<b>189</b>	<b>34.7%</b>
<b>Private Transport (PrT)</b>	Car / Bakkie / Truck/ Lorry driver	93	17.1%
	Car/ Bakkie/ Truck/ Lorry passenger	136	25.0%
<b>PrT Total</b>		<b>229</b>	<b>42.1%</b>
<b>Public Transport (PuT)</b>	Bus	48	8.8%
	Minibus Taxi	70	12.9%
<b>PuT Total</b>		<b>118</b>	<b>21.7%</b>
<b>Other</b>	Other	8	1.5%
<b>Other Total</b>		<b>8</b>	<b>1.5%</b>
<b>Grand Total</b>		<b>544</b>	<b>100.0%</b>

#### 3.2.1.1.2 Modal split for all work trips surveyed

**Table 3-5** indicates the modal split for all work trips surveyed, indicating 14% use NMT for work, 62,6% use PrT, and 22.6% use PuT.

Table 3-5: Modal split for work trips in George Municipality.

Mode	Transport Type	Trips Surveyed	Percentage Split
<b>NMT</b>	Walking all the way	34	14.0%
<b>NMT Total</b>		<b>34</b>	<b>14.0%</b>
<b>PrT</b>	Car/ Bakkie/ Truck/ Lorry driver	120	49.4%
	Car/ Bakkie/ Truck/ Lorry passenger	32	13.2%
<b>PrT Total</b>		<b>152</b>	<b>62.6%</b>
<b>PuT</b>	Bus	24	9.9%
	Minibus Taxi	31	12.8%
<b>PuT Total</b>		<b>55</b>	<b>22.6%</b>
<b>Other</b>	Other	2	0.8%
<b>Other Total</b>		<b>2</b>	<b>0.8%</b>
<b>Grand Total</b>		<b>243</b>	<b>100.0%</b>

#### 3.2.1.1.3 Modal split for all educational trips surveyed

**Table 3-6** indicates the modal split for all work trips surveyed, indicating 50.3% use NMT for educational destinations, 27.2% use PrT, and 21.9% use PuT.

Table 3-6: Modal split for educational trips in George Municipality.

Mode	Transport Type	Trips Surveyed	Percentage Split
<b>NMT</b>	Walking all the way	76	50.3%
<b>NMT Total</b>		<b>76</b>	<b>50.3%</b>
<b>PrT</b>	Car/ Bakkie/ Truck/ Lorry driver	6	4.0%
	Car/ Bakkie/ Truck/ Lorry passenger	35	23.2%
<b>PrT Total</b>		<b>41</b>	<b>27.2%</b>
<b>PuT</b>	Bus	23	15.2%
	Minibus Taxi	10	6.6%
<b>PuT Total</b>		<b>33</b>	<b>21.9%</b>
<b>Other</b>	Other	1	0.7%
<b>Other Total</b>		<b>1</b>	<b>0.7%</b>
<b>Grand Total</b>		<b>151</b>	<b>100.0%</b>

#### 3.2.1.2 Mode choice

**Figure 3-16** indicates the main factors that households consider when deciding on which mode of travel to choose.

#### 3.2.1.3 Dissatisfaction levels

**Figure 3-17** shows the largest transport related problems experienced by households in the George area, where each household was asked to indicate the two largest transport problems they experience as a household, where both are accounted for in the

figure. It is interesting to note that 22.3% of the survey respondents indicated that they experience no transport problems.

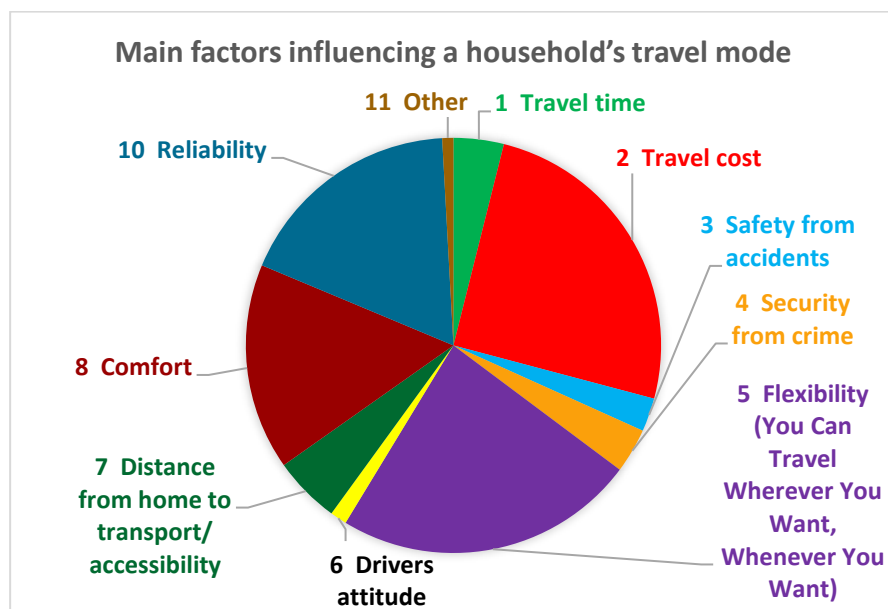


Figure 3-16: Main factors influencing a household's travel mode in George Municipality (STATS SA, 2020).

The second and third largest transport related problems are that no buses or taxis are available, with 18.9% and 12.3% of respondents indicating this, respectively. The other contributing factors are reckless driving (8.2%), other (6.1%), overload (5.1%), rude drivers (4.4%), no trains available (4.1%), no buses at specific times (3.6%), crime (2.7%), taxis too expensive (2.2%). The other factors are all less than 2% of respondents' feedback each.

The document "George Integrated Public Transport Network (GIPTN): Macro-, Transport- and Socio-Economic Study (MTSES)

2022: Passenger Surveys, Economic Assessment and Key Performance Indicators (KPIs)" (GO GEORGE, 2023) was reviewed.

The MTSES entailed passenger surveys (at bus stops) and GoGeorge bus punctuality surveys, and the key findings are shown below.

- Predominant passengers are coloured females.
- The predominant age group of users are from 19 to 45.
- Two thirds of passengers fall in the low- income bracket.
- Just over half the passengers perceive the buses to be overcrowded.
- Over 50% of passengers perceive GoGeorge to be a more expensive travel option compared to other modes of transport.
- Accessibility to bus stops (origin to destination) declined by some 24% from 2021 to 2022.
- Passengers with impairments and disabilities indicated high satisfaction with regard to bus stop accessibility (87.50%), with a lower satisfaction rate for accessibility on-board bus (75.00%).
- Most passengers (91.51%) perceive safety and security at bus stops to be sufficient.
- User perception of punctuality showed a 6.73% improvement from 2021 to 2022.

Overall, GoGeorge passengers are satisfied in terms of the system transport flexibility, accessibility, and mobility. Also, most passengers consider GoGeorge to be more safe, secure, and affordable than minibus-taxis. While most passenger satisfaction scores have improved from 2020, some concerns were raised around punctuality, safety, and accessibility of bus stops. Also, 25% of people in George found the travel cost to be the most negative feature (GO GEORGE, 2023).

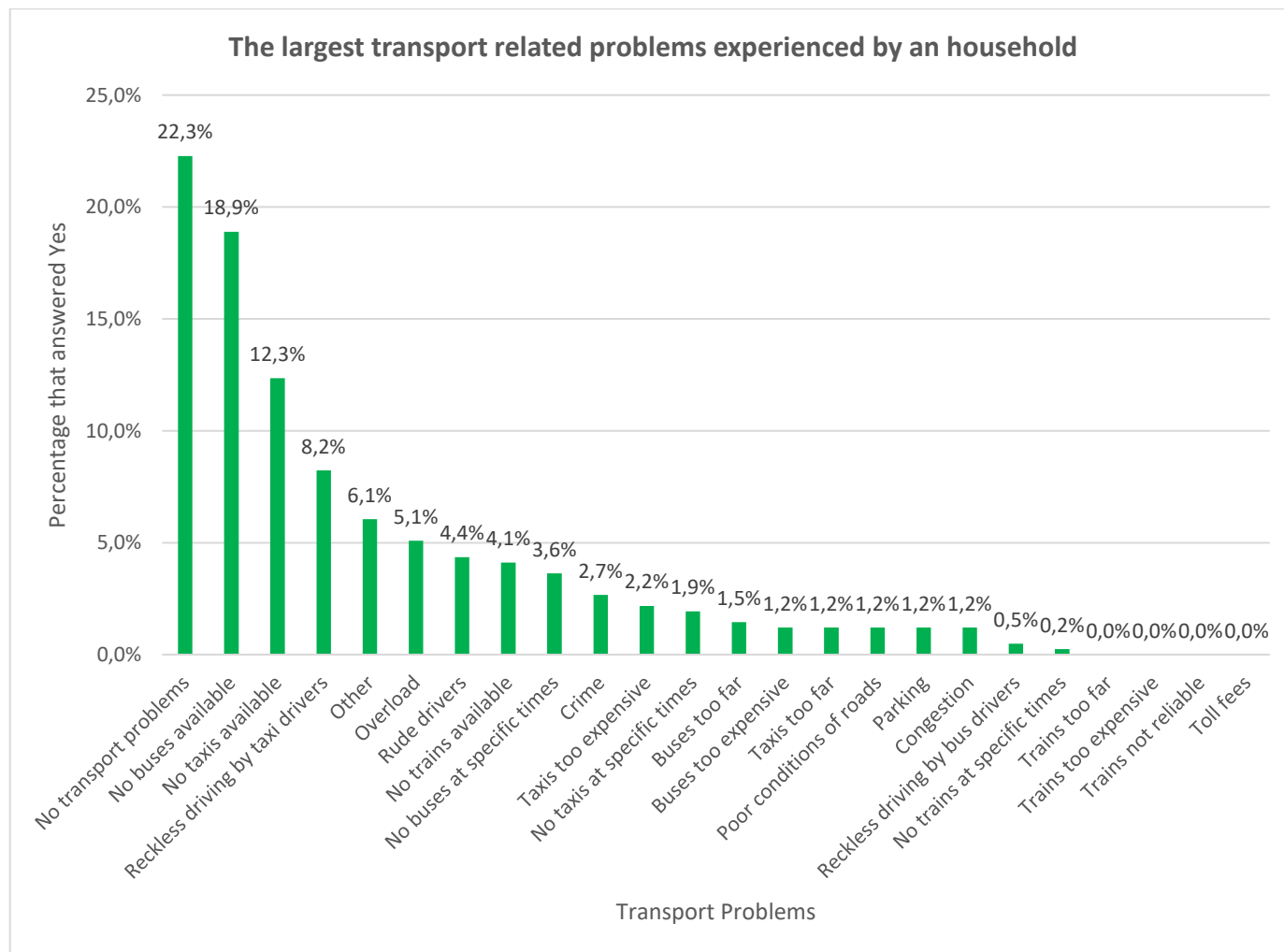


Figure 3-17: Transport related problems experienced by households in George (STATS SA, 2020).



### 3.2.1.4 Travel times

The (STATS SA, 2020) Average Travel Times (ATTs) are reported for work and educational trips in this section.

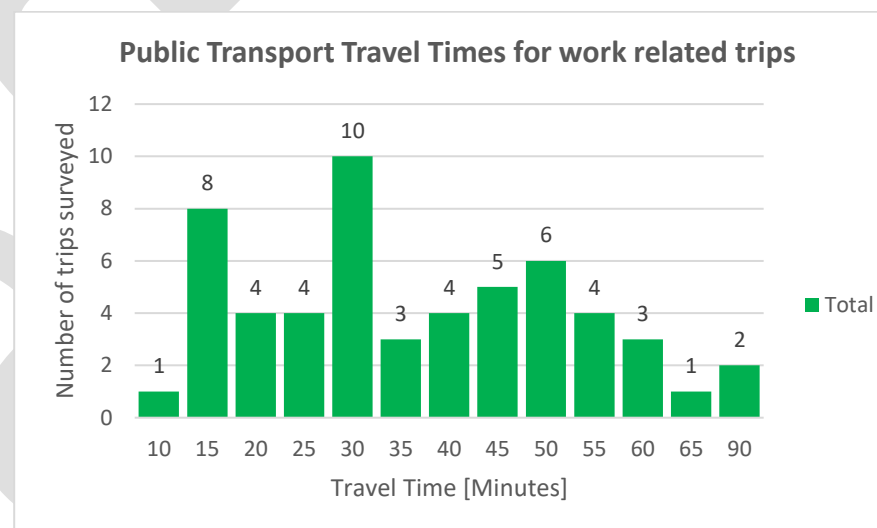
#### 3.2.1.4.1 Average travel times for work related trips

**Table 3-7** indicates the ATTs for work related trips. The overall average travel time to work is 32.7 minutes, where the ATT for PuT, PrT, and NMT are 37.2, 30.4, and 35 minutes, respectively. **Figure 3-18** shows the distribution of PuT work related trips. (STATS SA, 2020) does not give an indication of trip lengths.

*Table 3-7: Average travel times for work related trips for different modes for George (STATS SA, 2020).*

Transport Modes	Transport Type	# Trips Surveyed	ATTs for Work Trips [minutes]
<b>PuT</b>	Bus	24	42.7
	Minibus Taxi	31	32.9
<b>PuT Average</b>		<b>55</b>	<b>37.2</b>
<b>PrT</b>	Car/ Bakkie/ Truck/ Lorry driver	120	27.6
	Car/ Bakkie/ Truck/ Lorry passenger	32	41.1
<b>PrT Average</b>		<b>152</b>	<b>30.4</b>
<b>NMT</b>	Walking all the way	33	35.0
<b>NMT Average</b>		<b>33</b>	<b>35.0</b>
<b>Other</b>	Other	2	40.0
<b>Other Average</b>		<b>2</b>	<b>40.0</b>

Transport Modes	Transport Type	# Trips Surveyed	ATTs for Work Trips [minutes]
<b>Overall Average</b>		<b>242</b>	<b>32.7</b>



*Figure 3-18: PuT travel times distribution for work related trips for George (STATS SA, 2020).*

#### 3.2.1.4.2 Average travel times for educational trips

**Table 3-8** indicates the ATTs for education related trips as per the NHTS (STATS SA, 2020). The overall average travel time to the educational destination is 29.0 minutes, where the ATT for PuT, PrT, and NMT are 46.2, 29.6, and 21.1 minutes, respectively. **Figure 3-19** shows the distribution of PuT education related trips.



Table 3-8: Average travel times for education related trips for different modes in George (STATS SA, 2020).

Transport Modes	Transport Type	# Trips Surveyed	ATTs for Educational Trips [minutes]
<b>PuT</b>	Bus	23	48.5
	Minibus Taxi	10	41.0
<b>PuT Average</b>		<b>33</b>	<b>46.2</b>
<b>PrT</b>	Car / Bakkie / Truck/ Lorry driver	6	30.0
	Car / Bakkie / Truck/ Lorry passenger	35	29.6
<b>PrT Average</b>		<b>41</b>	<b>29.6</b>
<b>NMT</b>	Walking all the way	76	21.1
<b>NMT Average</b>		<b>76</b>	<b>21.1</b>
<b>Other</b>	Other	1	35.0
<b>Other Average</b>		<b>1</b>	<b>35.0</b>
<b>Overall Average</b>		<b>151</b>	<b>29.0</b>

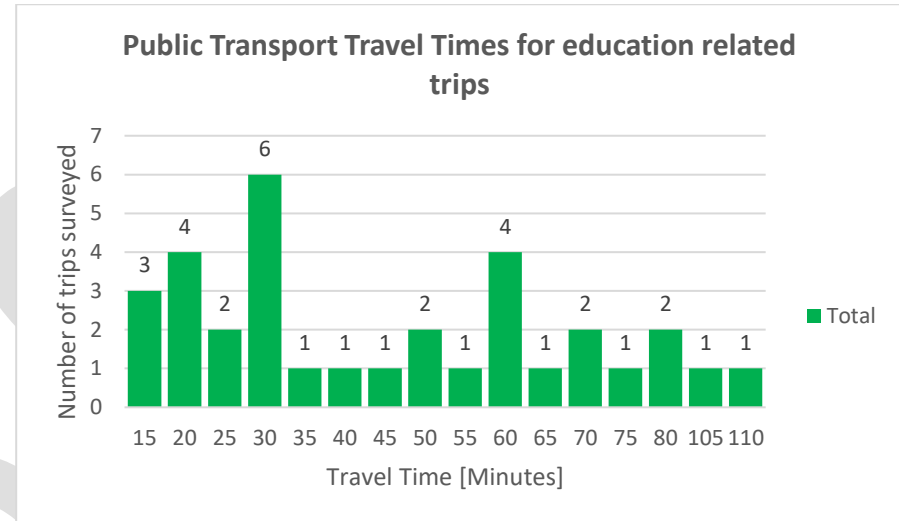


Figure 3-19: PuT travel times distribution for education related trips in George (STATS SA, 2020).

### 3.2.1.5 Walking times

The average walking times to the nearest form of PuT are recorded in **Table 3-9**. The different distributions for walking times to a bus station, a GO GEORGE station, and a taxi rank / route in George are displayed in **Figure 3-20**, **Figure 3-21** and **Figure 3-22**, respectively. The NHTS did not distinguish between BRT/GO GEORGE and it as assumed that people in George selected the “BRT” option when referring to GO GEORGE. Our interpretation is that in terms of walking times to “bus stations” that both Bus Station and BRT refers to GO GEORGE, hence the similar walking times. (STATS SA, 2020) does not indicate trips origins or destinations with more granularity than the local municipality.



Table 3-9: Average walking time to nearest mode of PuT in George  
(STATS SA, 2020)

Different PuT types	No. of responses	Average walking time [minutes]
Bus station	89	6.6
GO GEORGE station (called BRT in NHTS)	5	7.4
Taxi rank / route	97	10.1

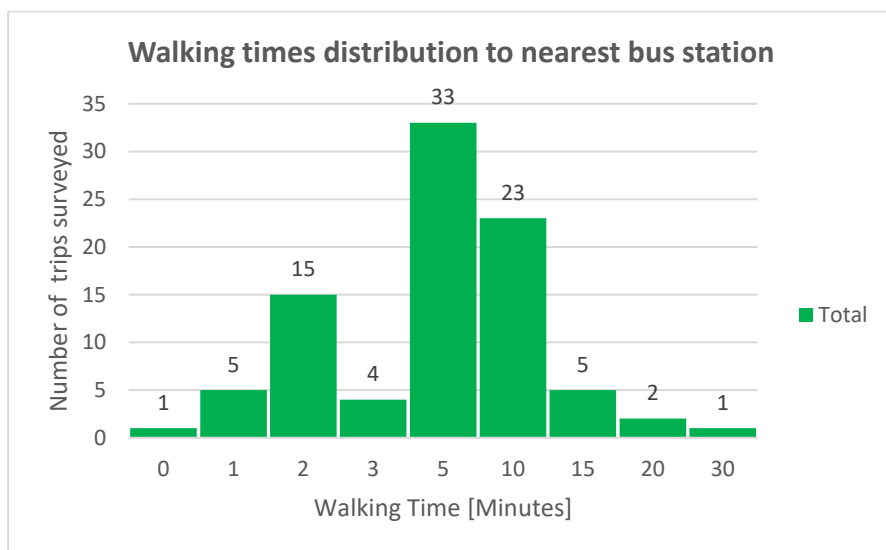


Figure 3-20: Walking times distribution to nearest bus station for George (STATS SA, 2020).

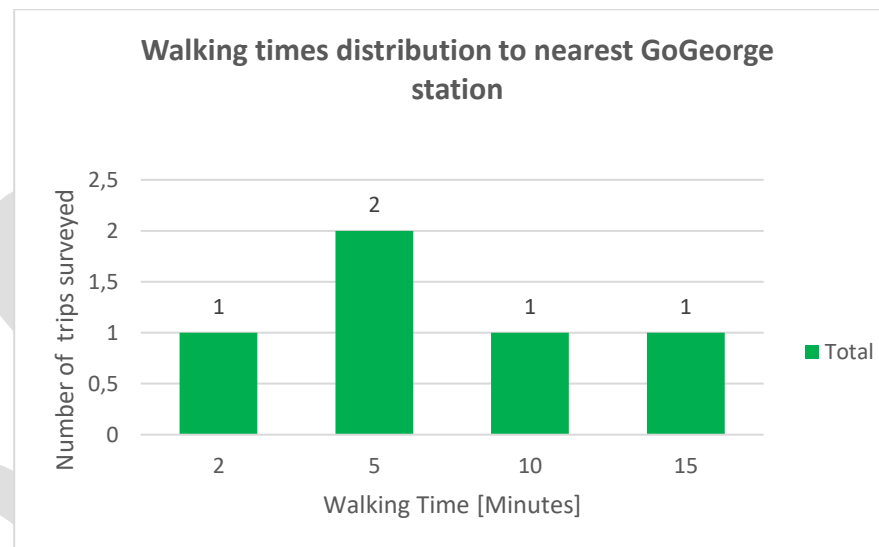


Figure 3-21: Walking times distribution to nearest GO GEORGE station for George (STATS SA, 2020).

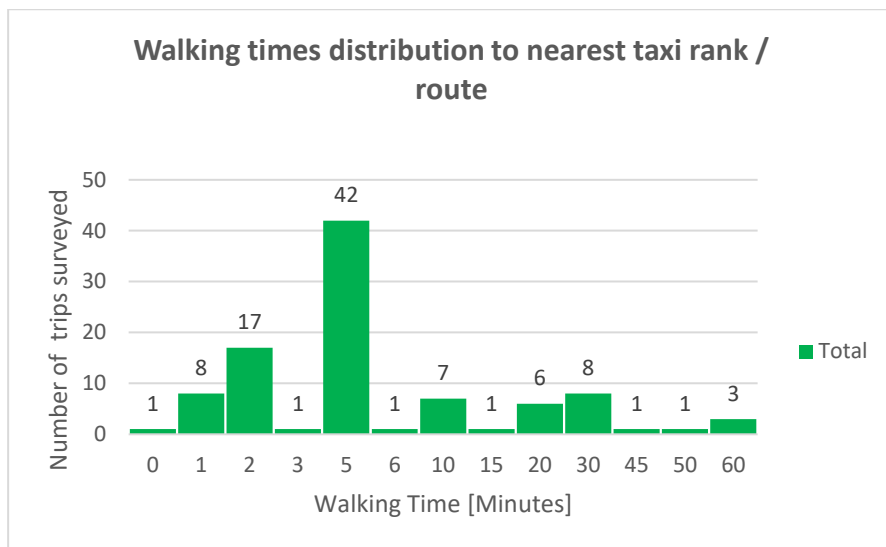


Figure 3-22: Walking times distribution to nearest taxi rank / route for George. (STATS SA, 2020)

It is evident from the data that people walk longer distances to Taxi Ranks (on average 3-4 minutes longer) as to Bus Stations. To those Taxi Facilities not located in the CBD but in residential areas such as the Thembaletu Taxi Rank, where the walking time from the furthest point can take on average between 30 to 60 minutes.

### 3.2.1.6 Transport Expenditure

Of all the households surveyed that presented valid responses, 23% of households spend more than 10% of their monthly income on public transportation expenditure, as depicted in **Figure 3-23** (STATS SA, 2020).

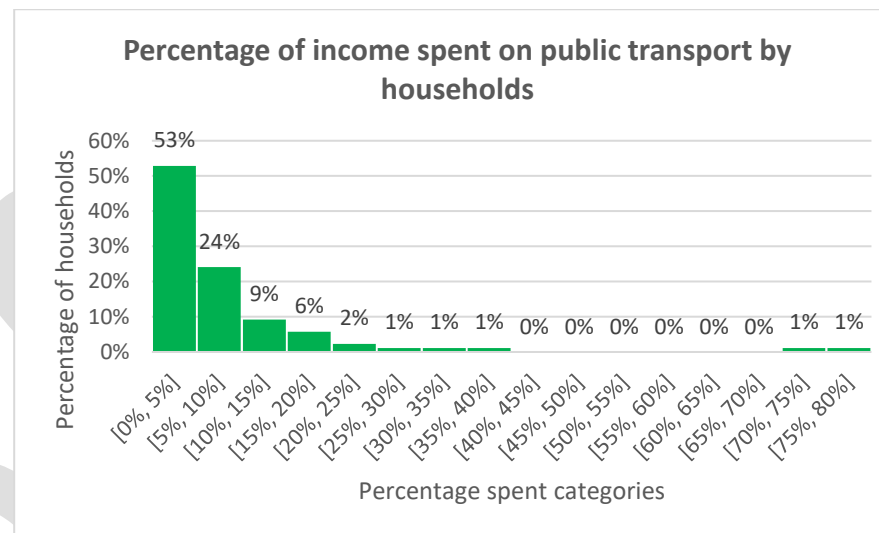


Figure 3-23: Percentage of income spent on public transport by households in George (STATS SA, 2020).

### 3.2.2 OLAS Database Insights

The term transport authority type is used to describe the different types of transport authority a vehicle was registered for on the OLAS database, for example a local minibuss taxi, a charter or scholar transport, and in many instances, vehicles are registered for a combination of authority types. The stacked bar chart in **Figure 3-24** indicates the passenger carrying capacity for each transport authority type's fleet, with the capacity proportions being distinguished based on vehicle type that are registered on the OLAS database with the PRE, as of January 2023.

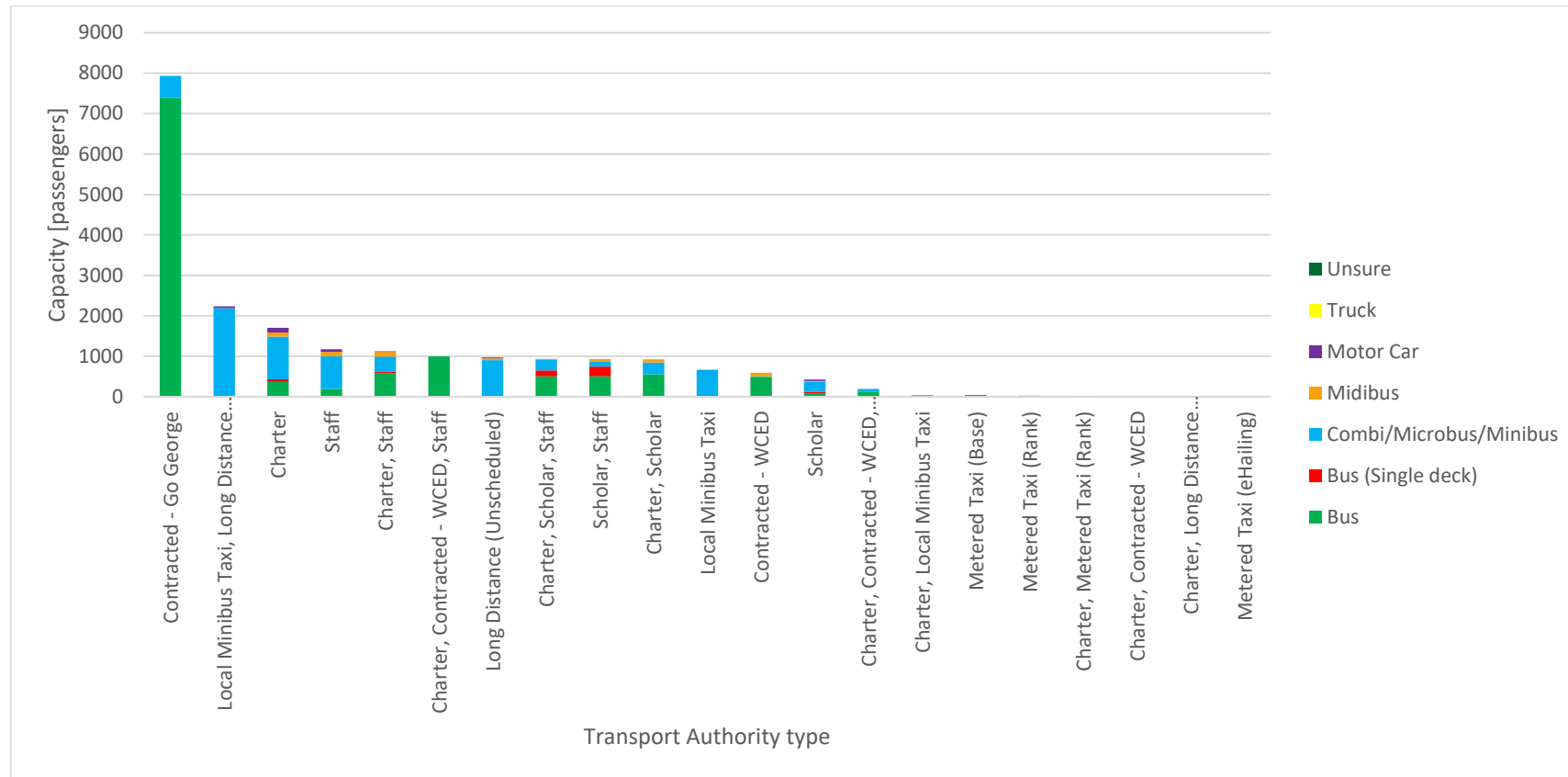


Figure 3-24: Stacked bar charts indicating the capacity for each authority type, with the capacity proportions being distinguished based on vehicle type that are registered on the OLAS database with the PRE, as of January 2023.

**Figure 3-25** indicates the number of vehicles with active operating licences for each authority type, with the vehicle proportions being distinguished based on vehicle type that are registered on the OLAS database with the PRE, as of January 2023. Long distance vehicles, GO

GEORGE Contracted services and Charter and Staff Charter service vehicles comprise some 75% of public transport capacity and mini-bus taxis comprises less than 25% of public transport capacity.

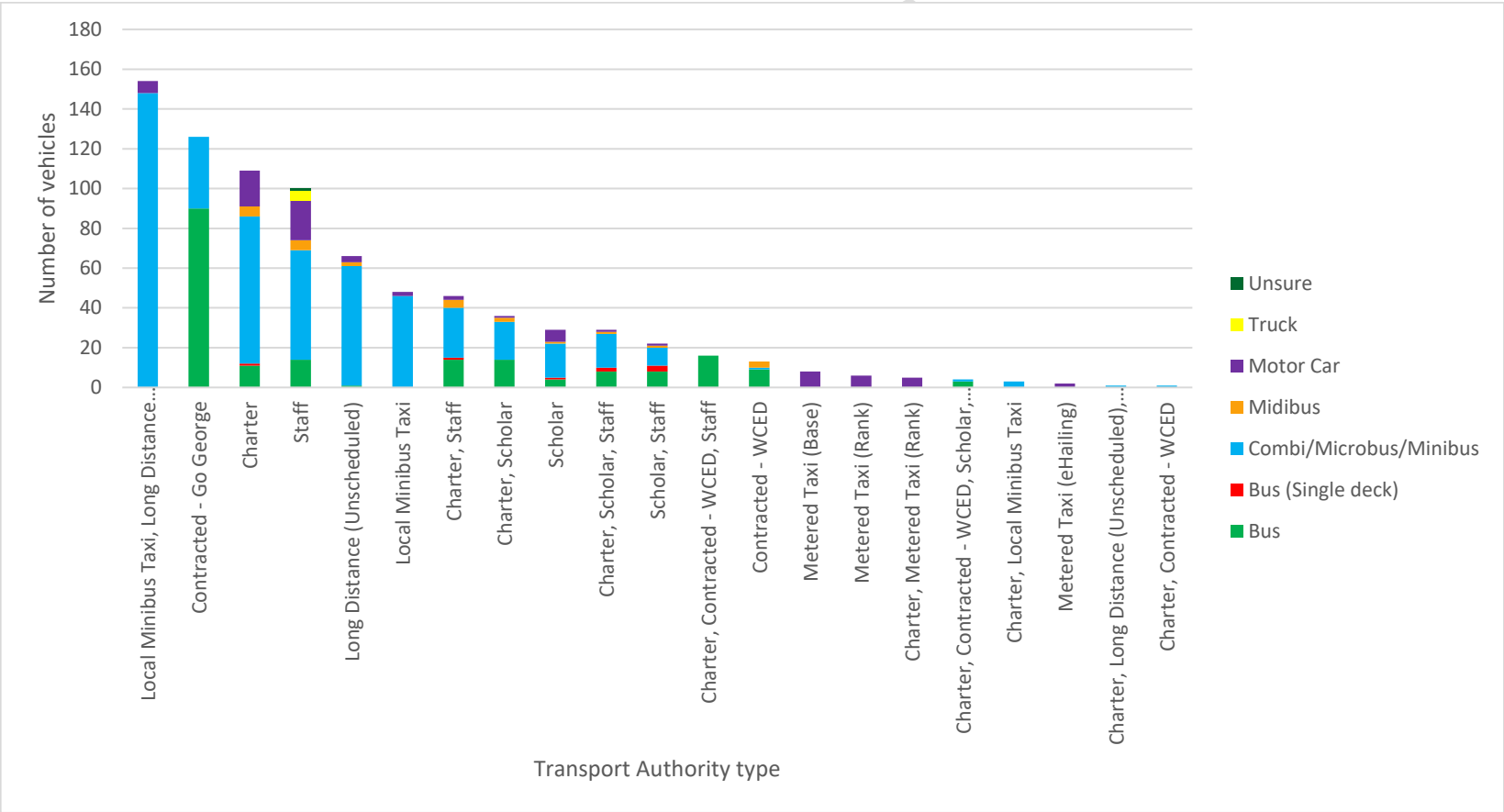


Figure 3-25: Stacked bar charts indicating the number of vehicles for each authority type, with active operating licences, with the vehicle proportions being distinguished based on vehicle type that are registered on the OLAS database with the PRE, as of January 2023.



Charter and staff operators have the highest percentage of vehicles in operation that are not registered on the OLAS database, as depicted in **Figure 3-26** below.

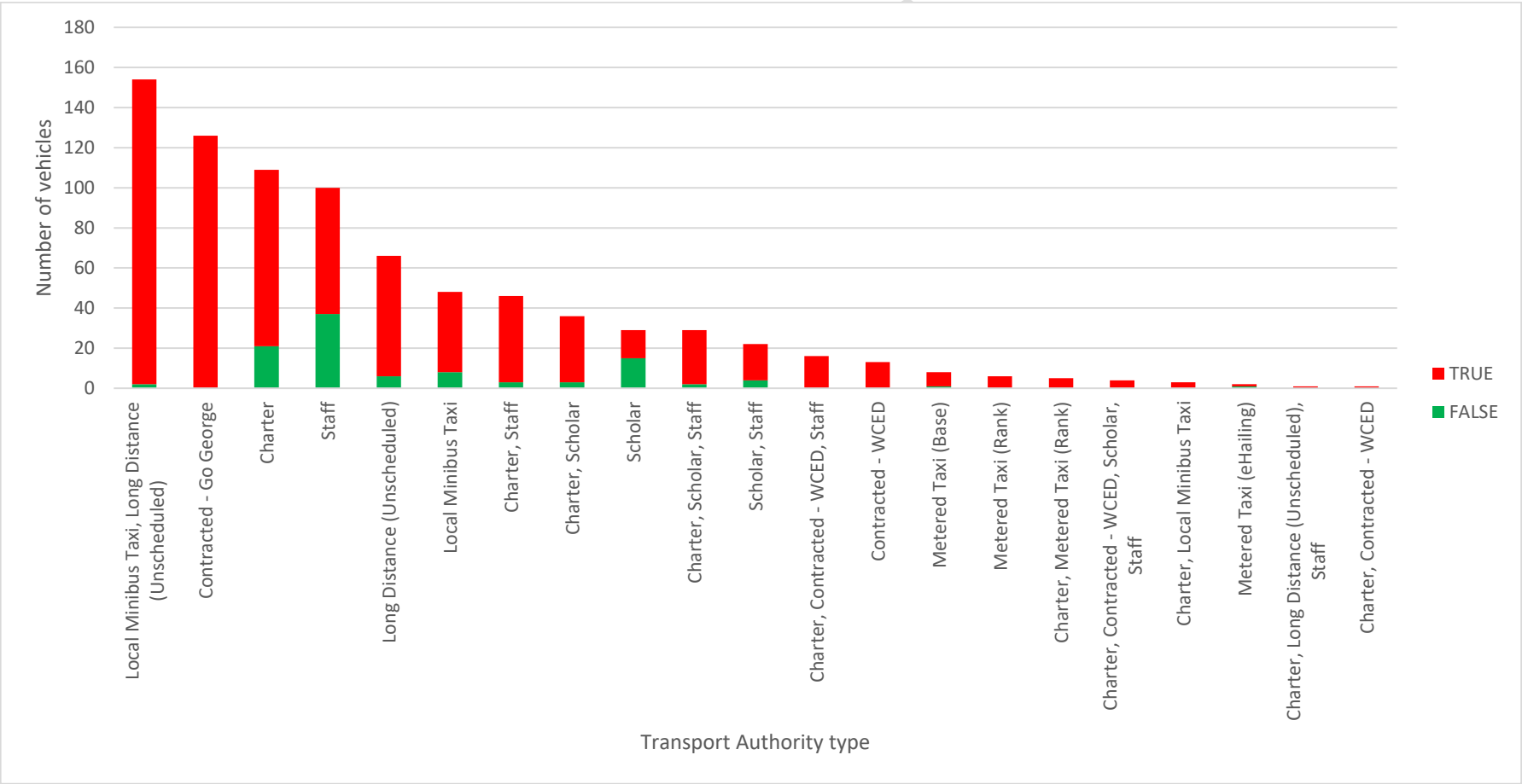
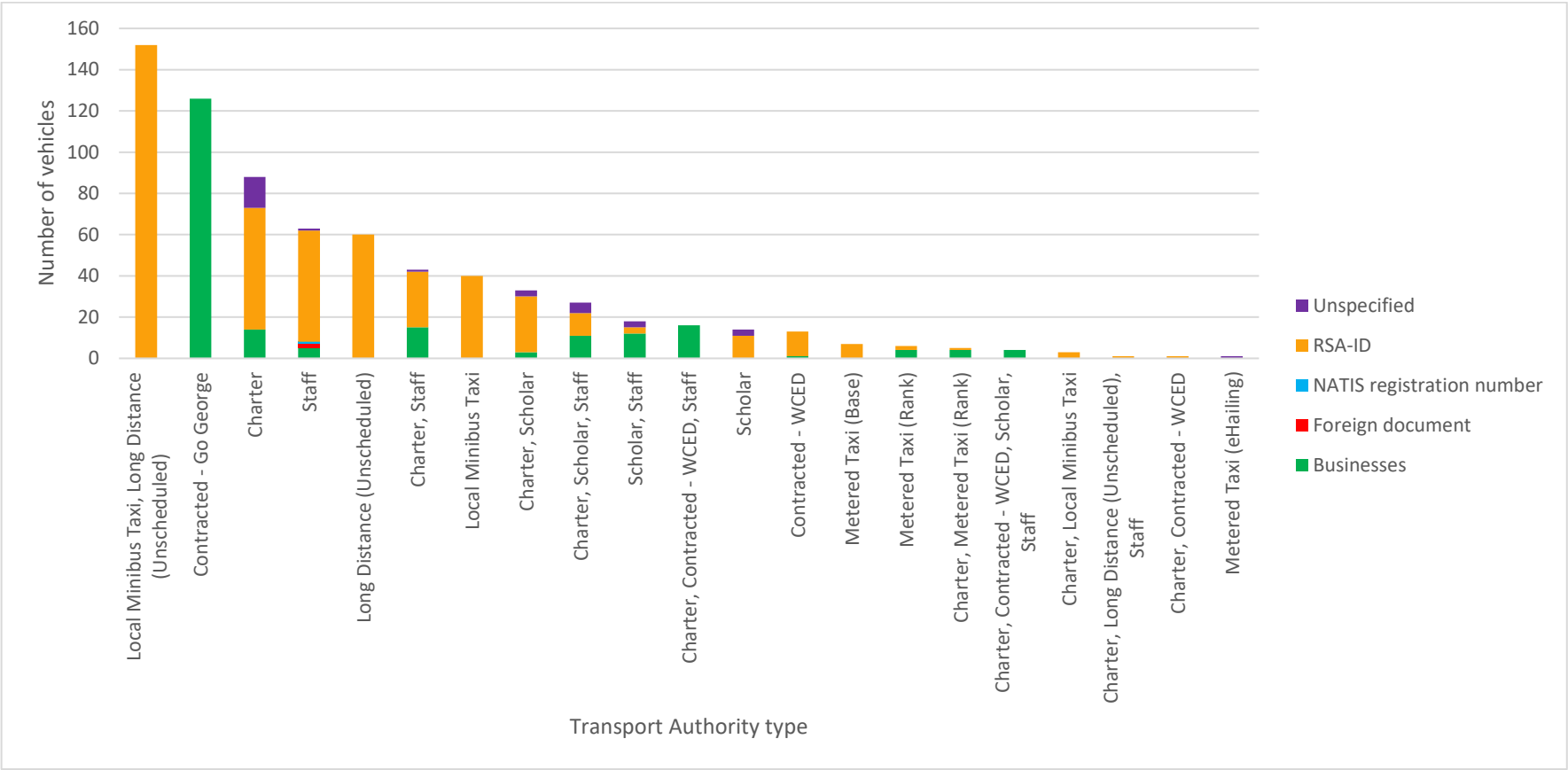


Figure 3-26: Total vehicles per Authority type based on where the operator registered, where TRUE indicates that the operator is registered within George Local Municipality, and FALSE are not registered within George Local Municipality / outside of George Local Municipality.

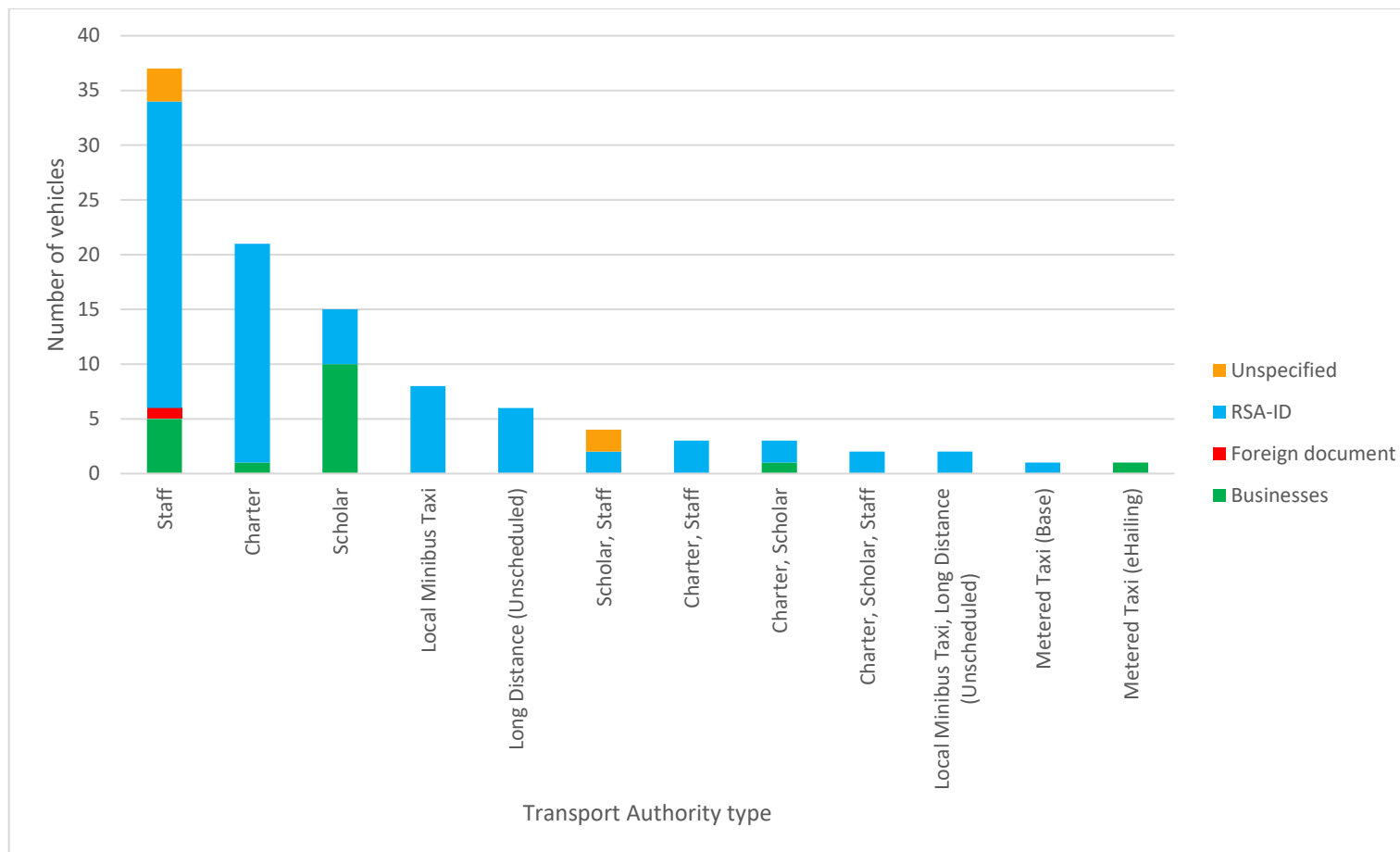


**Figure 3-27** indicates the number of vehicles per authority type where the Operator is registered within George Local Municipality and has an active operating licence, per Operator ID Type that are registered on the OLAS database with the PRE, as of January 2023. Unscheduled long-distance and local minibuses comprise the bulk of vehicles.



*Figure 3-27: Number of vehicles per authority type where the Operator is registered within George Local Municipality and has an active operating licence, per Operator Registration ID Type, that are registered on the OLAS database with the PRE, as of January 2023. Businesses refers to registrations being operated as a business or a formalised company, and anything else refers to registrations being operated in an individual's name.*

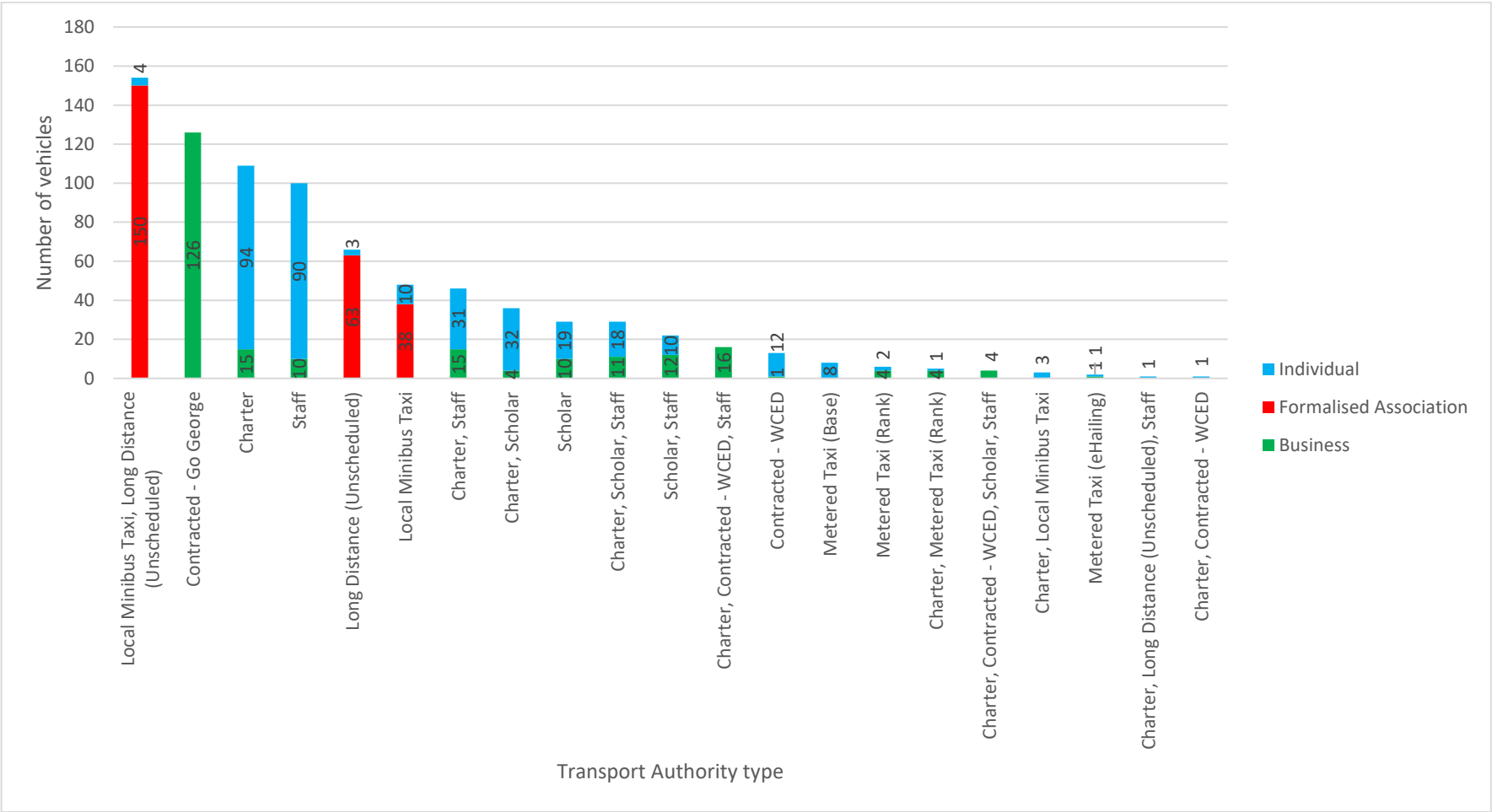




*Figure 3-28: Number of vehicles per authority type where the Operator is registered outside George Local Municipality and has an active operating licence, per Operator Registration ID Type, that are registered on the OLAS database with the PRE, as of January 2023. Businesses refers to registrations being operated as a business or a formalised company, and anything else refers to registrations being operated in an individual's name.*

Staff and Charter services comprise the highest numbers of Operator registered vehicles from outside of George and transporting people to and from GM from other areas, such as Mossel Bay, Knysna, etc.

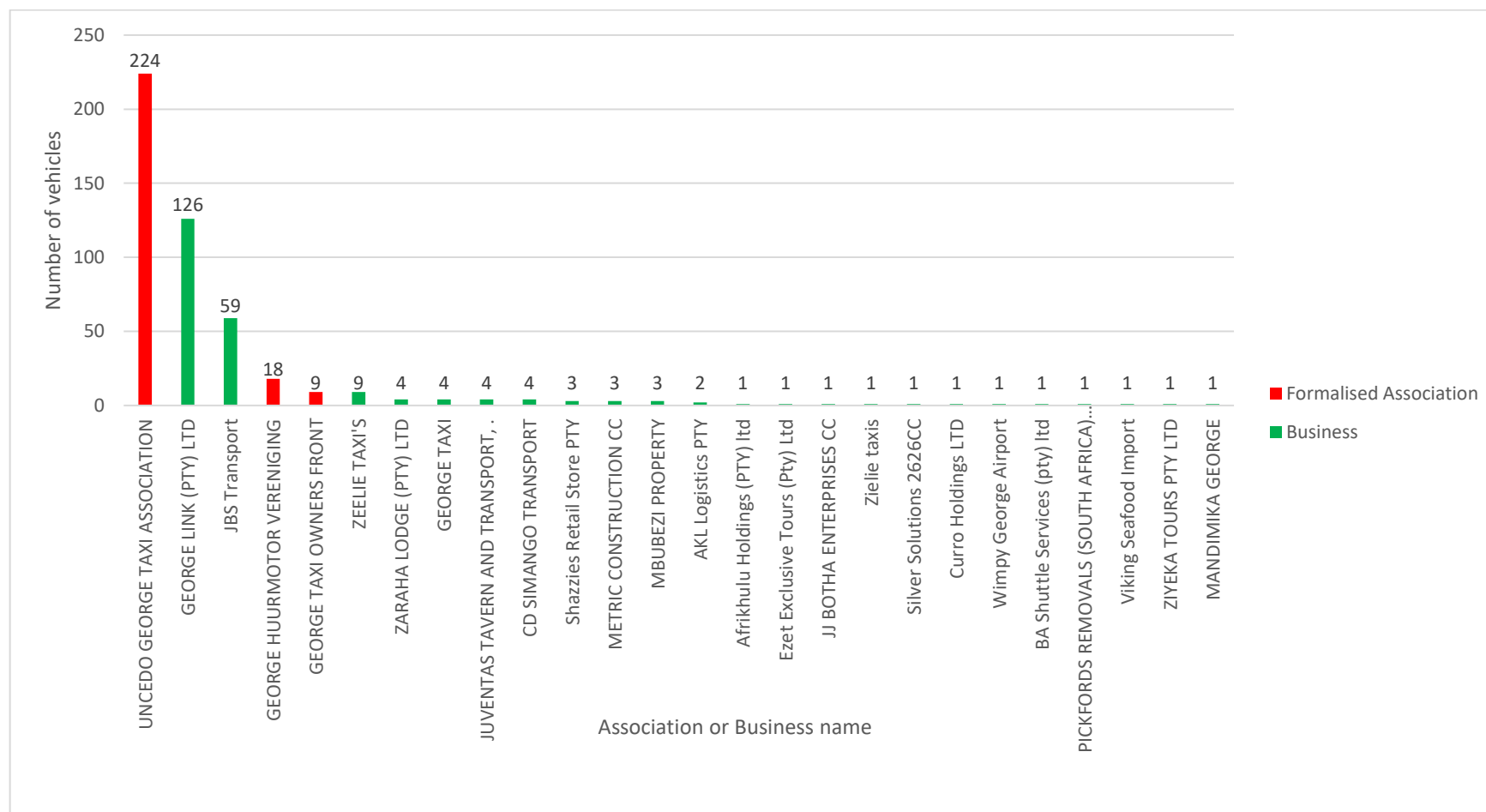
**Figure 3-29** shows the number of vehicles per authority type per business association for vehicles with active operating licences for George LM that are registered on the OLAS database with the PRE, as of January 2023. The formalised associations minibus vehicle fleets are double the GO GEORGE vehicle fleet.



*Figure 3-29: Number of vehicles per authority type per business association for vehicles with active operating licences for George LM that are registered on the OLAS database with the PRE, as of January 2023.*

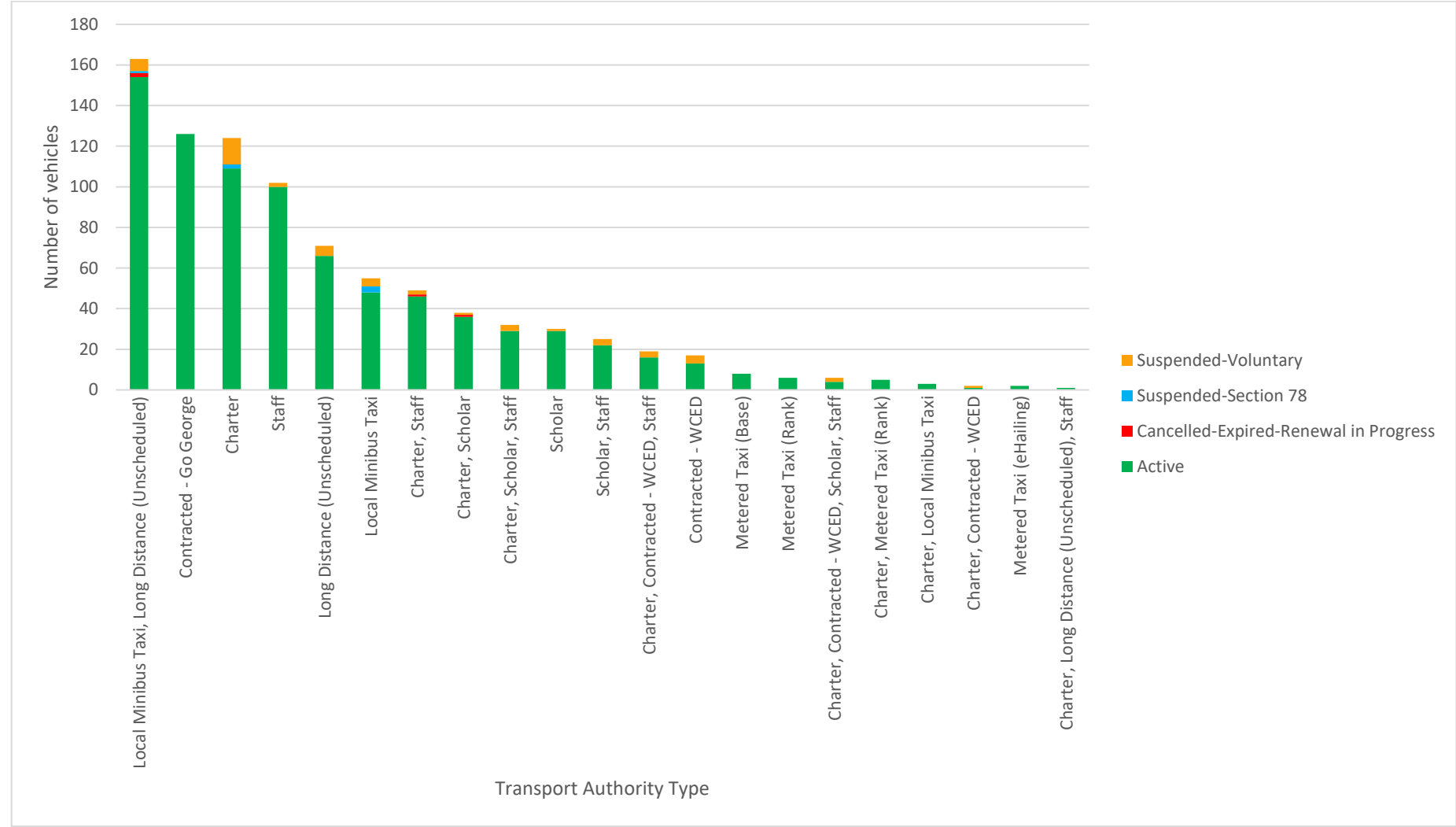


**Figure 3-30** shows the number of vehicles per business / association that are categorised between Formalised Association or Business, with Non-businesses excluded for George Local Municipality (from OLAS Database as of January 2023).



*Figure 3-30: The number of vehicles per business / association categorised between Formalised Association or Business, with Non-businesses excluded for George Local Municipality (from OLAS Database as of January 2023).*

**Figure 3-31** shows the number of vehicles per Authority type per licence statuses for George Local Municipality (from OLAS Database as of January 2023). Only a few vehicles are not active, as indicated in **Figure 3-31**.



*Figure 3-31: Number of vehicles per Authority type per licence status for George Local Municipality (from OLAS Database as of January 2023).*



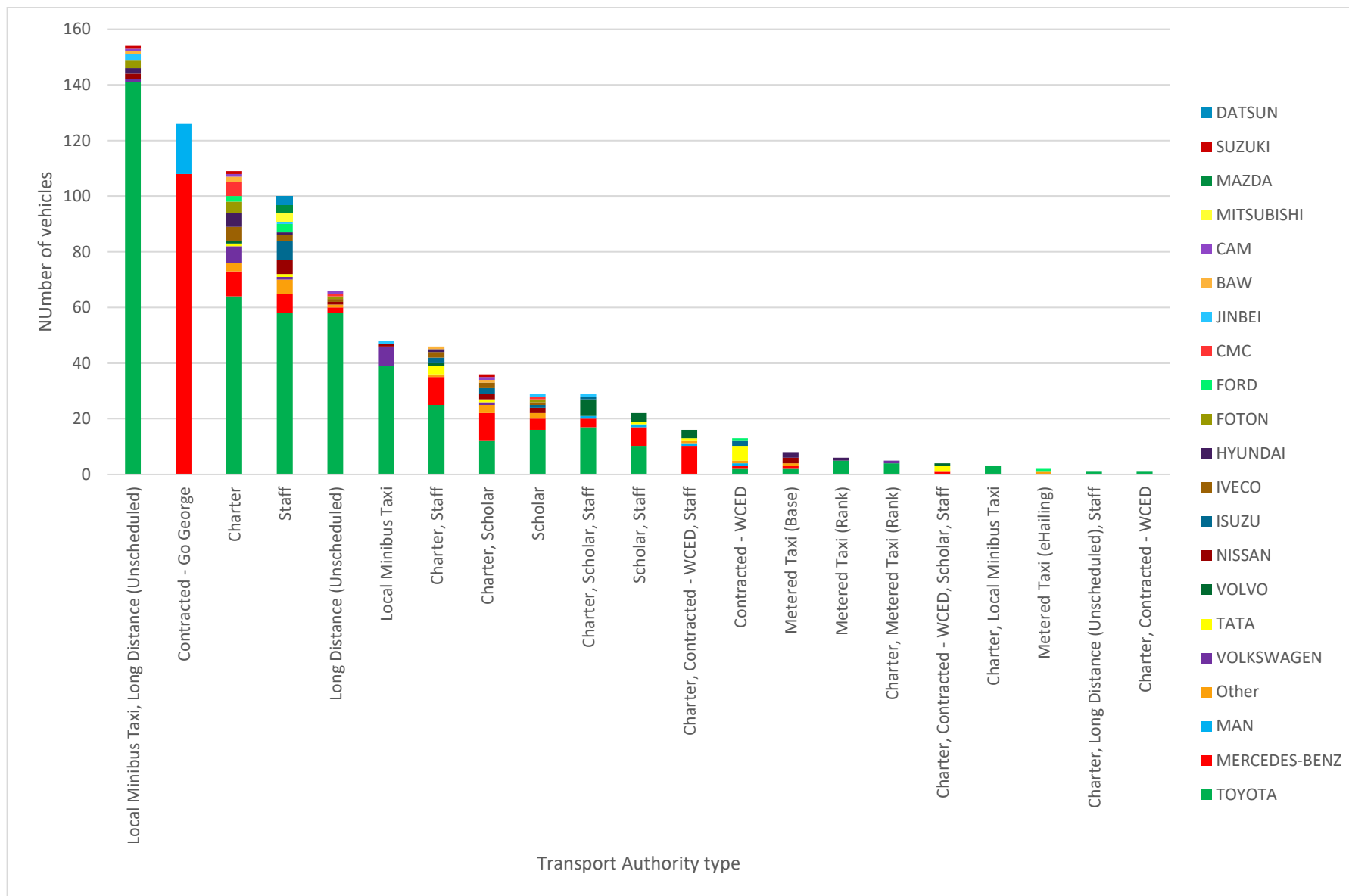


Figure 3-32: Vehicle makes per authority types for vehicles with active operating licences for George LM (from OLAS Database as of January 2023).

**Figure 3-32** indicates vehicle makes per authority types for vehicles with active operating licences for George LM (from OLAS Database as of January 2023). The highest proportion of vehicles are Mercedes Benz used by GO GEORGE and Toyota used by the charter and mini-bus taxi industry.

The vehicle age range distribution per authority types for vehicles with active operating licences (PRE OLAS Database as of January 2023) is shown in **Figure 3-33** below. As depicted below, the GO GEORGE bus service vehicle fleet is less than 10 years old, and the mini-bus fleet comprises approximately 50% of vehicle fleet below 10 years old and the remaining vehicle fleet ranges from 10 years to 50 years old. The long-distance mini-bus vehicle fleet has approximately 40% vehicles that are less than 5 years old, 40% between 5 and 10 years old, 10% between 16 and 20 years old and the remaining 10% of vehicles are between 21 and 25 years old.

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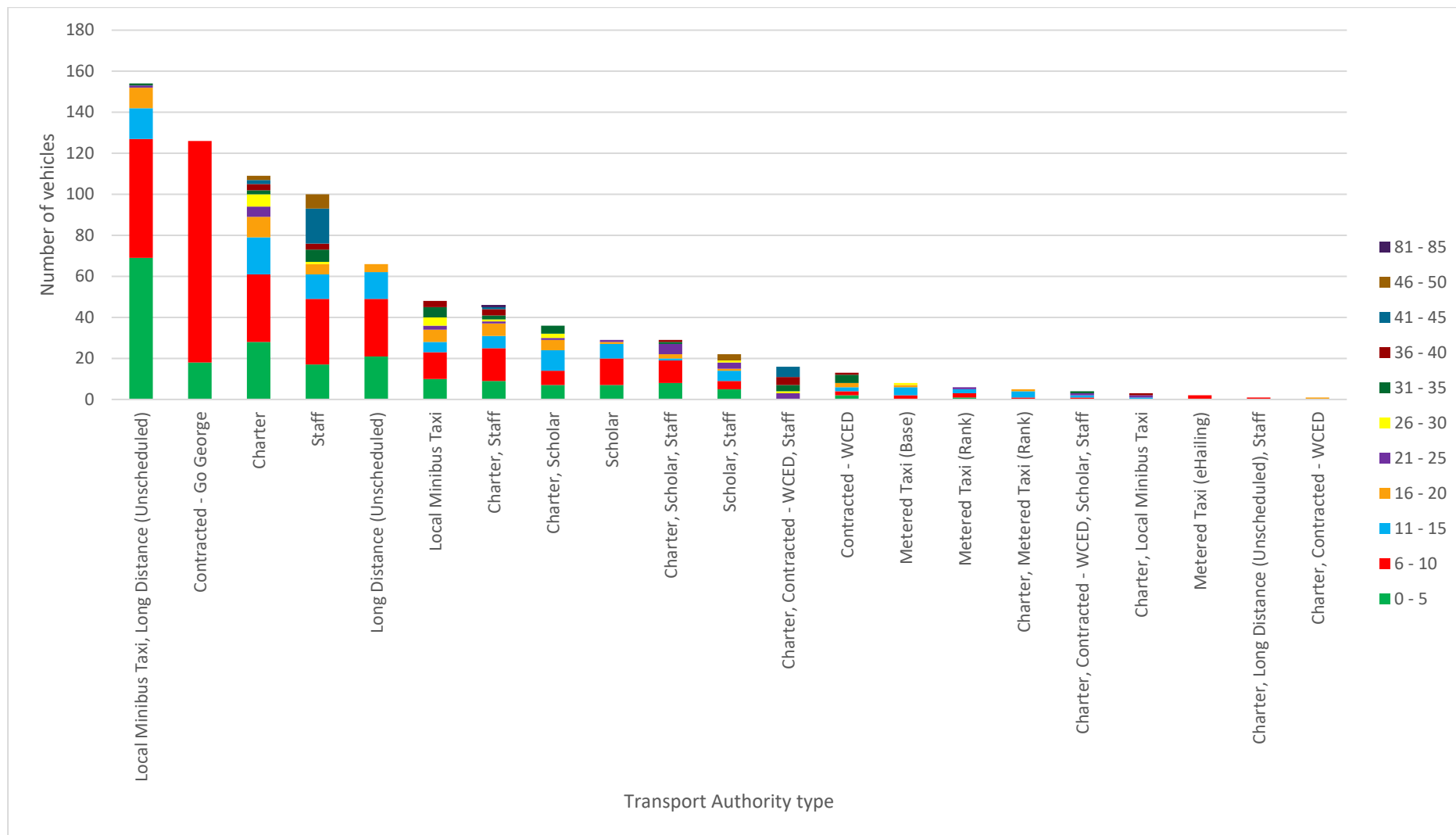


Figure 3-33: Vehicle age range distribution per authority types for vehicles with active operating licences (PRE OLAS Database as of January 2023).

The relationship between vehicle age and years since first issuance of OL for vehicles with active OLs for George LM (PRE OLAS Database as of January 2023) is shown in **Figure 3-34** and in **Table 3-10** below. **Figure 3-35** shows stacked bar chart of the number of vehicles per vehicle age for which operating licences were approved in the past 5 years.

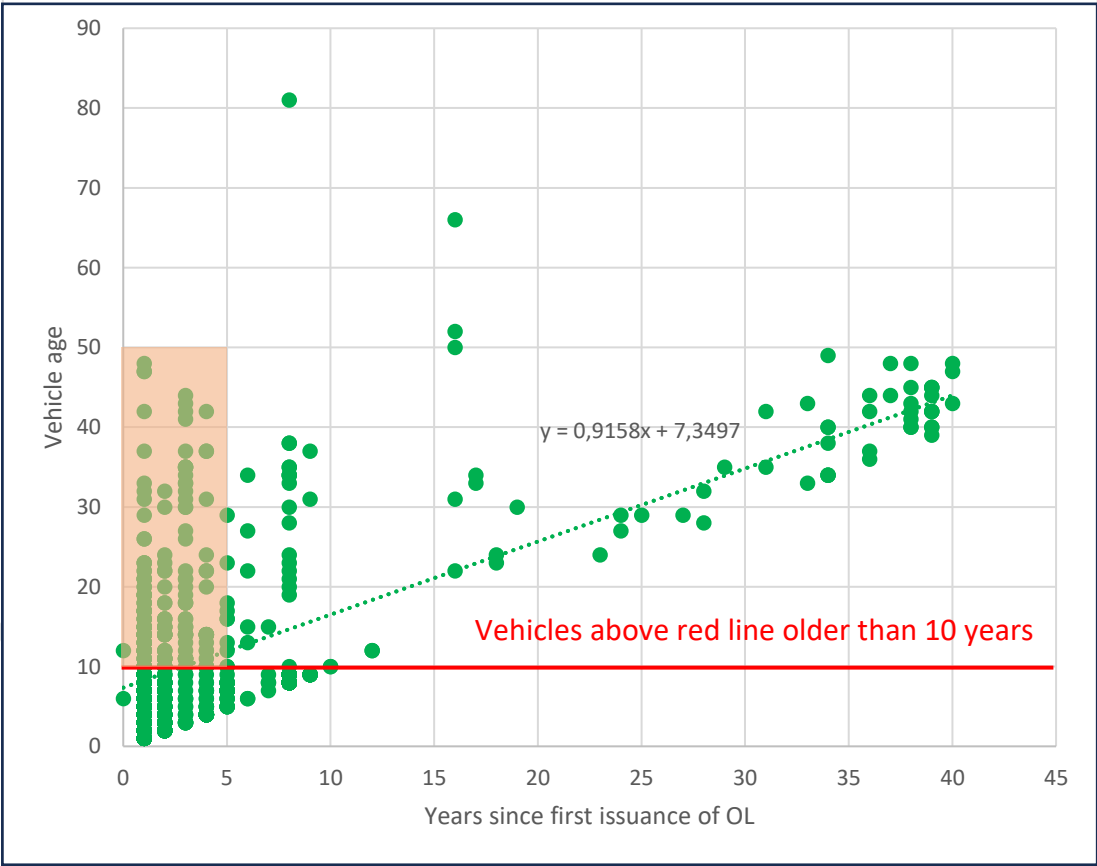


Figure 3-34: Relationship between vehicle age and years since first issuance of OL for vehicles with active OLs for George LM (PRE OLAS Database as of January 2023).



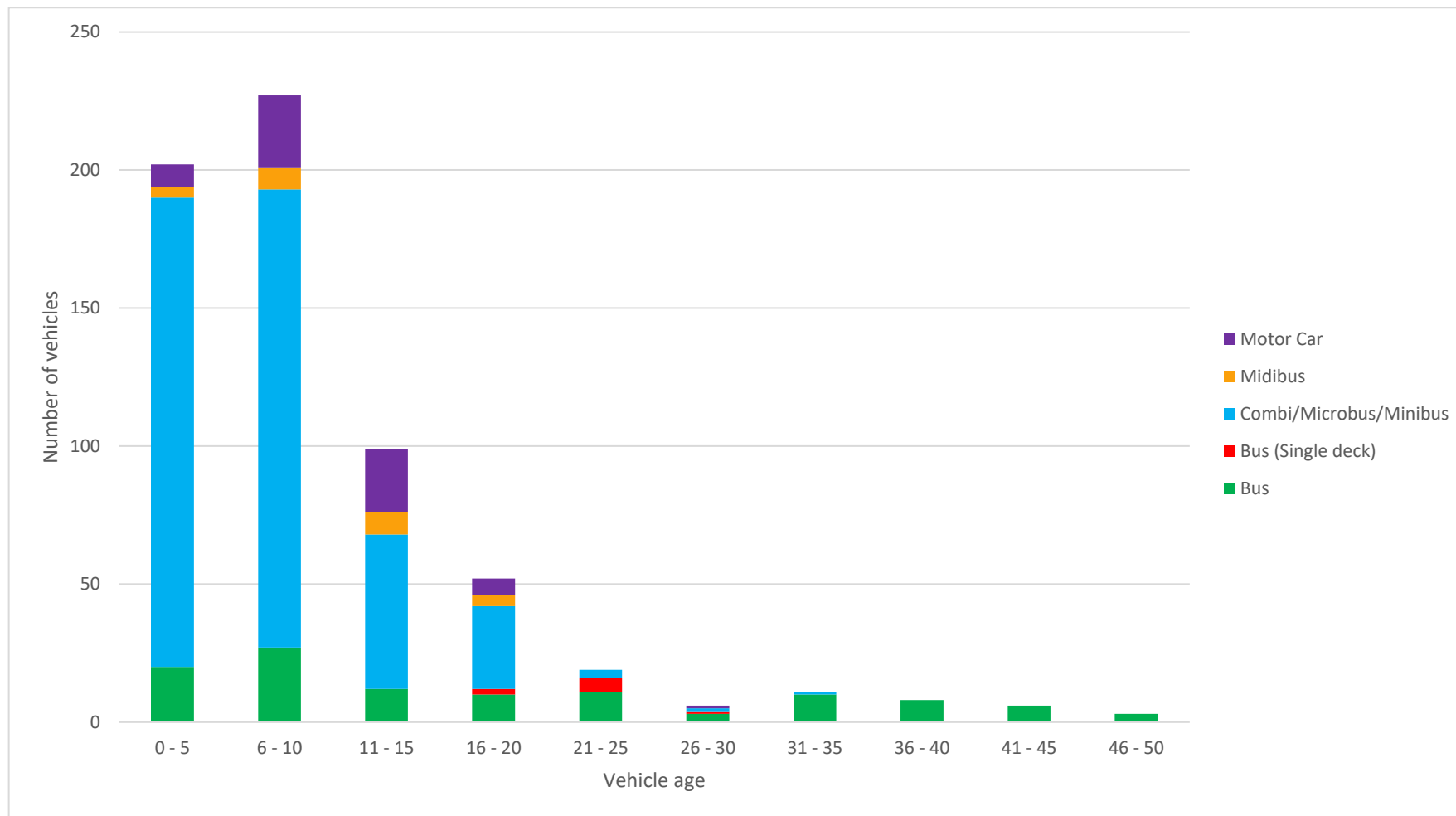


Figure 3-35: Stacked bar chart of the number of vehicles per vehicle age for which operating licences were approved in the past 5 years, per vehicle type. These data points are highlighted in Figure 3-34.



Table 3-10: The number of vehicles per vehicle age for which operating licences were approved in the past 5 years, per vehicle type. These data points are highlighted in Figure 3-34.

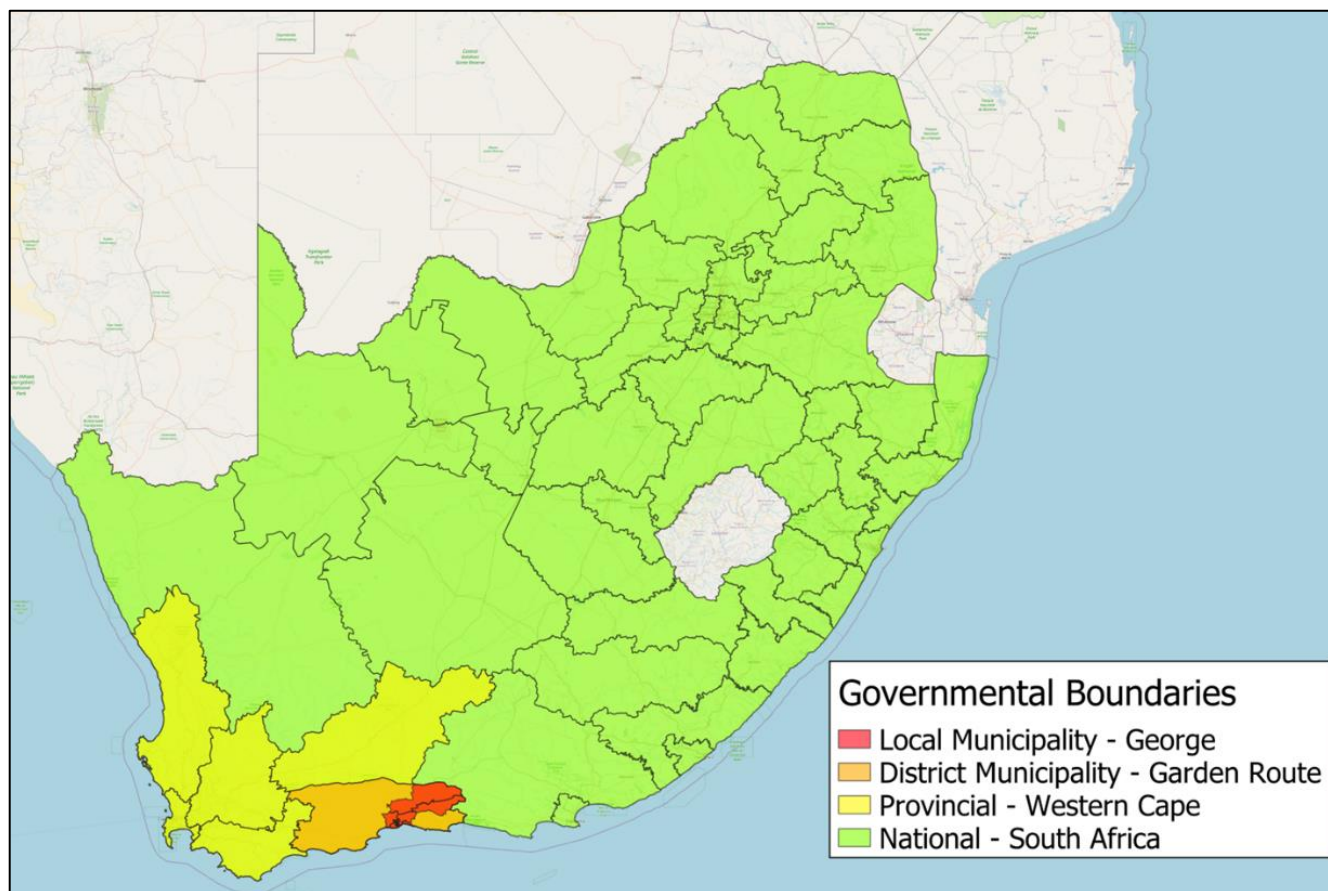
Vehicle Age Range [years]	Bus	Bus (Single deck)	Combi / Microbus / Minibus	Midibus	Motor Car	Row Total
0 - 5	20		170	4	8	<b>202</b>
6 - 10	27		166	8	26	<b>227</b>
11 - 15	12		56	8	23	<b>99</b>
16 - 20	10	2	30	4	6	<b>52</b>
21 - 25	11	5	3			<b>19</b>
26 - 30	3	1	1		1	<b>6</b>
31 - 35	10		1			<b>11</b>
36 - 40	8					<b>8</b>
41 - 45	6					<b>6</b>
46 - 50	3					<b>3</b>
<b>Grand Total</b>	<b>110</b>	<b>8</b>	<b>427</b>	<b>24</b>	<b>64</b>	<b>633</b>

As indicated in the **Figure 3-34**, and **Figure 3-35** and **Table 3-10** in the last 5 years over 50% of operating licences were issued on mini bus /midi bus vehicles older than 10 years (depicted by shaded area in **Figure 3-34**). Ideally newer vehicles should be brought into the public transport environment, from a vehicle maintenance and overall road safety perspective. It should be noted that the OLAS Database describes buses as “Bus (Single Deck)” where we know it is a single decker bus, and also “Bus”, where it could a single or double decker

bus, but the Database does not provide sufficient information on this.

**Figure 3-36** below depicts the different governmental boundaries in which transport can operate from the George LM perspective, indicating the scope of the district, provincial and national boundaries. When referring to the local level, it refers to vehicles only operating within the local municipality (George LM) boundary, and furthermore, when referring to the district, provincial and

national level, it refers to operating within the District Municipality (DM) (Garden Route DM), provincial government (Western Cape) and national government (South Africa) boundaries, respectively.



*Figure 3-36: George LM in the context of the district, provincial and national boundaries. Here, the smaller governmental boundaries are subsets of the larger governmental boundaries.*

**Figure 3-37** shows the number of short distance minibus taxis per authority type, per service scope, for vehicles with active operating licences (PRE OLAS database as of January 2023). As depicted, the majority (some 80%) of mini-bus taxis provide transport service within a district boundary.

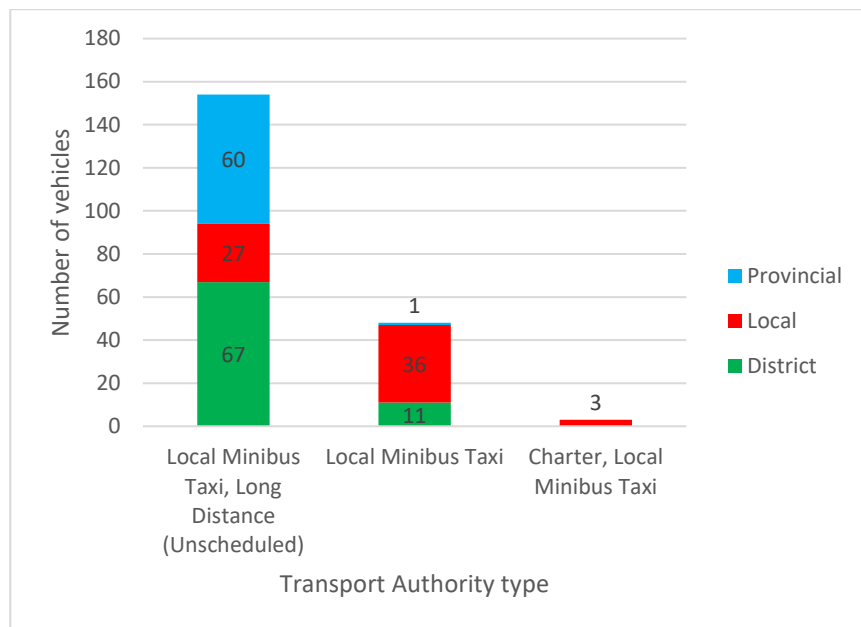


Figure 3-37: Number of short distance minibus taxis per authority type, per service scope, for vehicles with active operating licences (PRE OLAS database as of January 2023).

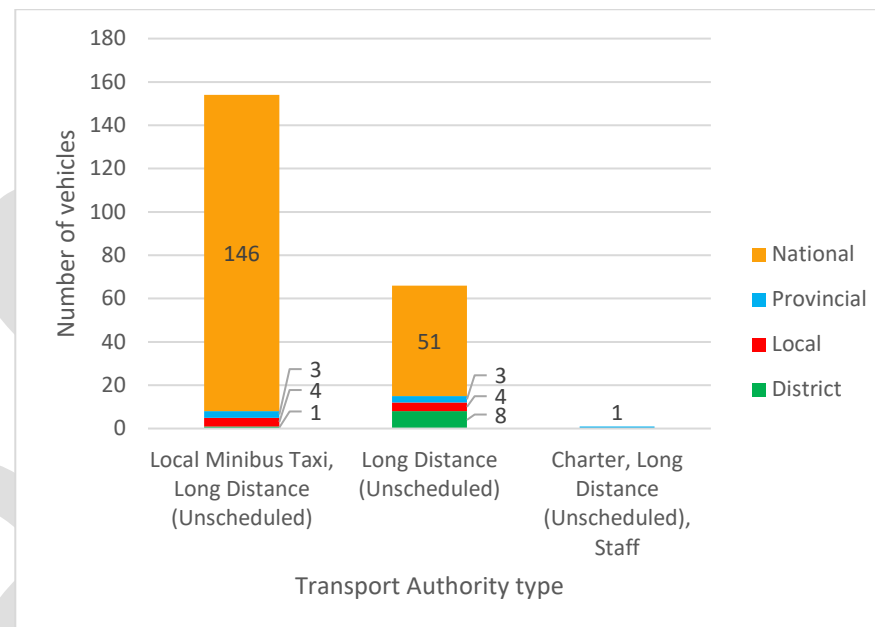


Figure 3-38: Number of long-distance minibus taxis per authority type, per service scope, for vehicles with active operating licences (PRE OLAS database as of January 2023).

**Figure 3-38** shows the number of long-distance minibus taxis per authority type, per service scope, for vehicles with active operating licences (PRE OLAS database as of January 2023). As depicted, most of these vehicles provide long-distance transport service between various provinces within South Africa.

### 3.2.3 George CITP Model Insights

A general overview of the transportation system from the perspective of the Transport Model that was developed for the CITP

which covers the entire George Local Municipality area will be referred to throughout the TR within the relevant sections.

The model was developed for the 2-hour AM peak period from 06:00-08:00, and the peak hour was determined to be 07:00-08:00. The views that will be encountered range from the Greater George Local Municipality Area to the George Urban Area, where the focus is placed on the latter due to it having the highest density of vehicle volumes. **Figure 3-39** illustrates the Private Vehicle volumes for the George Urban area for the peak hour.



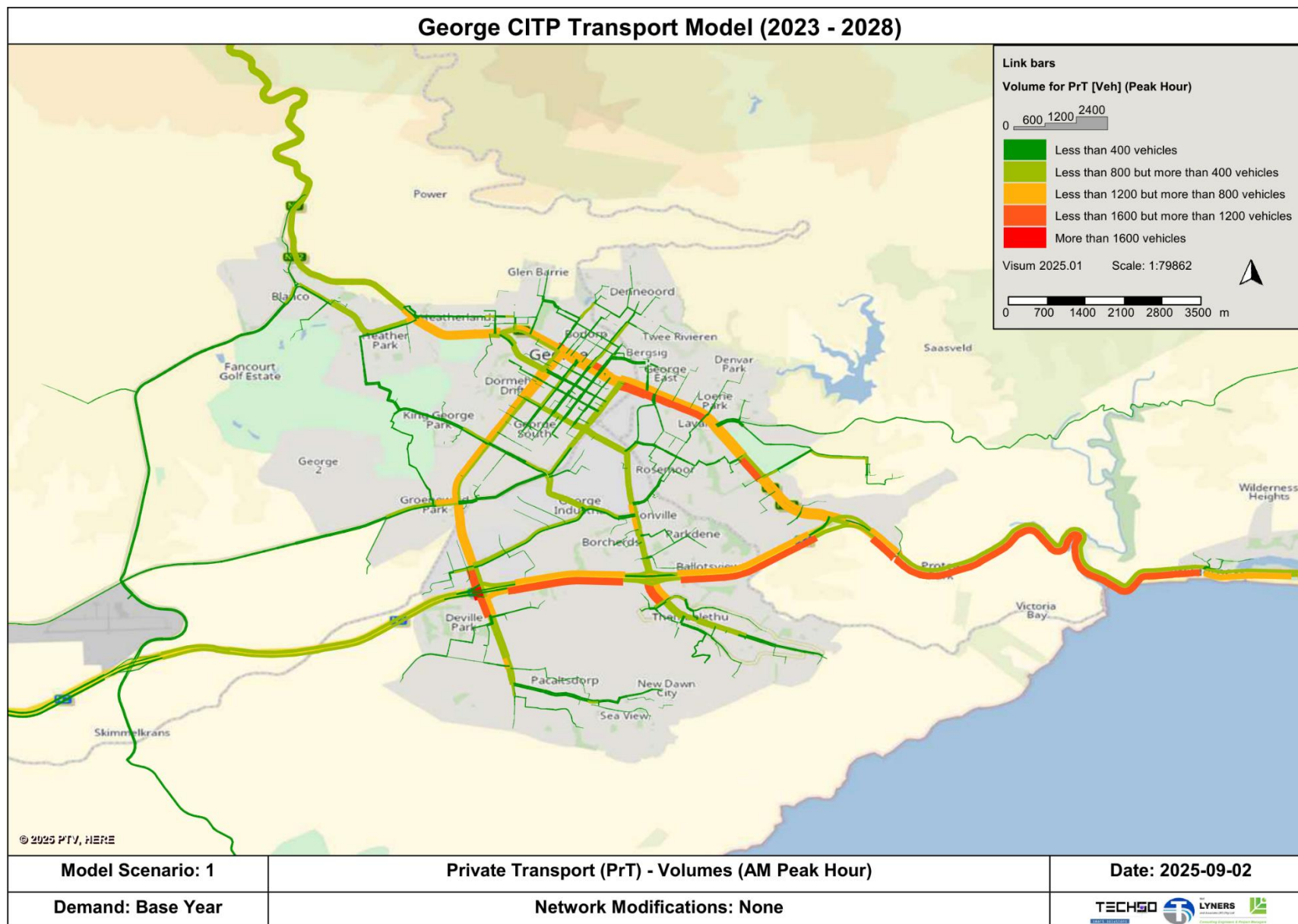


Figure 3-39: Private Transport vehicle volumes for the AM Peak Hour (07:00-08:00).

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### 3.3 Description of the regular, daily public transport system

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The comprehensive understanding of the supply and utilisation of public transport within the George CIP area is of utmost importance for effective transportation management. To achieve this, it is essential to describe the relevant information pertaining to the provision and usage of public transport services. This entails the creation of tables in both detailed and summarised formats, utilising spreadsheets or databases.

The OLAS database containing the details of various vehicles and associations that are registered with the PRE are provided as a separate document called “*PRE OLAS Database 202301.xlsx*”, as it is too large to be displayed within this document in an aesthetic fashion. This section contains details of the two primary public transport systems in George, namely the GO GEORGE bus system and the Minibus Taxi system. The other sections include, services competing in parallel to each other, service capacity and peak period utilization of road-based modes, corridor capacities, public transport accessibility and additional surveys.

#### 3.3.1 GO GEORGE Bus System

GO GEORGE is a scheduled public transport bus service operating in the City of George. The project is an integral component of the George Integrated Public Transport Network (GIPTN) and is the

outcome of a collaboration between the George Municipality, the Western Cape Provincial Government, the national Department of Transport, and local taxi and bus operators from the George area.

The City of George is served by a diverse fleet of branded GO GEORGE buses. The service is currently operational within the city and has future plans to extend its reach to neighbouring towns. In 2023, the aim is to extend routes connecting Thembaletu, called the Phase 4A implementation. The implementation of the service occurred in multiple phases, with the initial phase commencing on December 8, 2014. The routes that were modelled in the base year are illustrated in **Figure 3-40**.

##### 3.3.1.1 GO GEORGE Bus Fleet

The GO GEORGE bus fleet as of August 2022 comprises of the following:

- 54 x 12 m standard buses
- 33 x 10.5 m midi-buses
- 35 x 7 m Sprinter minibuses.

Legislatively speaking, the 10.5m buses are standard buses, not midi-buses although the team colloquially refer to them as such to distinguish the slightly different sizes, (the shorter bus is required for certain road geometry.)

A database containing the GO GEORGE bus fleet data may be found in **Table C-15** in section **C.8** of **0**.



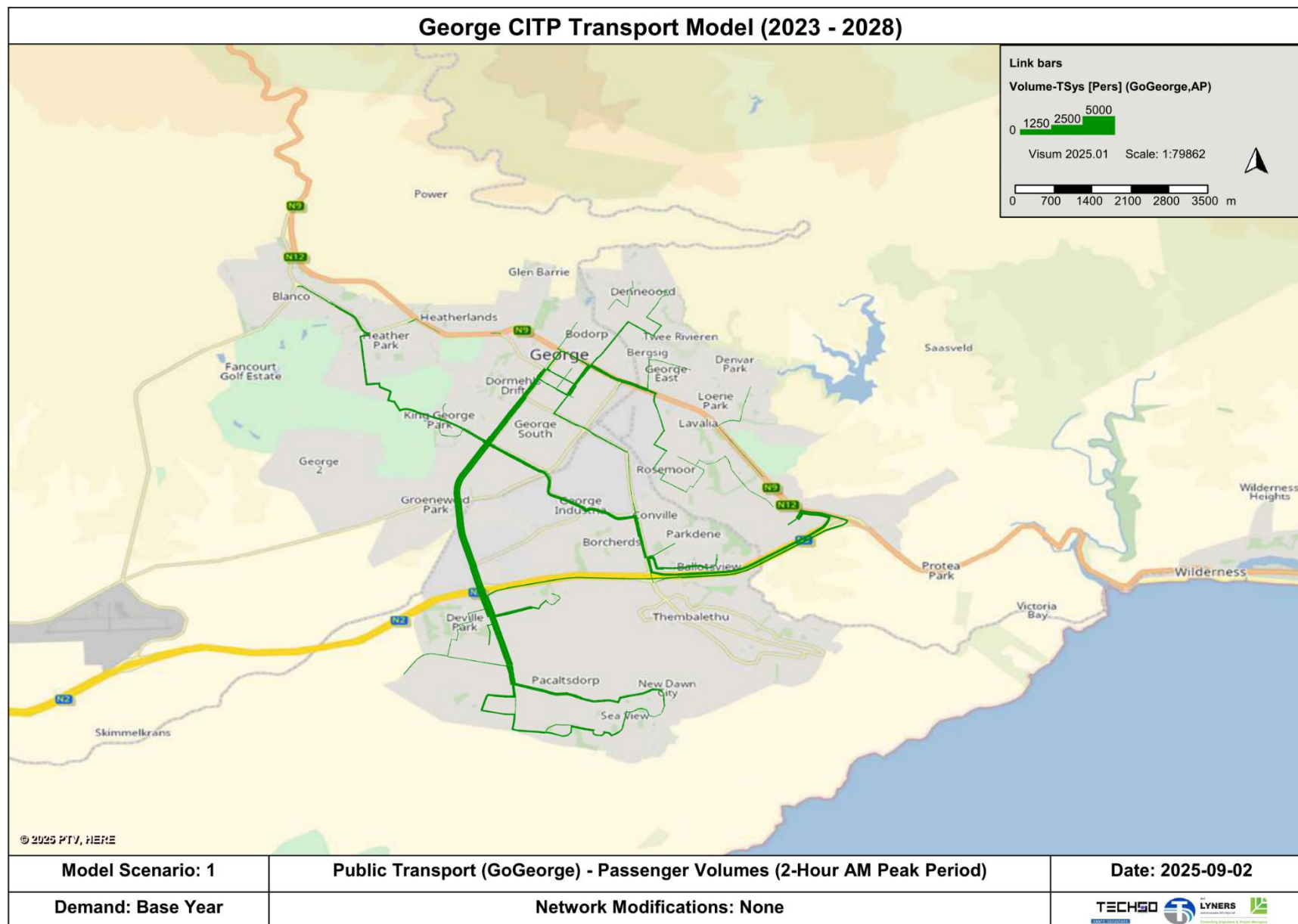


Figure 3-40: GO GEORGE passenger volumes of the 2-Hour Peak Period zoomed in for the George Urban Area.

### 3.3.1.2 GO GEORGE Infrastructure / Facilities

The temporary GO GEORGE Bus Depot is located on Erf 3472 in York Street, George South, George and depicted in **Figure 3-41**. A tender for the planning, design and construction monitoring for a permanent bus depot for the GO GEORGE bus service was advertised in December 2022, the site being depicted in **Figure 3-42**. The planned medium sized permanent facility will provide administrative, parking (bus and private vehicles), fuelling, cleaning/washing, maintenance, and storage with alternate parking layouts that will accommodate a mixed fleet comprising mini-, mid-, standard and single articulated buses.

The depot will be owned by the George Municipality and a single vehicle operating company (VOC) will operate from the facility.

The planned site for the new Permanent Depot is on a portion of Erf 464 George (in the Borchers area) and is approximately 4.6ha in extent. Access is to be obtained from a future access road to be constructed between PW Botha Boulevard and the future Rand Street extension.

**Figure 3-43** indicates the George Integrated Public Transport Interchanges, Transfer Locations and Termini as located in the George Urban Area. Locations where GO GEORGE stops are found are displayed in **Figure 3-44**. The George Transport Hub at Cradock Street (various perspectives depicted in **Figure 3-45**, **Figure 3-46** and **Figure 3-47**), is also one of the main transfer stations for the GO GEORGE service, and it includes Cradock St, the 'horseshoe' terminus, the bus stops in Market & Hibernia St, and the MBT Rank. A full facility survey thereof is included in **Table D-19** in **Annexure D**.





*Figure 3-41: Aerial view of existing GO GEORGE Bus Depot.*



*Figure 3-42: Locality of proposed new permanent GIPTN Bus Depot.*

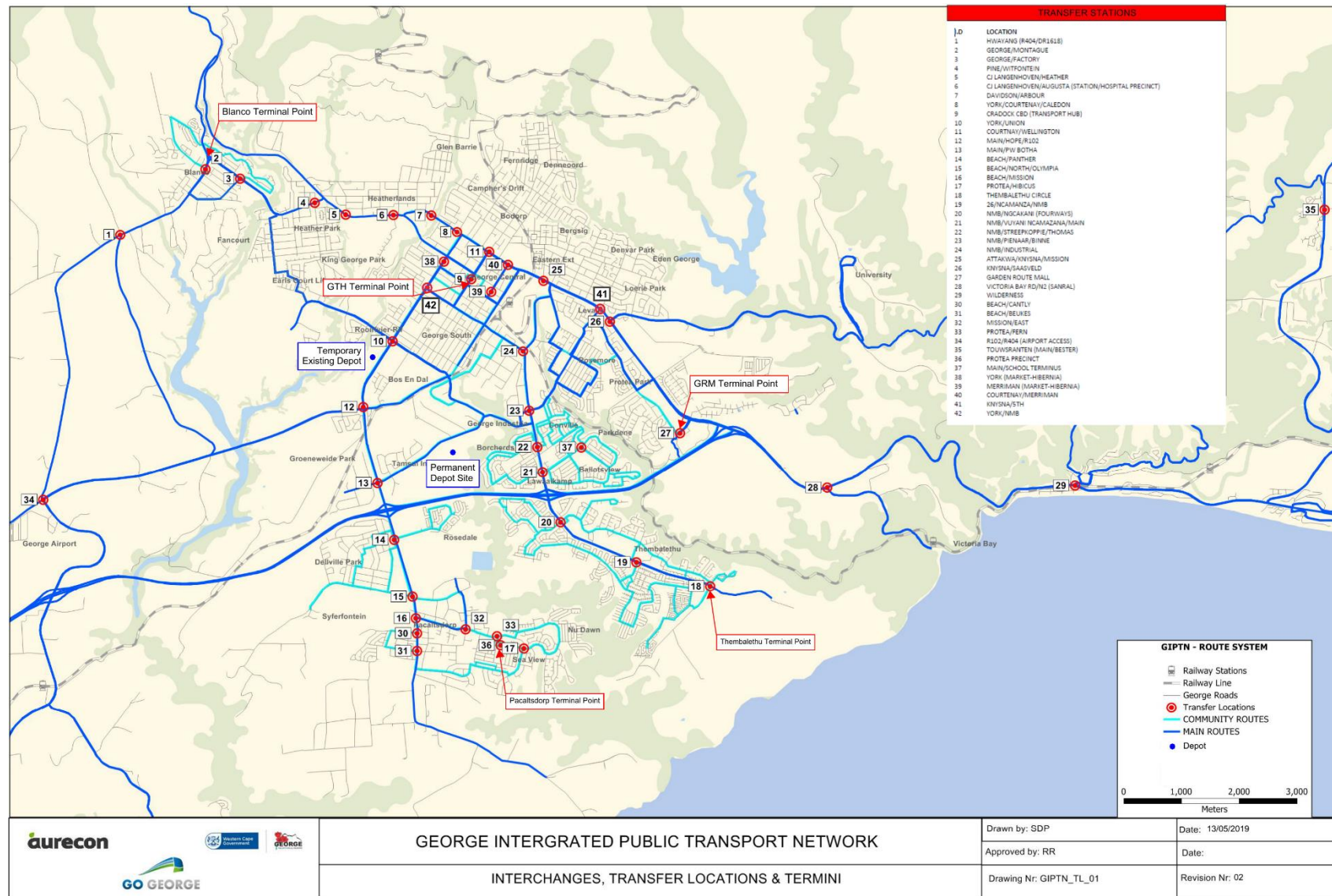


Figure 3-43: George Integrated Public Transport Network Interchanges, Transfer Locations and Termini as of 2019.



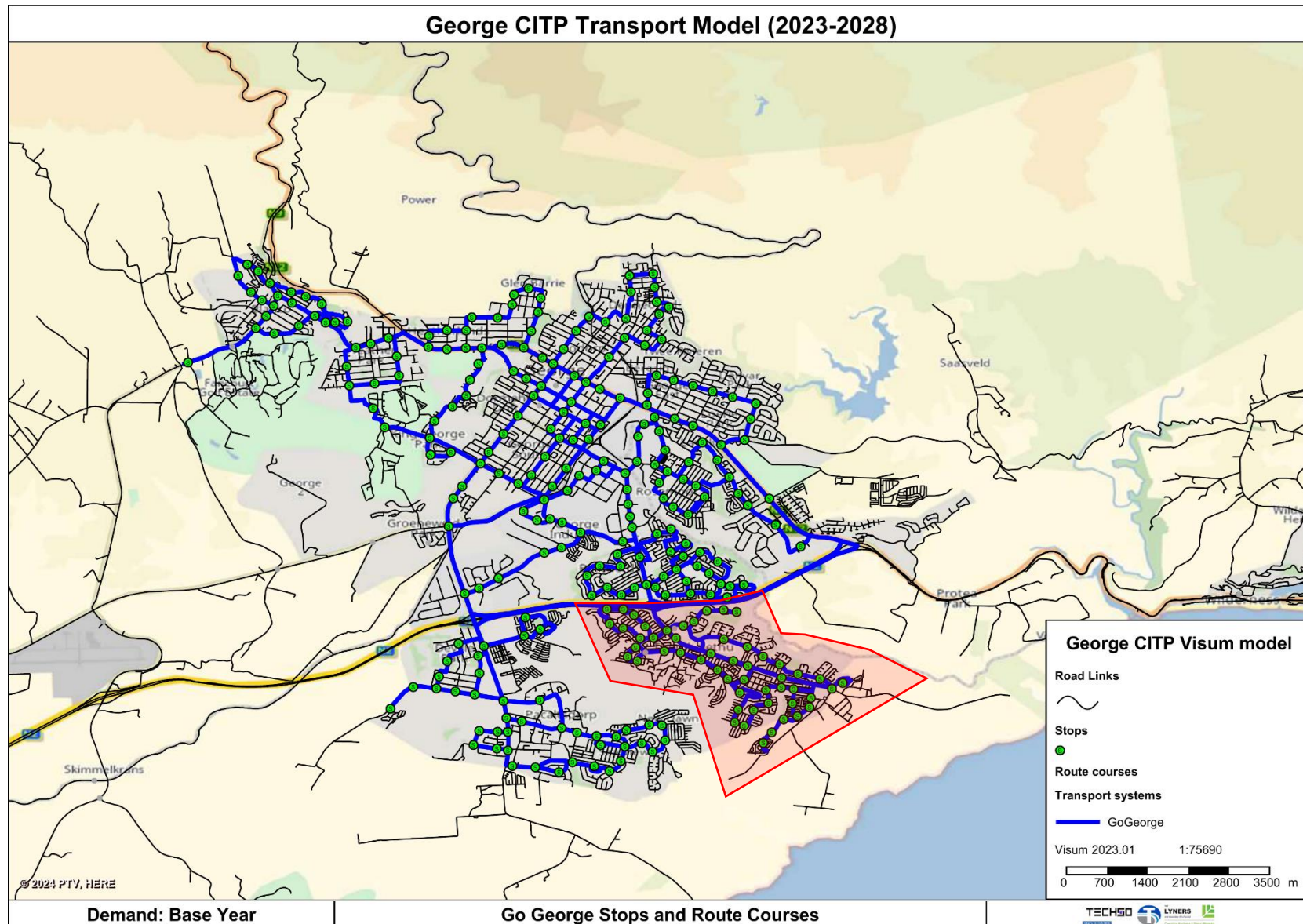


Figure 3-44: GO GEORGE stops located along the GO GEORGE routes for George Urban area, with the GO GEORGE Phase 4A stops in Thembalethu highlighted in red. The scale of the map may cause some stops not to be displayed as overlapping was avoided for aesthetics.



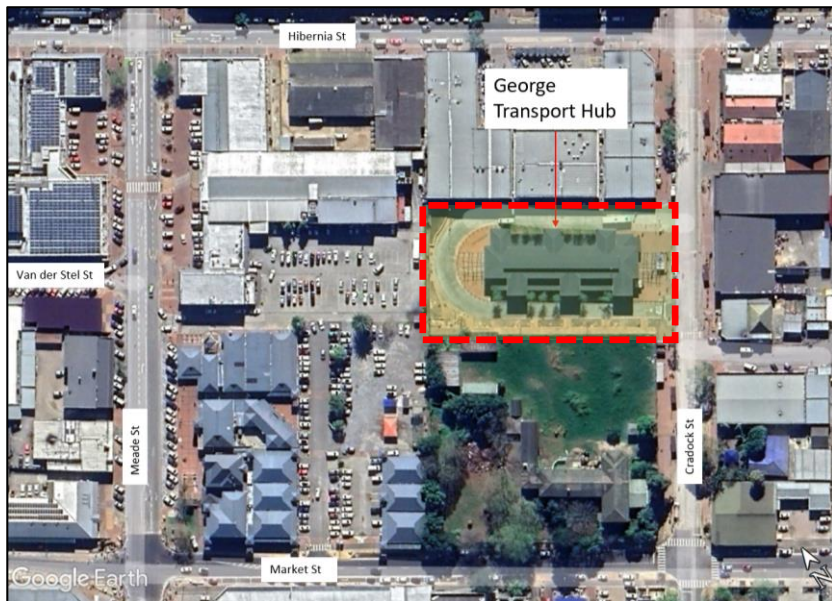


Figure 3-45: Aerial view of George Transport Hub Facility



Figure 3-46: George Transport Hub Facility from Cradock Street.




Figure 3-47: Front view of the entrance of George Transport Hub Facility.

### 3.3.1.3 GO GEORGE Route Description

GO GEORGE operates a daily scheduled bus service in George LM. Buses depart from and return to the GO GEORGE bus depot located in York Street, in adherence to the scheduled service timetables. See **Table C-3 in Annexure C** containing GO GEORGE Bus Routes (rows numbered from 71 to 110). Additional information about the routes identified by facility may be found in **Table C-4 in Annexure C**.

Routes vary from an express service to circular routes within the George CBD, GO GEORGE buses operate in mixed traffic lanes, and boarding and alighting is at kerbside stops, with embayment's where necessary. The system, both kerbside and buses, is designed for





universal access, including wheelchair users. Routes identified by Facility are shown in **Table C-4 of Annexure C**.

#### 3.3.1.4 GO GEORGE Fare System

GO GEORGE uses an automated fare collection system in the form of a Smart Card that can be loaded with trips. Trips may be loaded onto the cards at the Municipal cash office, a range of GO GEORGE and private vendors, and at a mobile vendor service. Fares for GO GEORGE buses are determined per trip distance. Most routes fall within the 0-15 km range in and around the main George urban area. GO GEORGE passengers may travel in any direction in town with one ticket, as long as the last boarding falls within one hour of the first boarding. Fare prices are determined by the number of transactions loaded, as shown in **Table C-7 in Annexure C**. Fares are determined annually as part of the municipalities rates & tariffs budgeting process, and are informed by an affordability formula.

### 3.3.2 Minibus Taxis

The term "minibus" refers to a motor vehicle specifically designed or adapted primarily for the transportation of more than nine but no more than 16 seated individuals, which includes the driver.

Unscheduled services are those that are operated without a timetable on a route, routes or, where applicable, within a particular area. Passengers are charged fares per trip in the form of cash. These services are non-contracted, non-subsidised, unscheduled services that are provided by minibus taxis (MBTs) within George LM. Most MBTs other than from Thembalethu have been bought out, either in cash, shares in George Link or some combination of these, allowing GO GEORGE to operate without competing services.

The minibus-taxi service operators registered on the OLAS database are organised into different taxi associations in George LM with the main three (3) being:

- Uncedo George Taxi Association (UGTA)
- George Huurmotor Vereniging (GHV)
- George Taxi Owners Front (GTOF)

Cape Organisation for the Democratic Taxi Association (CODETA) taxis operates from Cradock Taxi Rank on taxi routes which they are not registered.

Minibus taxi type services are provided in most parts of the Municipality where GO GEORGE does not operate. Some MBT operators do venture into GO GEORGE service areas, but are not dominant in such cases.

#### 3.3.2.1 Minibus Taxis Infrastructure / Facilities

The Minibus taxi public transport facilities are listed in **Table C-2 in Annexure C**. There are four (4) formal mini-bus taxi ranks in George LM, located at Cradock Street, Thembalethu, Garden Route Shopping Mall, and St Mark's Square. The location, top view and front view of these facilities are shown in **Figure 3-48, Figure 3-49,**

**Figure 3-50, and Figure 3-51**, respectively. The approved cadastral boundaries for the Minibus Taxi operations are highlighted in blue in the aforementioned figures, except for that of the Garden Route Shopping Mall which is a different case (**Figure 3-51**), where the blue indicates a part of Erf 195/408 which is private property, which minibus taxis use as a holding area.

The red area highlighted in **Figure 3-51** indicates the new GO GEORGE Garden Route Mall Ticket office that is proposed to be

constructed at the demarcated portion with a red boundary (Portion 286 of 195) in **Figure 3-52**, which is council property. This facility is to include GO GEORGE Garden Route Mall Ticket office, ablution and waiting facilities, including the stops and transfer station, and construction is underway.

According to DoT Taxi Regulation 11 Sept 2020 "There has been consensus that ownership of ranking facilities is a function of local government. By extension, this requires municipalities to plan for and maintain such facilities." **Table 3-11** lists some observations that emanated from the facility surveys conducted.

*Table 3-11: Comments on George Urban taxi rank infrastructure.*

Infrastructure observations for each taxi rank in George Urban	
Thembaletu Taxi Rank	
<ul style="list-style-type: none"> <li>Thembaletu taxi rank is used by long-distance taxis and taxis acting as a feeder service to Thembaletu.</li> <li>The rank does not have sufficient taxi rank capacity for taxis to and from George, and taxis collect passengers from Nelson Mandela Boulevard.</li> <li>Thembaletu taxi rank requires further investigation and detail design.</li> </ul>	
Cradock Taxi Rank	
<ul style="list-style-type: none"> <li>Cradock taxi rank area is fully occupied.</li> <li>Some of its capacity is taken up by CODETA.</li> <li>In the PM it operates as a taxi rank with boarding and departures. Apart from the PM Cradock Taxi Rank serves primarily as a holding area.</li> </ul>	

Infrastructure observations for each taxi rank in George Urban
<ul style="list-style-type: none"> <li>Other mini-bus operators, such as shuttle service operators, may pick up commuters at some of the formal taxi ranks.</li> </ul>
St Mark's Square
<ul style="list-style-type: none"> <li>Occupies a small area adjacent to the public parking lot and has ample room for extensions if required. There are proposals to upgrade St Marks taxi rank for long distance taxis</li> </ul>
Garden Route Mall (Informal Taxi Rank)
<ul style="list-style-type: none"> <li>Is well located to serve passengers to and from the shopping mall.</li> <li>This taxi rank is on the Garden Route Mall property, and the GO GEORGE Kiosk next to it is on municipal property.</li> </ul>

### 3.3.2.2 Minibus Taxis Route Description

Minibus taxi routes were obtained from PRE-Operating Licenses database. The OLAS route information was verified, and additional route information was obtained from Taxi Associations where required to complete the route information. The Taxi Routes are shown in **Table C-3 in Annexure C**. Additional detailed information concerning routes as identified by facility in terms of route distance and turnaround times may be found in **Table C-6 in Annexure C**, whereas a summary of this table may be found in **Table 3-12**. The GO GEORGE routes, 18A and 18B, of Phase 4A are rolled out in Thembaletu, and the operating licenses for taxis that used to operate on those routes were relinquished. The same principle will



apply for the future roll-out for the additional routes of Phase 4A and also for Phases 5 and 6.

A graphic of the modelled routes is shown in **Figure 3-53** (George LM Area) and **Figure 3-54** (George Urban Area).

The modelled AM peak hour taxi trips between George and outlying areas within George Local Municipality are summarised below:

- Uniondale – 18 trips to George and 13 trips to Uniondale
- Harlem – 1 trip to George and 1 trip to Harlem
- Herolds Bay and Oubaai – roughly 4 taxi trips (and about 1 bus) to Herolds Bay and Oubaai, and then the same number of trips back to George
- Wilderness and Kleinkrantz – 36 trips to George and 7 trips to Wilderness and Kleinkrantz area

The Minibus taxi fares as surveyed are outlined in **Table C-9** in **Annexure C**, where the average taxi trip fare surveyed was R12.85 per trip. **Table 3-13** provides a summary of all the fares per route for minibus taxis.





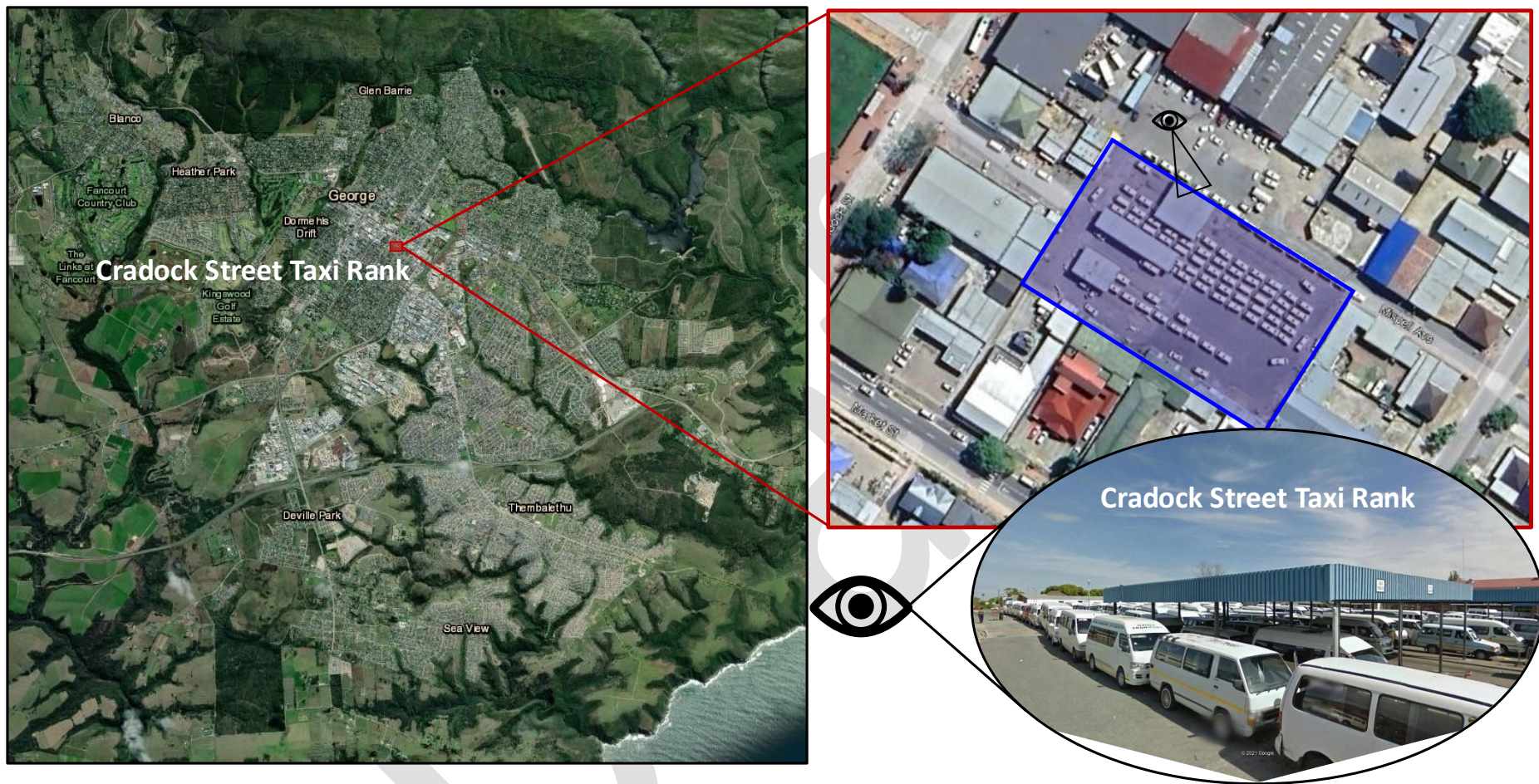


Figure 3-48: Cradock Street Taxi Rank.



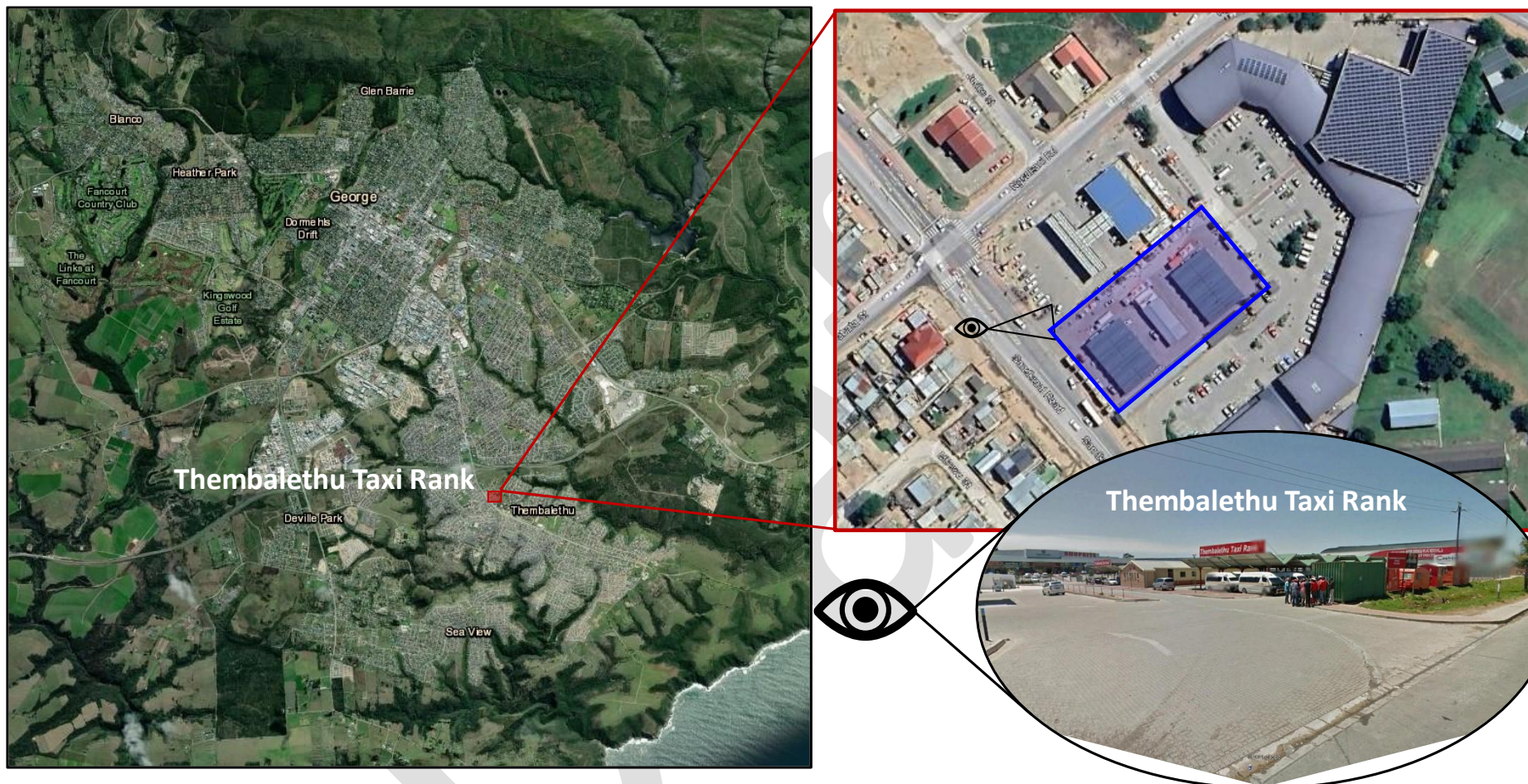


Figure 3-49: Thembaletu Taxi Rank .



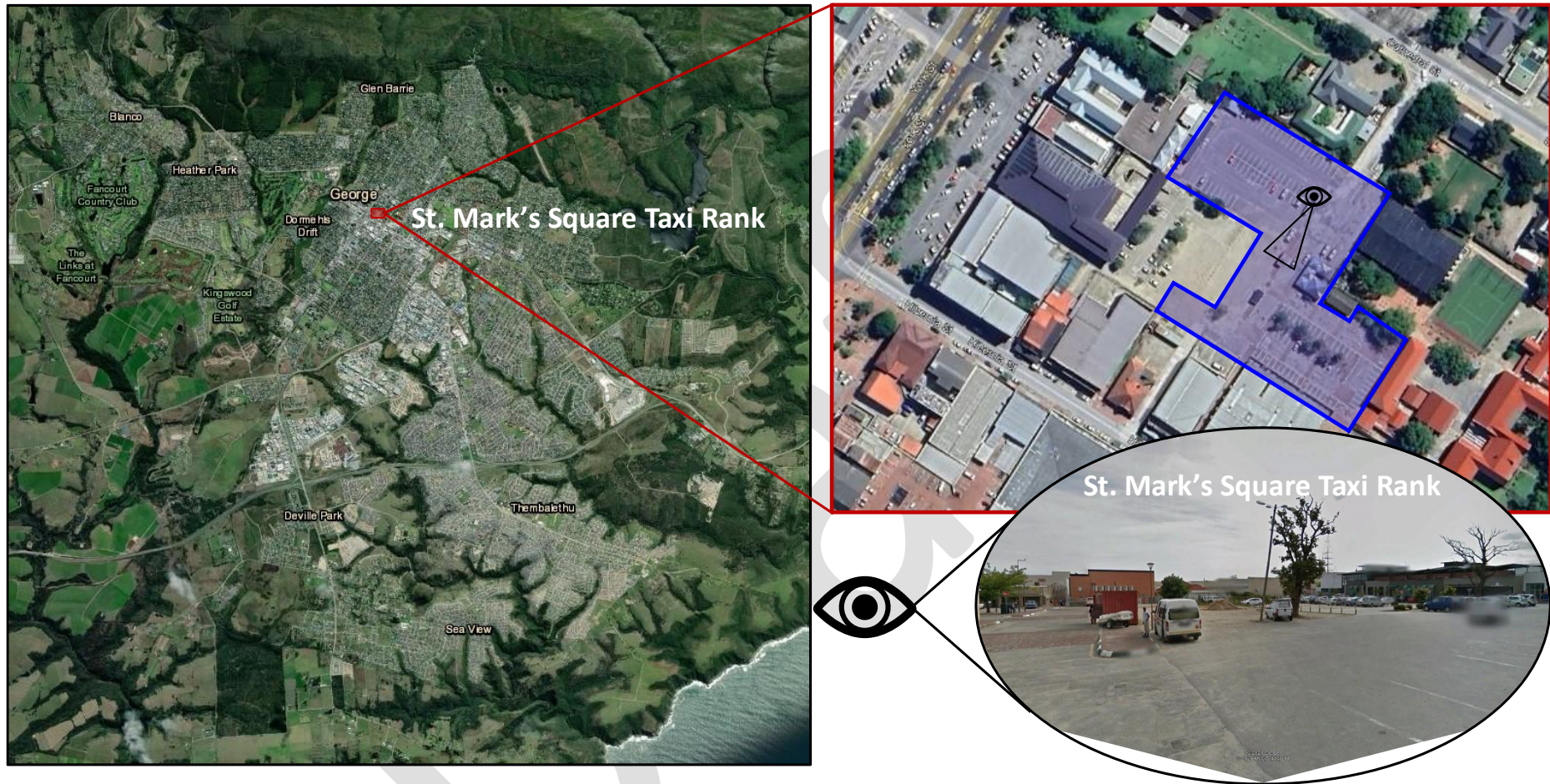


Figure 3-50: St. Mark's Square taxi rank.



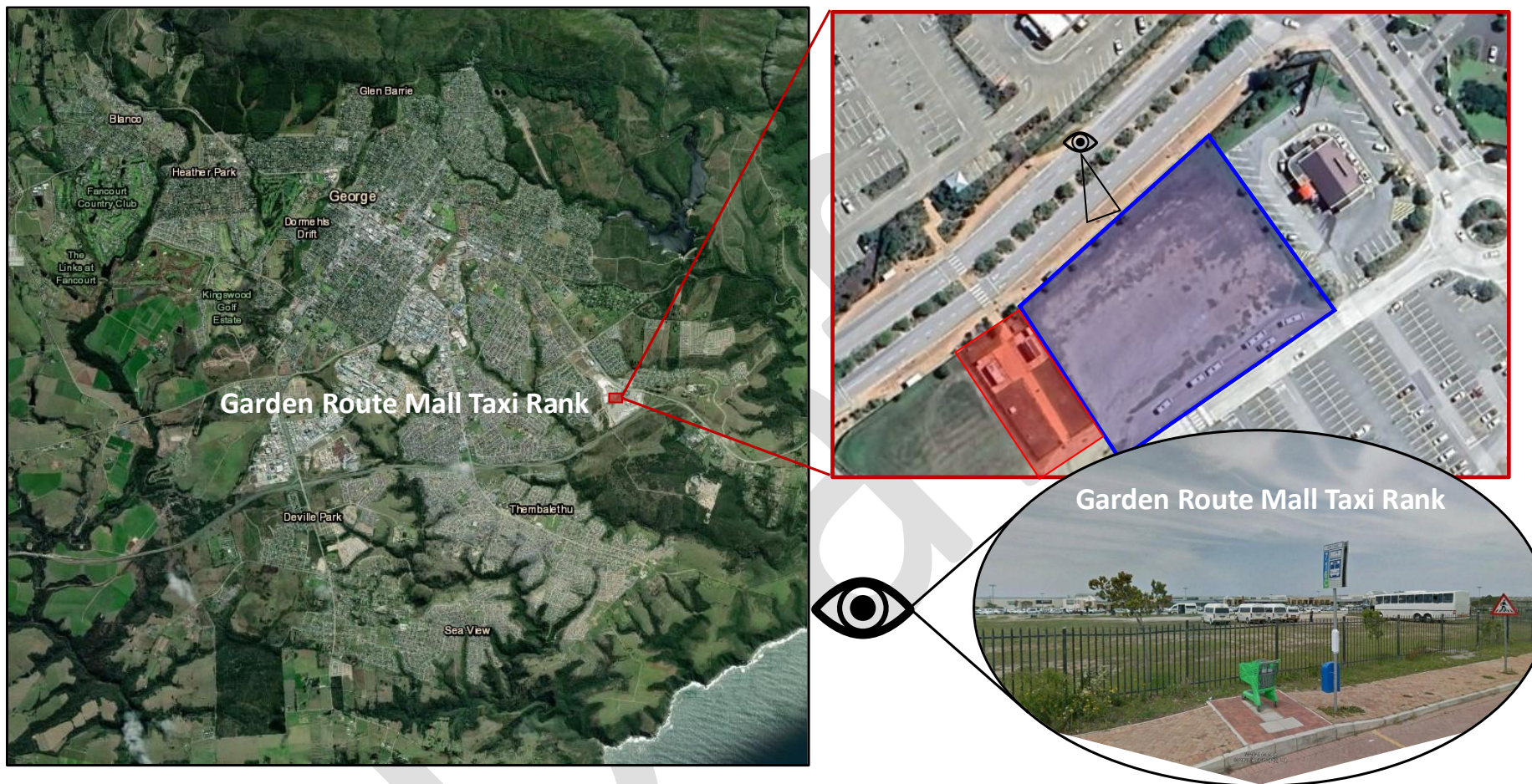


Figure 3-51: Garden Route Mall Informal taxi rank area indicated in blue, while the GIPTN Garden Route Mall Terminus and temporary transfer location is indicated in red.

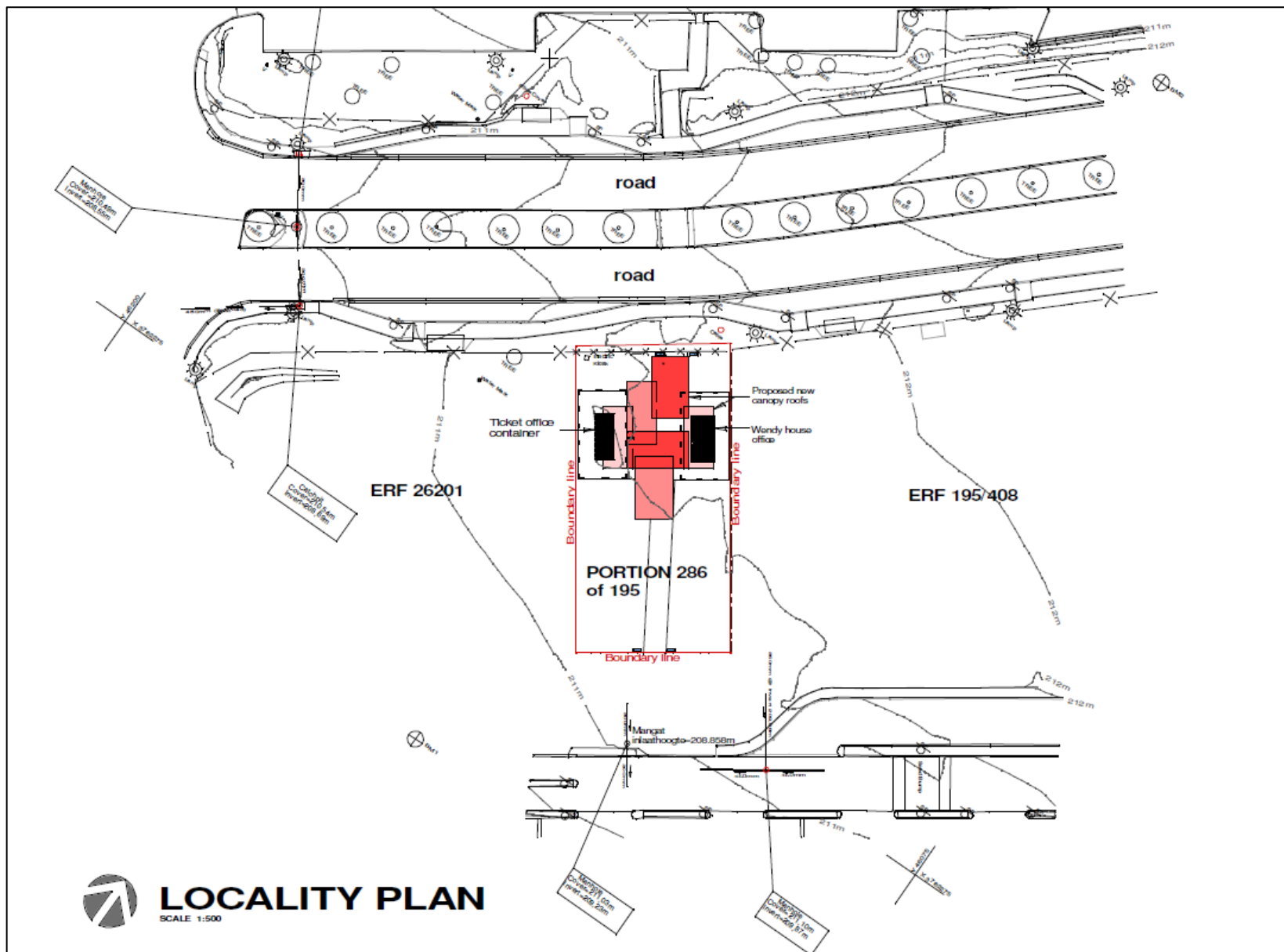


Figure 3-52: GIPTN Garden Route Mall Terminus and temporary transfer location.



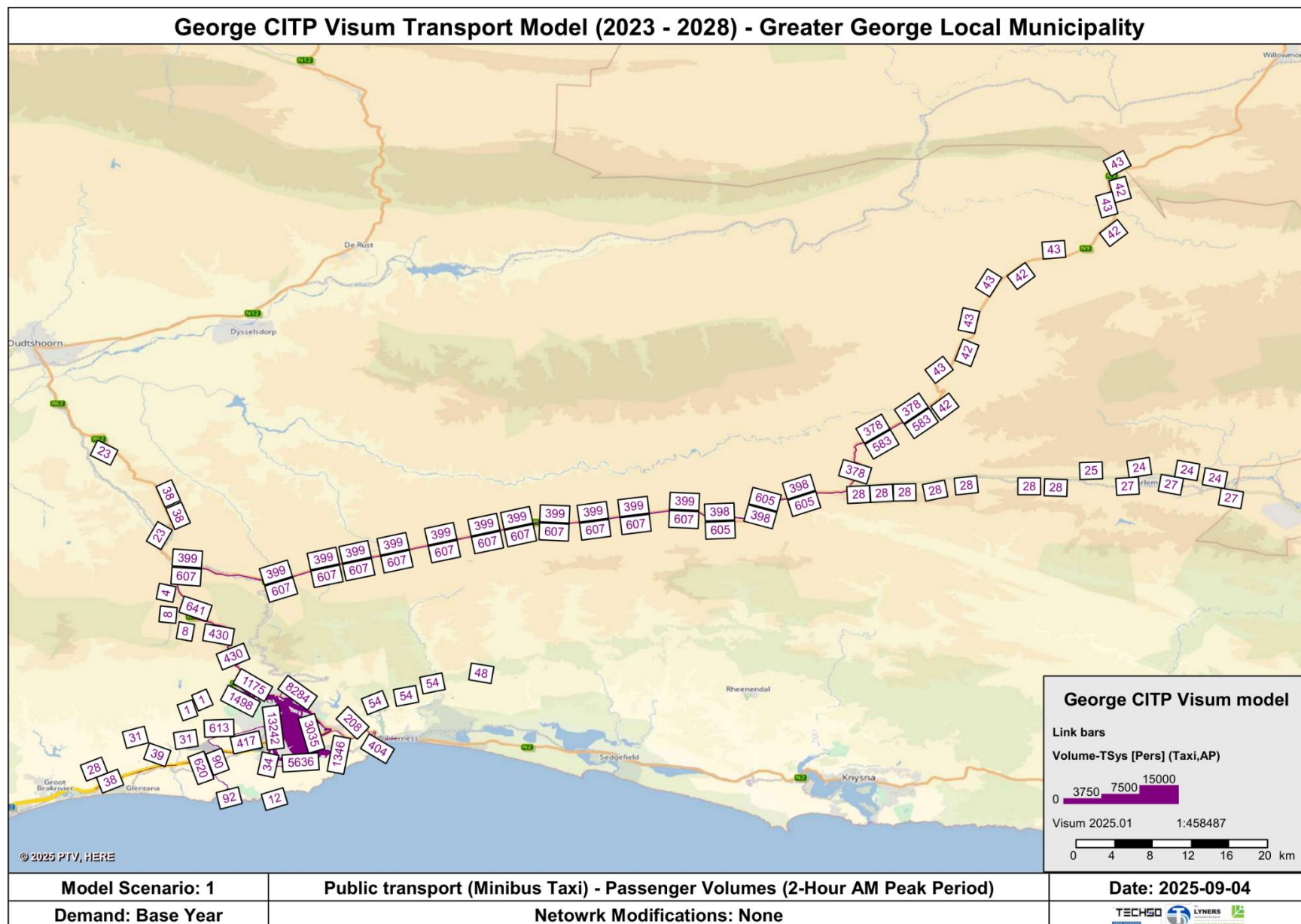


Figure 3-53: MBT passenger volumes of the 2-Hour Peak Period zoomed out for the George Local Municipality Area.

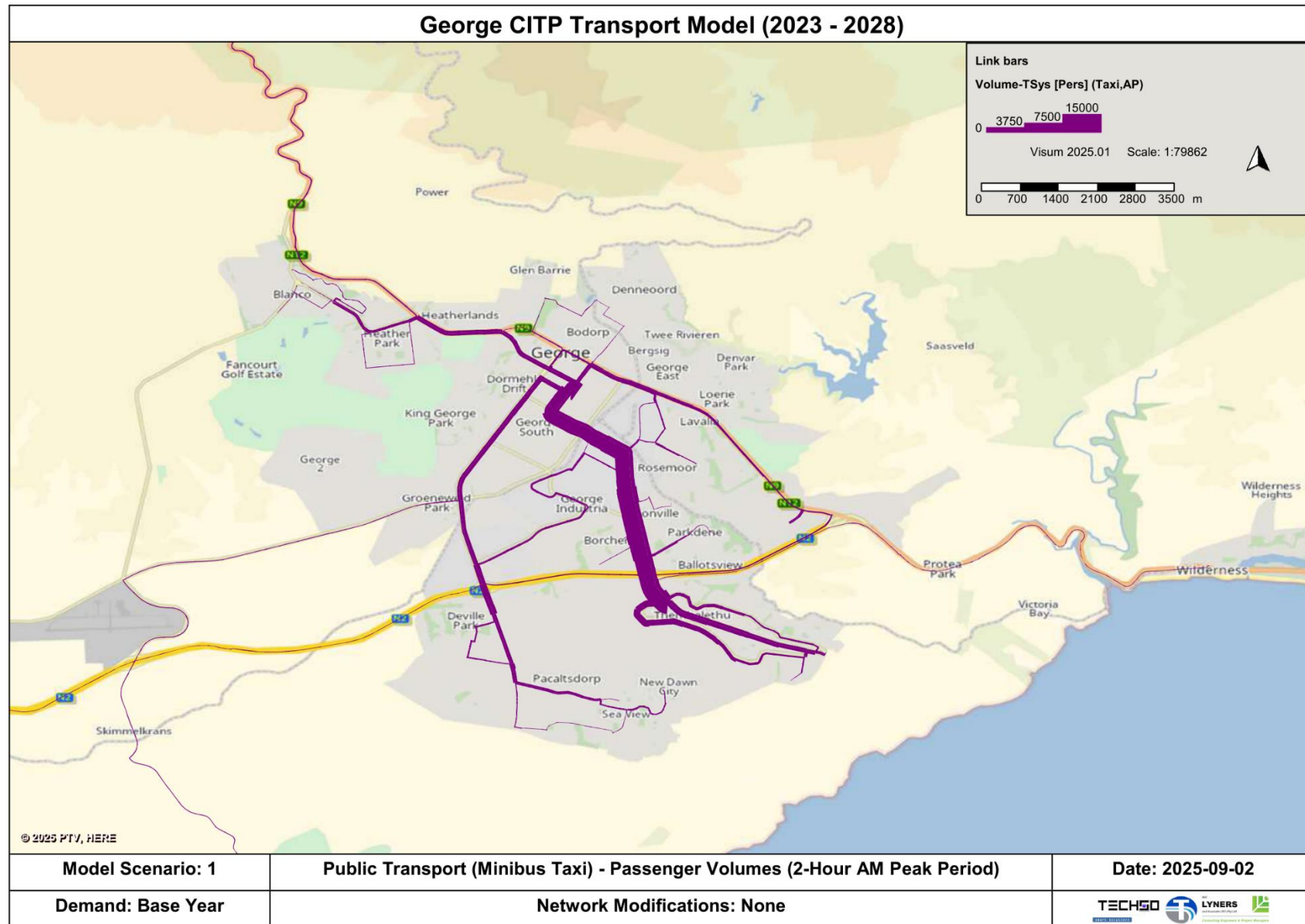


Figure 3-54: MBT passenger volumes of the 2-Hour Peak Period zoomed in for the George Urban Area.

Table 3-12: Summary of routes as identified by facility found in Table C-10 for the three-hour PM peak period (except for Thembaletu Taxi Rank which reports on the three-hour AM peak period instead), for minibus taxis.

Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Observed Number of Trips	Route Code	Average Route Distance (km)	Average Trip Time (One way) [min]	Average Turnaround Time (Cycle Time) [min]
Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	200	880	6.5	15.3	30.7
Garden Route Mall Taxi Rank	G1	Thembaletu	C2	38	753	5	16	32
St Marks Square Taxi Rank	M1	Hoekwil	H1	5	J67	25	30	60
St Marks Square Taxi Rank	M1	Saasveld	S1	1	F63	10.3	40	80
St Marks Square Taxi Rank	M1	Wilderness	W1	1	N7	15	NA	NA
Thembaletu Taxi Rank	T1	Blanco	B1	6	T1B1	11.4	14.6	29.2
Thembaletu Taxi Rank	T1	Garden Route Mall	C2	10	752	5	13	26
Thembaletu Taxi Rank	T1	Garden Route Mall	C2	5	880	5	12	24
Thembaletu Taxi Rank	T1	Garden Route Mall	C2	10	P93	6.5	12.8	25.5
Thembaletu Taxi Rank	T1	Knysna	K1	3	W63	60	60	120
Thembaletu Taxi Rank	T1	Local	L1	4	N2	4.6	7.5	15
Thembaletu Taxi Rank	T1	St Mark's Square	C2	4	840	6.8	8.6	17.3
Thembaletu Taxi Rank	T1	Thembaletu	C2	6	N2	4.6	10.6	21.2
Thembaletu Taxi Rank	T1	Wilderness	W1	14	N7	12	20.7	41.4



Table 3-13: Summary of minibus taxi fares per route for Table C-9, for the three-hour PM peak period (except for Themba lethu Taxi Rank which reports on the three-hour AM peak period instead).

No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Observed Number of Trips	Average Route Distance (km)	Average Single Trip Fare (Rand)
1	752	Minibus taxi	Uncedo	Themba lethu Taxi Rank	Garden Route Mall	10	10	12
2	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Themba lethu	38	29	12
3	840	Minibus taxi	Uncedo	Themba lethu Taxi Rank	St Marks Square	4	6.8	12
4	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Themba lethu	200	17.2	12
5	880	Minibus taxi	Uncedo	Themba lethu Taxi Rank	Garden Route Mall	5	17.2	12
6	F63	Minibus taxi	Charter	St Marks Square Taxi Rank	Saasveld	1	9.5	30
7	J67	Minibus taxi	Bongani	St Marks Square Taxi Rank	Hoekwil	4	40	25
8	J67	Minibus taxi	Grootboom	St Marks Square Taxi Rank	Hoekwil	1	40	25
9	N2	Minibus taxi	Uncedo	Themba lethu Taxi Rank	Local	4	4.6	8
10	N2	Minibus taxi	Uncedo	Themba lethu Taxi Rank	Themba lethu	6	4.6	8
11	N7	Minibus taxi	Bongani	St Marks Square Taxi Rank	Wilderness	1	12	17
12	N7	Minibus taxi	Uncedo	Themba lethu Taxi Rank	Wilderness	14	12	20
13	P93	Minibus taxi	Uncedo	Themba lethu Taxi Rank	Garden Route Mall	10	6.5	12
14	T1B1	Minibus taxi	Uncedo	Themba lethu Taxi Rank	Blanco	6	21	15
15	W63	Minibus taxi	Uncedo	Themba lethu Taxi Rank	Knysna	3	28.5	40

Mini-bus taxi Route Code 880, originating in Cradock Street CBD Taxi Rank and terminating in Themba lethu, has the highest number of trips, being more than double the sum of trips operating on other routes.



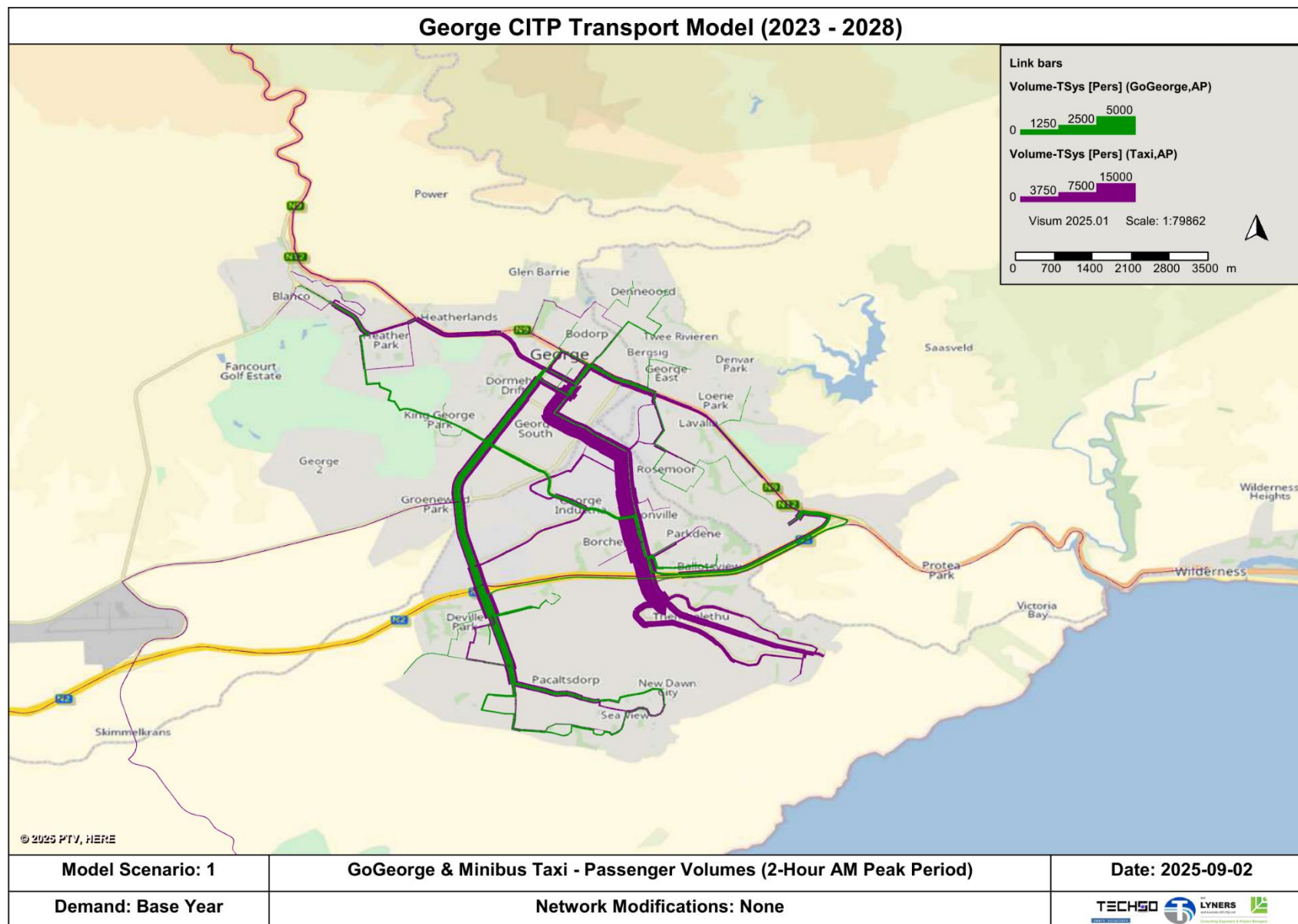


Figure 3-55: The modelled Passenger volumes for the GO GEORGE and Minibus Taxis for the 2-Hour AM Peak Period.

### 3.3.3 Services competing in parallel to each other

From an inspection of the routes that are operated by bus and minibus-taxi services, it is established that GO GEORGE buses and minibus taxis operate on separate routes, with little overlap, as illustrated in **Figure 3-55**.

### 3.3.4 Service capacity and capacity utilisation of road-based modes in the peak period

**Table 3-14** indicates the total number of vehicles with active operating licenses and their total capacity (indicated in parentheses) for each authority type grouped by vehicle type registered on the PRE database as of January 2023.

**Table 3-14** also represents the transport system road-based capacity (20 978 persons), the following are highlighted:

- Chartered service capacity totals 5977 seats (28%),
- GO GEORGE capacity totals 7931 seats (38%),
- WCED and Scholar capacity totals 5012 seats (24%)
- Local Mini-bus taxi:
  - local transport capacity totals 668 seats (3%)
  - long distance (unscheduled) capacity totals 2236 seats (11%)
- Metered transport (including e-hailing) capacity of 71 seats is a mere 0.34% of capacity.

The capacity of the scheduled public transport bus service is higher than the capacity of the minibus service, due to the George Local Municipality's initiative to buy out and incorporate the taxi industry into the GO GEORGE scheduled service, and the capacities can be seen in **Table 3-14**. It is however noticed that there are a high number of taxis operating without Public Operator Transport

licenses in GLM, discussed later in this report. **Table 3-14** also indicates that buses comprise 23.3% and mini-bus taxis 62.3% of the total number of OLAS registered public transport vehicles.

The detailed road-based vehicle supply and utilisation in the three-hour peak period per route for the GO GEORGE and Minibus taxi transport systems may be found in **Table C-10** in **Annexure C**, and a summary of this table may be found in **Table 3-15** for minibus taxis, as well as a summary of the GO GEORGE route capacity and utilisation in **Table 3-16**.

For the minibus taxis, that focus on primary routes, it is determined that the average peak direction operating capacity of the taxis surveyed at the taxi ranks is 99.7% for the AM Peak period (6h-9h), and 95.1% for the PM Peak period (15h-18h). As is evident from the data, the majority of the taxi routes are operating at full capacity, and even some operating over capacity during peak periods carrying more passengers than available seating, being overloaded.

For the GO GEORGE vehicles that maintain the full network function, the average passenger capacity utilisation is 50.9% during the 3-hour peak period. Apart from Route 2F (Blanco – CBD) and Route 61B (Rygerpark community) operating close to 100% during the AM peak periods, most routes operate between 50% and 80% passenger capacity and 7 routes operate between 11% and 32% passenger capacity

Route 51C (Parkdene community) Route 53B (Garden Route Mall - Rosemoor – CBD), Route 56R (Denneoord – CBD), Route 58F (Heather Park – Heatherlands) and Route 58R (Heather Park – Heatherlands) all operate below 20% capacity in the AM peak periods. Of these Routes 56R, 53B and 9F are served by buses and possibly would be better served by smaller vehicles (minibuses).

Table 3-14: The total number of vehicles with active operating licences and their total vehicle capacity (indicated in parentheses) for each authority type grouped by vehicle type registered on the PRE database as of January 2023.

Authority Service Type(s)	Bus	Bus (Single deck)	Combi / Microbus / Minibus	Midi- bus	Motor Car	Truck	Unsure	Grand Total
Charter	11 (371)	1 (66)	74 (1051)	5 (104)	18 (114)			109 (1706)
Charter, Contracted - WCED			1 (15)					1 (15)
Charter, Contracted - WCED, Scholar, Staff	3 (132)		1 (60)					4 (192)
Charter, Contracted - WCED, Staff	16 (1003)							16 (1003)
Charter, Local Minibus Taxi			3 (43)					3 (43)
Charter, Long Distance (Unscheduled), Staff			1 (15)					1 (15)
Charter, Metered Taxi (Rank)					5 (22)			5 (22)
Charter, Scholar	14 (558)		19 (288)	2 (70)	1 (6)			36 (922)
Charter, Scholar, Staff	8 (510)	2 (145)	17 (255)	1 (16)	1 (6)			29 (932)
Charter, Staff	14 (589)	1 (35)	25 (366)	4 (123)	2 (14)			46 (1127)
Contracted - GO GEORGE	90 (7391)		36 (540)					126 (7931)
Contracted - WCED	9 (491)		1 (15)	3 (87)				13 (593)
Local Minibus Taxi			46 (658)		2 (10)			48 (668)
Local Minibus Taxi, Long Distance (Unscheduled)			148 (2195)		6 (41)			154 (2236)
Long Distance (Unscheduled)	1 (22)		60 (887)	2 (38)	3 (27)			66 (974)
Metered Taxi (Base)					8 (38)			8 (38)
Metered Taxi (e-Hailing)					2 (9)			2 (9)
Metered Taxi (Rank)					6 (24)			6 (24)
Scholar	4 (79)	1 (42)	17 (251)	1 (21)	6 (37)			29 (430)

Authority Service Type(s)	Bus	Bus (Single deck)	Combi / Microbus / Minibus	Midibus	Motor Car	Truck	Unsure	Grand Total
Scholar, Staff	8 (509)	3 (239)	9 (130)	1 (41)	1 (6)			22 (925)
Staff	14 (194)		55 (805)	5 (114)	20 (60)	5 (NA)	1 (NA)	100 (1173)
Grand Total	192 (11849)	8 (527)	513 (7574)	24 (614)	81 (414)	5 (NA)	1 (NA)	824 (20978)
<b>Percentage Split</b>	23.3% (56.5%)	1% (2.5%)	62.3% (36.1%)	2.9% (2.9%)	9.8% (2%)	0.6% (0%)	0.1% (0%)	100% (100%)

Table 3-15: Summary of Minibus Taxis total public transport capacity and maximum utilisation per route in three-hour peak period (road-based). Where utilisation is indicated as above 100%, it indicates overloading.

No.	Route Code	Survey Location	Mode	No. of vehicle trips	Average vehicle capacity	Service capacity	No. of passengers	% utilisation	Time of survey (AM or PM)
1	880	Cradock Street CBD Taxi Rank	Minibus Taxi	1	14	15	14	93.3%	AM Peak (6h-9h)
2	880	Cradock Street CBD Taxi Rank	Minibus Taxi	169	14.9	2535	2487	99.3%	PM Peak (15h-18h)
3	753	Garden Route Mall Taxi Rank	Minibus Taxi	28	14.5	420	420	96.7%	PM Peak (15h-18h)
4	J67	St Marks Square Taxi Rank	Minibus Taxi	3	15	45	21	100.0%	PM Peak (15h-18h)
5	N7	St Marks Square Taxi Rank	Minibus Taxi	1	15	15	12	100.0%	PM Peak (15h-18h)
6	752	Thembalethu Taxi Rank	Minibus Taxi	10	15	150	150	100.0%	AM Peak (6h-9h)
7	840	Thembalethu Taxi Rank	Minibus Taxi	4	15	60	60	100.0%	AM Peak (6h-9h)
8	880	Thembalethu Taxi Rank	Minibus Taxi	5	15	75	75	100.0%	AM Peak (6h-9h)
9	N7	Thembalethu Taxi Rank	Minibus Taxi	14	15.1	210	211	100.7%	AM Peak (6h-9h)
10	P93	Thembalethu Taxi Rank	Minibus Taxi	9	15	135	135	100.0%	AM Peak (6h-9h)
11	T1B1	Thembalethu Taxi Rank	Minibus Taxi	6	14.7	90	88	98.0%	AM Peak (6h-9h)
12	N2	Thembalethu Taxi Rank	Minibus Taxi	10	7	150	70	46.7%	PM Peak (15h-18h)



No.	Route Code	Survey Location	Mode	No. of vehicle trips	Average vehicle capacity	Service capacity	No. of passengers	% utilisation	Time of survey (AM or PM)
13	W63	Thembaletu Taxi Rank	Minibus Taxi	2	14	30	28	93.3%	PM Peak (15h-18h)

*Table 3-16: Summary of GO GEORGE Buses total public transport passenger capacity and maximum utilisation per route in three-hour peak period (road-based).*

No	Route Code	Survey Location (Route Name)	Mode	No. of vehicle trips	Average vehicle capacity	Service capacity	Average No. of passengers (85th percentile)	Average % utilisation (85th percentile)	Time of survey (AM or PM)
1	1A	New Dawn Park - CBD	Bus	17	84	1428	932	65%	AM
2	1B	Harmony Park - CBD	Bus	11	84	924	649	70%	AM
3	1C	Protea - CBD	Bus	2	84	168	117	70%	AM
4	2F	Blanco - CBD	Bus	12	84	1008	849	84%	AM
5	2R	Blanco - CBD	Bus	12	84	1008	449	45%	AM
6	3A	Blanco Community	Minibus	1	15	15	10	67%	AM
7	3	Blanco Community	Minibus	6	15	90	24	27%	AM
8	7	CBD - Garden Route Mall	Bus	6	84	504	189	38%	AM
9	7-53	Cradock - Garden Route Mall	Bus	3	84	252	166	66%	AM
10	9F	Industrial Loop	Bus	5	84	420	42	10%	AM
11	9R	Industrial Loop	Bus	4	84	336	96	29%	AM
12	12	Garden Route Mall - Pacaltsdorp	Bus	8	84	672	416	62%	AM
13	13F	City Loop	Minibus	6	15	90	61	68%	AM
14	13R	City Loop	Minibus	6	15	90	67	74%	AM
15	14	Pacaltsdorp - Industrial	Bus	7	84	588	262	45%	AM

No	Route Code	Survey Location (Route Name)	Mode	No. of vehicle trips	Average vehicle capacity	Service capacity	Average No. of passengers (85th percentile)	Average % utilisation (85th percentile )	Time of survey (AM or PM)
16	15	CBD - Parkdene	Bus	26	84	2184	881	40%	AM
17	16	Blanco - Parkdene	Bus	10	84	840	408	49%	AM
18	24-53B	CBD - Garden Route Mall	Bus	2	84	168	91	54%	AM
19	24	CBD - Garden Route Mall	Minibus	9	15	135	92	68%	AM
20	51A	Borcherds community	Minibus	17	15	255	141	55%	AM
21	51B	Conville community	Minibus	20	15	300	115	38%	AM
22	51C	Parkdene community	Minibus	20	15	300	52	17%	AM
23	53B	Garden Route Mall - Rosemoor - CBD	Bus	4	84	336	36	11%	AM
24	53	Garden Route Mall - Rosemoor - CBD	Bus	9	84	756	470	62%	AM
25	56F	Denneoord - CBD	Bus	5	84	420	125	30%	AM
26	56R	Denneoord - CBD	Bus	6	84	504	83	16%	AM
27	58F	Heather Park – Heatherlands	Minibus	5	15	75	11	15%	AM
28	58R	Heather Park – Heatherlands	Minibus	6	15	90	16	18%	AM
29	60A	Syferfontein - CBD	Bus	3	84	252	173	69%	AM
30	60	Rosedale - CBD	Bus	15	84	1260	750	60%	AM
31	61A	Syferfontein Community	Minibus	6	15	90	58	64%	AM
32	61B	Rygerpark community	Minibus	12	15	180	175	97%	AM
<b>TOTAL</b>				<b>281</b>		<b>15738</b>	<b>8004</b>	<b>51%</b>	





The purpose of Area-based Cordon Surveys is to ensure that all public transport trips are surveyed, in particular those that do not originate from identified public transport ranks. They provide control totals for vehicles originating in a total area. They supplement the route-based surveys but do not replace them, as they will not detect the route that any vehicle is on when it passes through the survey point. The proportions of vehicle types identified where multiple identifications of the same vehicle are accounted for, are depicted in the pie chart in **Figure 3-56**, and where only the unique vehicles are accounted for are depicted in the pie chart of **Figure 3-57**.

**Figure 3-60** indicates the locations of the cordon counts, gateway counts, and traffic counts superimposed on a map of the George local municipality area, with **Figure 3-61** being a zoomed in version focusing on the central George area. **Figure 3-62**, **Figure 3-63** and **Figure 3-64** indicates the occupancy, capacities and utilisation measured at the cordon counts during the three-hour AM peak period, the interpeak period and the three-hour PM peak period, respectively.

This Area-based Cordon Count table is too large to be added to this document in an aesthetic fashion, and therefore an accompanying attached spreadsheet may be found for reference, called “Cordon Count Survey for George CIP 2022.xlsx”.

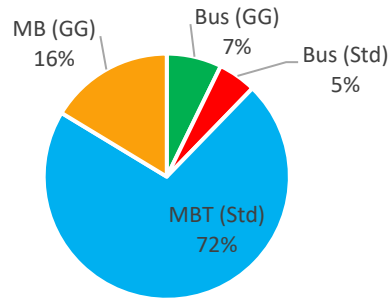
During the cordon counts, the Vehicle Registration Numbers (VRNs) of various PuT vehicles were noted, and an analysis conducted by comparing the observed VRNs with those registered in the OLAS

Database (DB). For the purpose of this analysis, “unique identifications” are defined as the unique number of vehicles that were identified in the survey sample that were observed one or more times. On the other hand, “multiple identifications” are defined as all the observations of the unique identifications that occurred more than once. The total observations from this analysis, split between GO GEORGE buses, standard buses, minibus taxis and GO GEORGE minibuses, may be seen in **Figure 3-58**, and corresponding data in **Table 3-17**. Furthermore, **Figure 3-58** also splits the groups on the level of total observations of that type (including multiple VRN identifications) indicated with both green and red bars, and unique VRN counts, indicated by only the green bars.

*Table 3-17: Total observations per vehicle type, per unique and total (including multiple) observations.*

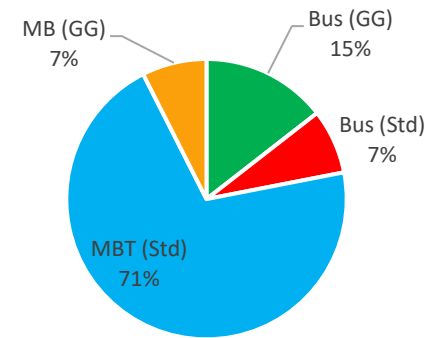
Vehicle Type	Total Unique Observations	Total Unique Observations [%]	Total Observations	Total Observations [%]
Bus (GG)	157	14.5%	269	7.2%
Bus (Std)	81	7.5%	187	5%
MBT (Std)	766	70.6%	2658	71.4%
MB (GG)	81	7.5%	608	16.3%
Totals	1085	100%	3722	100%

**Proportions of vehicle types identified in cordon counts (includes multiple identifications of same vehicle)**



*Figure 3-56: Proportions of vehicle types identified in cordon counts (includes multiple identifications of same vehicle).*

**Proportions of unique vehicles identified in cordon counts**



*Figure 3-57: Proportions of unique vehicles identified in cordon counts.*

From this analysis, when observing the VRNs of the minibus taxis, a comparison could be done on how many of these are registered with valid OLs on the OLAS DB, and those who are not registered. Due to human error that can creep in when doing VRN recognition, a sliding scale was created as a cut-off value of how many times a VRN was counted, reasoning that those that were picked up more are more likely to be operating a public transport service, than those who were only observed once etc. **Figure 3-59** gives a graphical representation of this, and **Table 3-18** provides the raw data. Therefore, if the likely

trade-off is taken that a minibus is operating as a taxi if it was picked up more than 2 and 3 times, then there are about 318 taxis in the system, about 236 legal and 81 illegal taxis as on the date the survey was conducted. **Table 3-18** shows all the unique standard MBT vehicle registration number (VRN) observations from the cordon counts, per VRNs found in the OLAS database, and which are not. The observation cut-off value is included as a measure for quality control and indicates that the VRN is considered only when it is observed at least the cut-off number of times in the cordon counts.

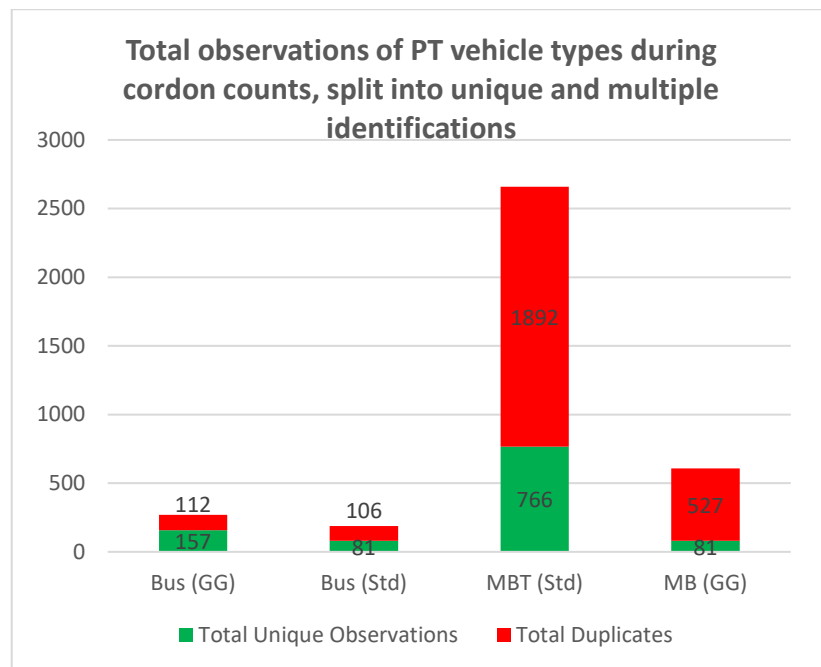


Figure 3-58: Total observations of PuT vehicle types during cordon counts, per unique and multiple identifications.

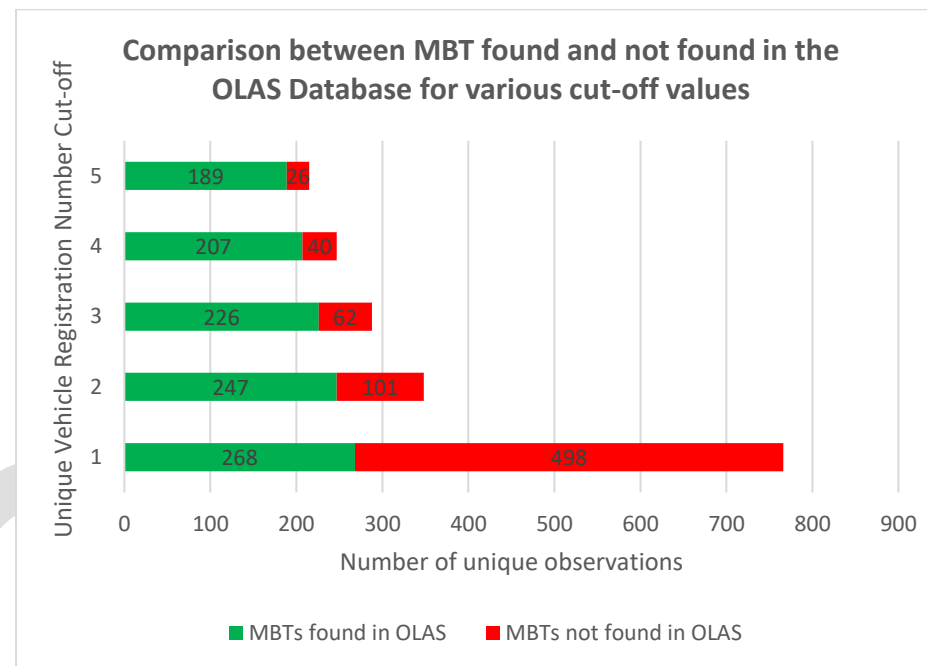


Figure 3-59: Comparison between MBT found and not found in the OLAS Database for various cut-off values, based on Table 3-19.

Table 3-18: All the unique standard MBT vehicle registration number (VRN) observations from the cordon counts, per VRNs found in the OLAS database, and which are not.

Cut-off	1		2		3		4		5	
	No.	[%]	No.	[%]	No.	[%]	No.	[%]	No.	[%]
MBT found in OLAS	268	35%	247	71%	226	78.5%	207	83.8%	189	87.9%
MBT not found in OLAS	498	65%	101	29%	62	21.5%	40	16.2%	26	12.1%
MBT Total	766	100%	348	100%	288	100%	247	100%	215	100%

Figure 3-60 and Figure 3-61 shows locations of gateway and cordon counts undertaken in George.

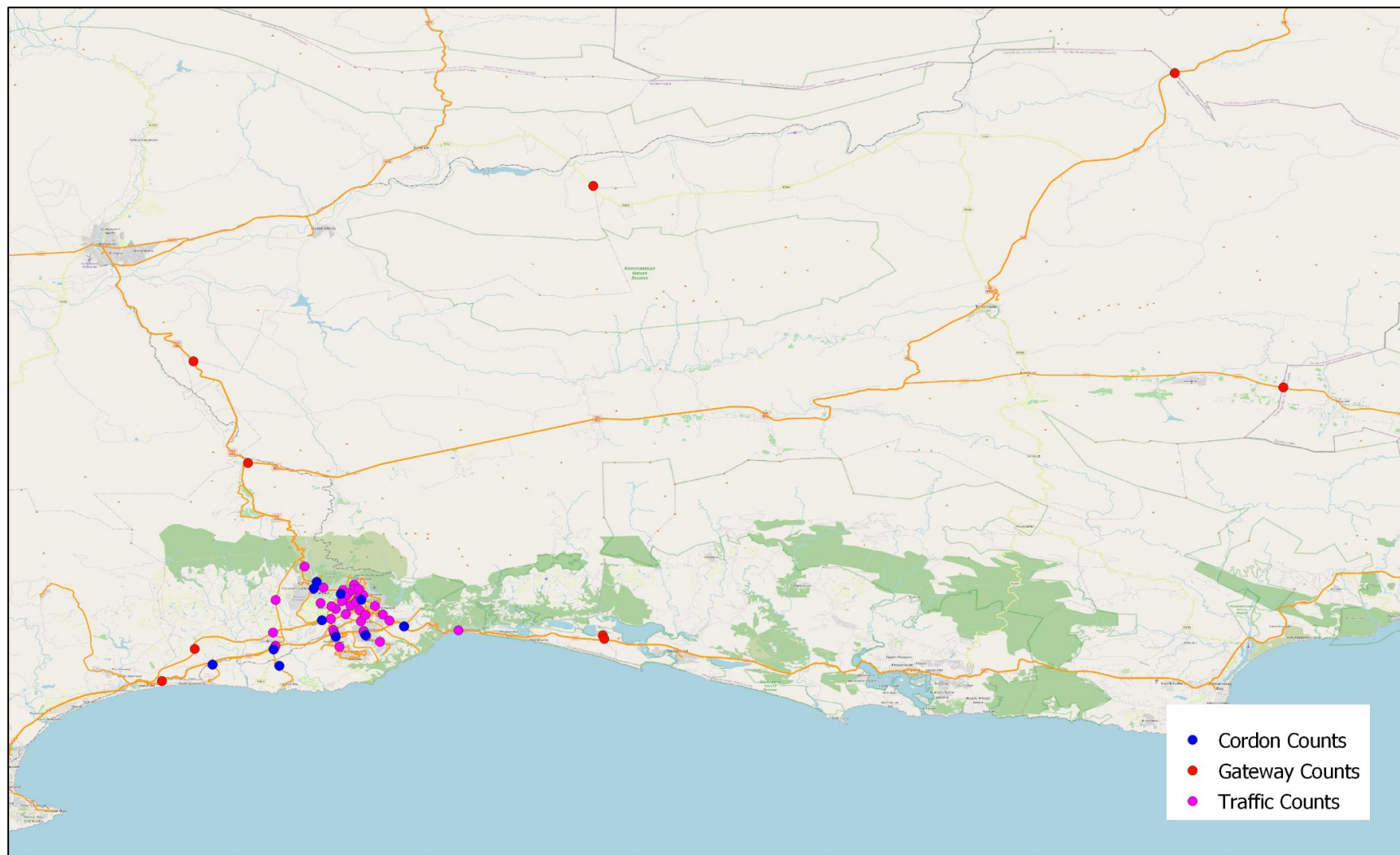


Figure 3-60: Map indicating the cordon, gateway and traffic count locations in George.



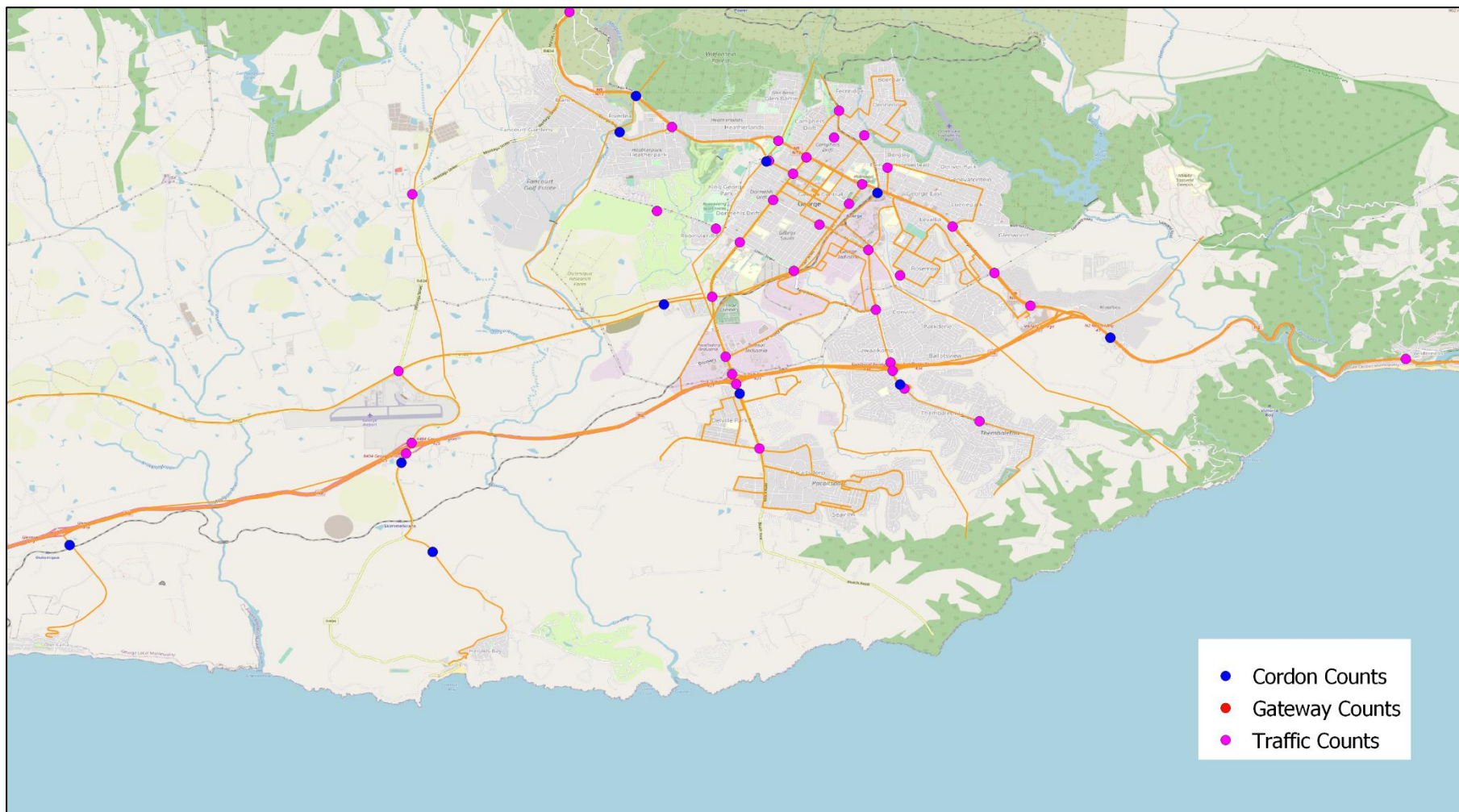


Figure 3-61: Map indicating the zoomed in cordon and gateway count locations in George.

Figure 3-62 shows the PuT occupancy and capacity at the cordon count locations, during the 3 hours AM peak period.

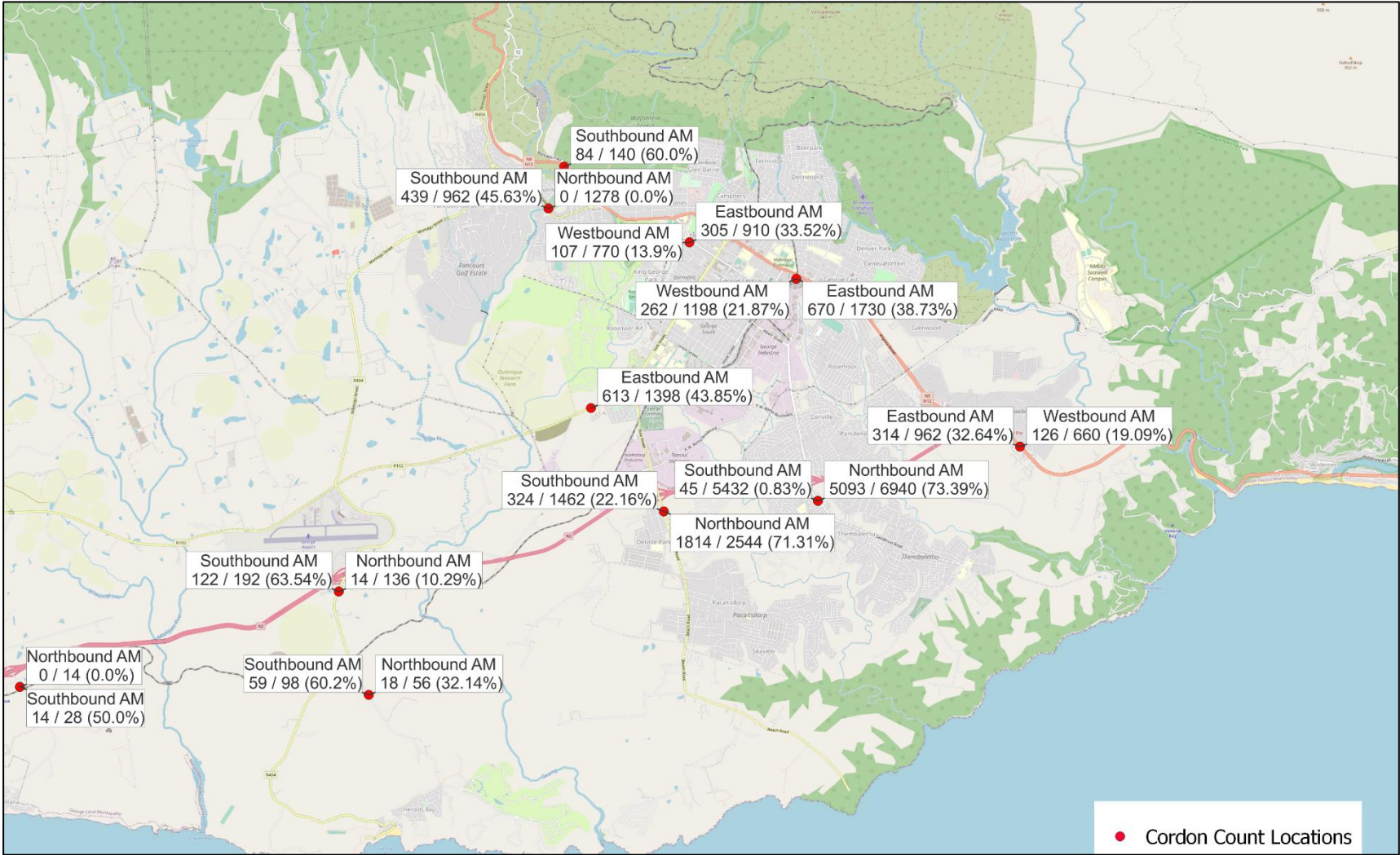


Figure 3-62: The occupancy, capacities and utilisation measured at the cordon counts during the three-hour AM peak period, represented in the format “occupancy / capacities (utilisation)” after the colon in the figure. The raw data may be found in Table C-11.



Figure 3-63 shows the PuT occupancy and capacity at the cordon count locations, during the off-peak period.

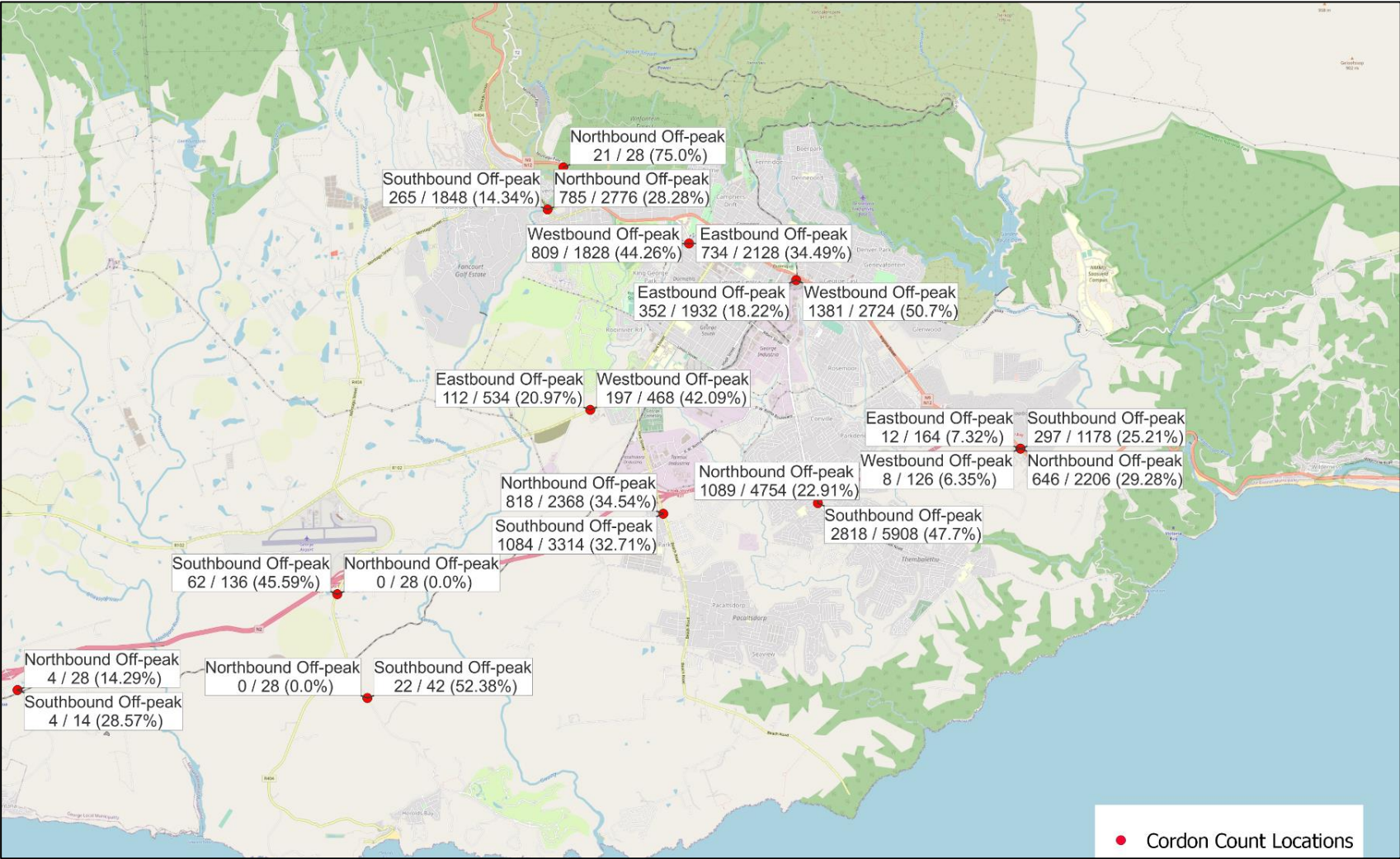


Figure 3-63: The occupancy, capacities and utilisation measured at the cordon counts during the entire off-peak period, represented in the format "occupancy / capacities (utilisation)" after the colon in the figure. The raw data may be found in Table C-12.



Figure 3-64 shows the PuT occupancy and capacity at the cordon count locations, during the 3 hours PM peak period.

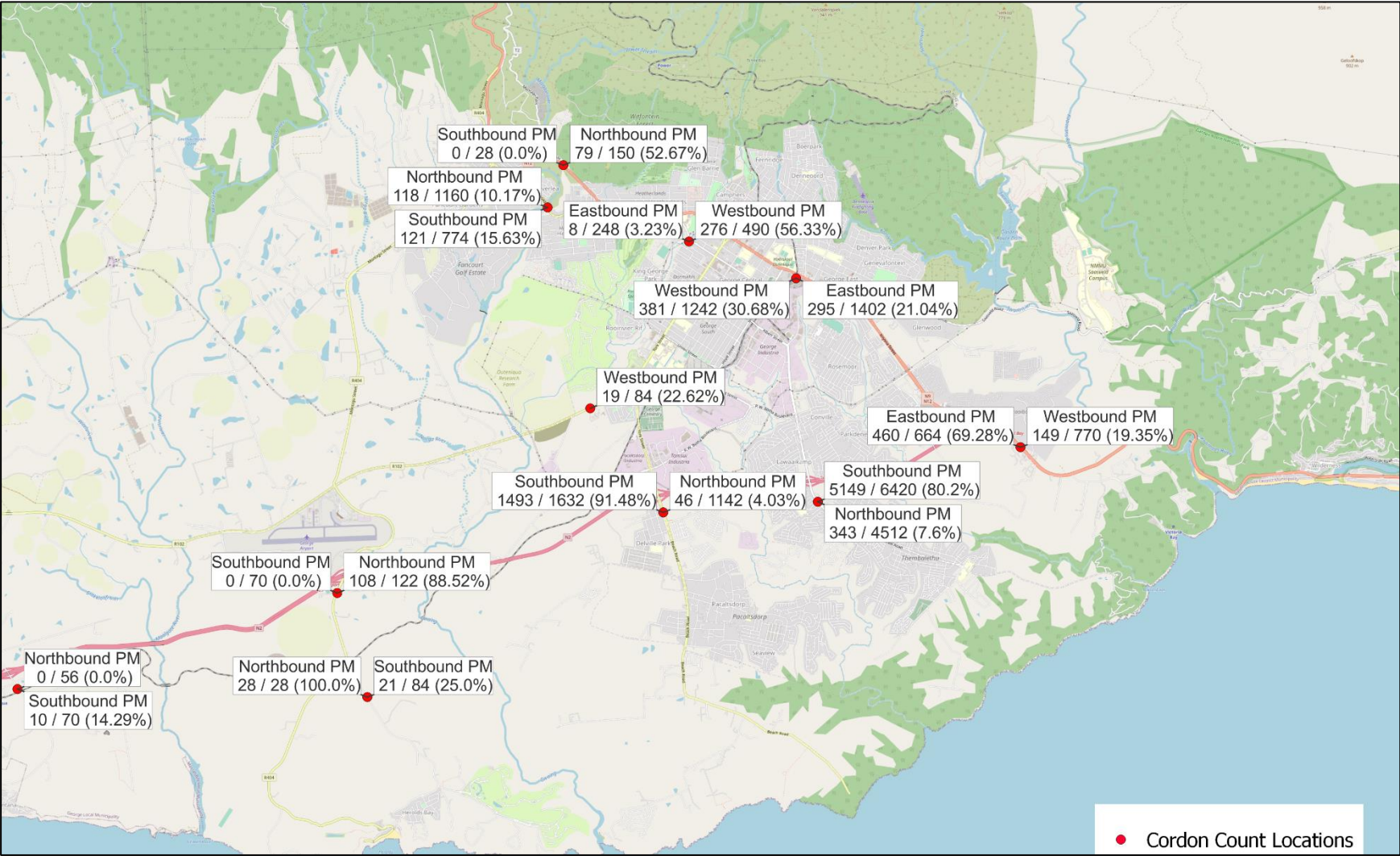


Figure 3-64: The occupancy, capacities and utilisation measured at the cordon counts during the three-hour PM peak period, represented in the format “occupancy / capacities (utilisation)” after the colon in the figure. The raw data may be found in Table C-13.



### 3.3.5 Corridor capacities

The George urban area is a highly built-up area that experiences higher levels of traffic congestion and public transport demand compared to GM non-urban areas. The model output results in the non-urban areas were evaluated and were deemed to be insignificant, and therefore are not displayed.

For the remainder of the report the focus is placed on the George Urban Area. Accordingly, the model outputs are mainly zoomed in to only display the George Urban Area. The remainder of this section focuses on the main corridors for the two main PuT types, namely Minibus taxis and the GO GEORGE bus system, as well as PrT.

#### 3.3.5.1 Minibus taxi vehicle capacities

The main road-based minibus taxi PuT corridors (refer to **Figure 3-65**) with the highest levels of passenger travel in George Municipality are:

1. York Street (Pacaltsdorp – George Central)
2. Knysna Road/ Courtney Street (N12) (N2 – George Central)
3. Nelson Mandela Boulevard (Thembaletu – George Central).

The graphical illustrations of these corridor capacities for minibus taxi PuT (measured in vehicle journeys for the 2-hour AM peak period), generated by the George PTV VISUM model, are depicted in **Figure 3-65**. This figure was also zoomed in at main areas to show more details in **Annexure G**, as depicted in **Figure G-20** (CBD West), **Figure G-21** (CBD East), **Figure G-22** (Wilderness), and **Figure G-23** (Pacaltsdorp and Thembaletu).

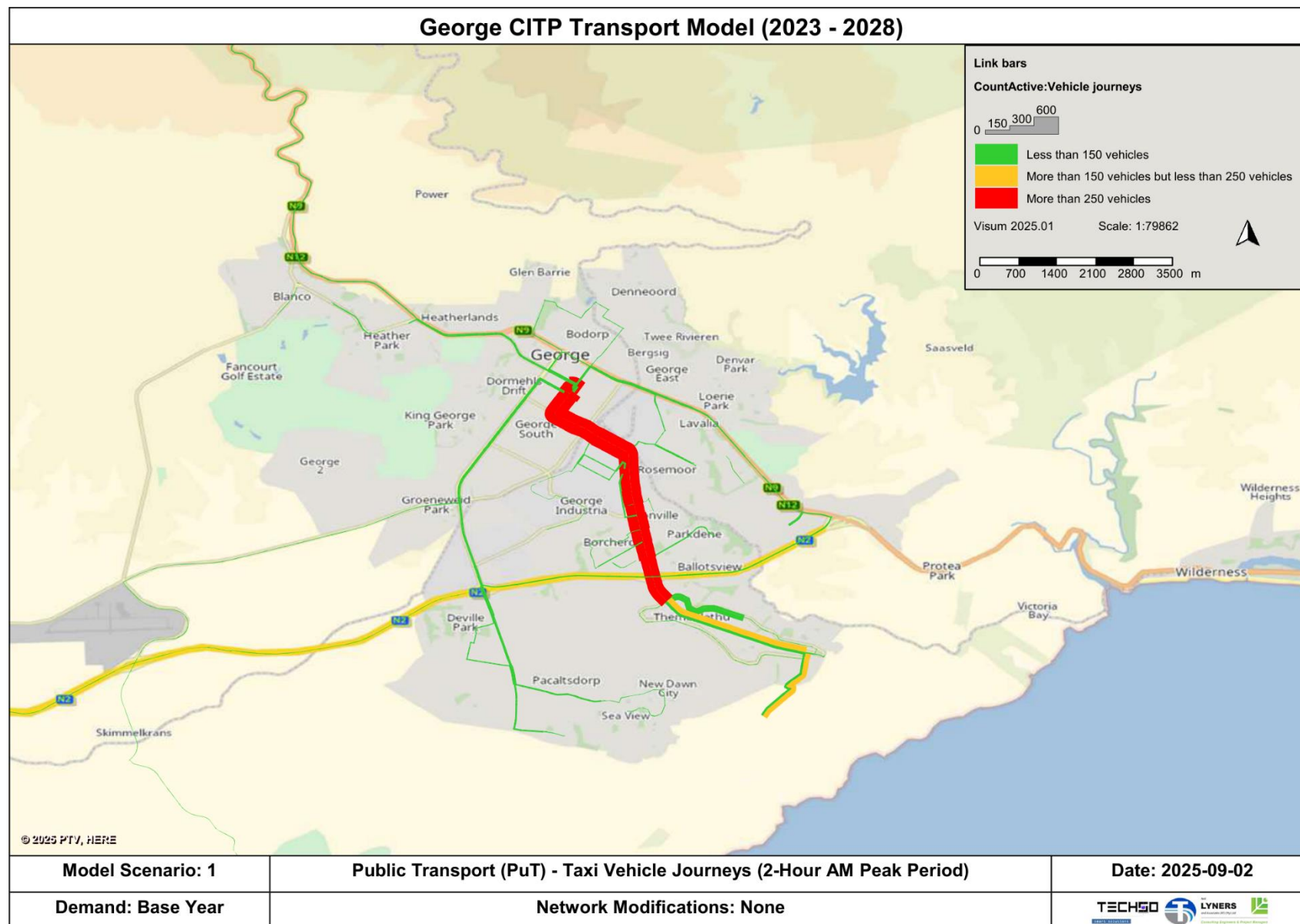


Figure 3-65: Vehicle journeys of Minibus Taxi vehicles in George Urban Area, during the 2-hour AM peak period between 06:00 and 08:00.

### 3.3.5.2 GO GEORGE vehicle capacities

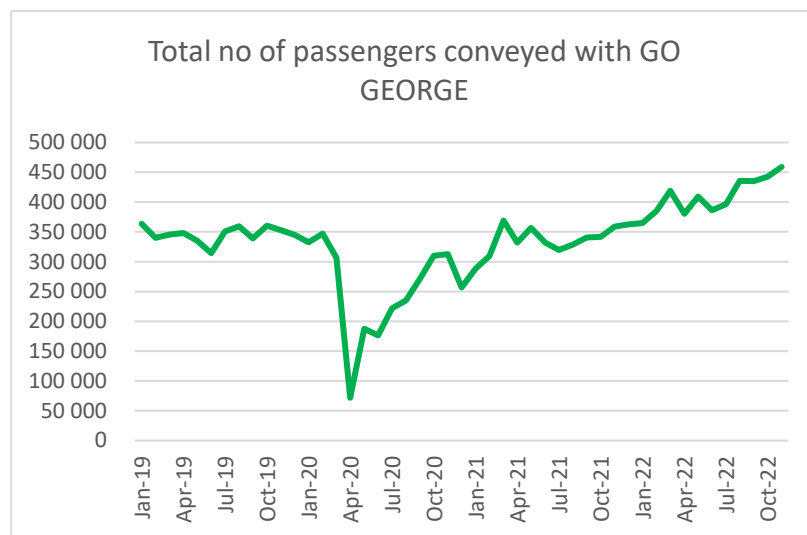


Figure 3-66: Total number of passengers conveyed with GO GEORGE buses from January 2019 to November 2022.

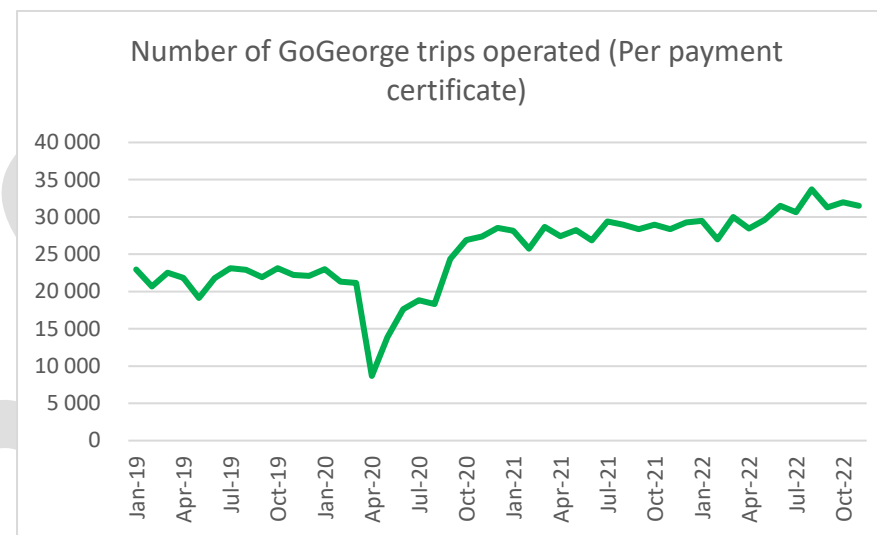


Figure 3-67: Total number of GO GEORGE trips per payment certificate from January 2019 to November 2022.

The total number of passengers conveyed with GO GEORGE buses from January 2019 until November 2022 are indicated in **Figure 3-66**, and the total number of trips per payment certificate are also indicated in **Figure 3-67**. Note that the significant drop in numbers between March 2020 and April 2021 was due to the COVID-19 pandemic.

For the GO GEORGE bus services, the highest corridor capacities (measured in vehicle journeys for the 2-hour AM peak hour) in George Municipality are (refer to **Figure 3-68**):

1. York Street (Pacaltsdorp – George Central)
2. Knysna Road/ Courtney Street (N12) (N2 – George Central)

3. Nelson Mandela Blvd (Ballotsview Parkdene / Borchers / Lawaai kamp – George Central).
4. C. J. Langenhoven Rd (Blanco – George Central)

Similarly, the George PTV VISUM model has generated visual representations for the GO GEORGE capacities within the corridors, depicted in **Figure 3-68**. To provide more detailed information, the figure has been zoomed in on specific areas. These zoomed-in views can be seen in **Annexure G** in **Figure G-24** (CBD West), **Figure G-25** (CBD East), and **Figure G-26** (Pacaltsdorp and Themba lethu). These figures offer a visual understanding of the GO GEORGE PuT capacities in different parts of the region.



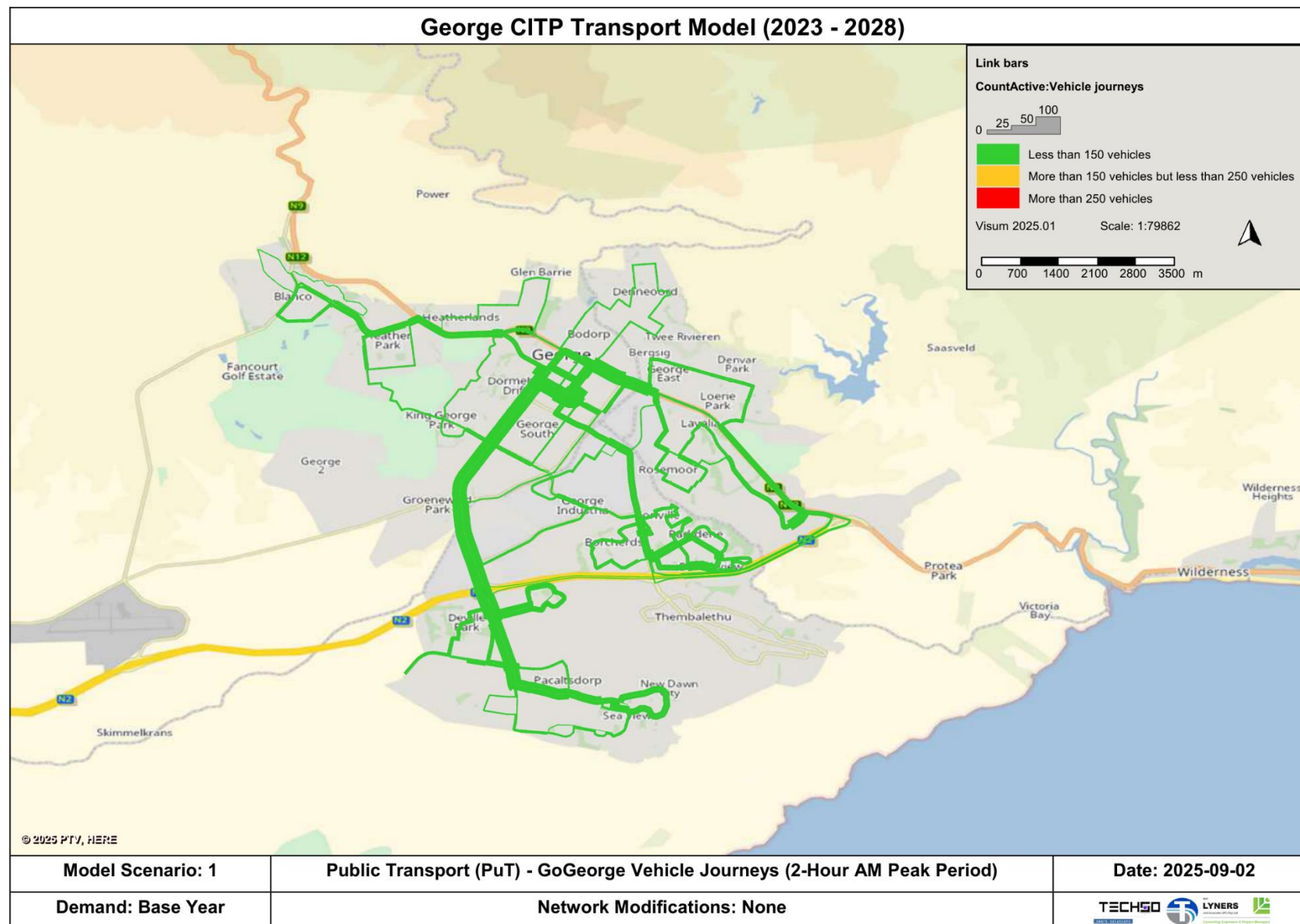


Figure 3-68: Vehicle journeys of GO GEORGE vehicles, for George Urban area during the 2-hour AM peak period between 06:00 and 08:00.



### 3.3.5.3 Private vehicle capacities

When considering the PrT vehicle capacities on a link level, the George PTV VISUM model provided the following outputs, where **Figure 3-69** gives the zoomed-out view during the 2-hour AM peak between 06:00 and 08:00. **Figure G-27 – Figure G-30** are zoomed in versions of **Figure 3-69**, found in **Annexure G** where more details are also displayed.

For the Private vehicles, the highest corridor capacities in George Municipality are (refer to **Figure 3-69**):

1. York Street (Pacaltsdorp – George Central)
2. Knysna Road/ Courtney Street (N12) (N2 – George Central)
3. Nelson Mandela Boulevard (Thembalethu – George Central).
4. N2 Freeway passing through George.

For the Private vehicles, the corridor capacities in George Municipality are expressed as the maximum vehicles that can be carried on a link per hour. Illustrations of the link capacities for the Greater George Local Municipality area and the George Urban area may be found in **Figure 3-69** and **Figure 3-70**, respectively.

### 3.3.6 Public Transport Accessibility

During the two-hour AM peak period, **Figure 3-71** presents an isochrone image showcasing the accessibility to public transport within the George area. The image illustrates the walking minutes required to reach a public transport access point, providing valuable insights into the ease of reaching public transportation in the George area.

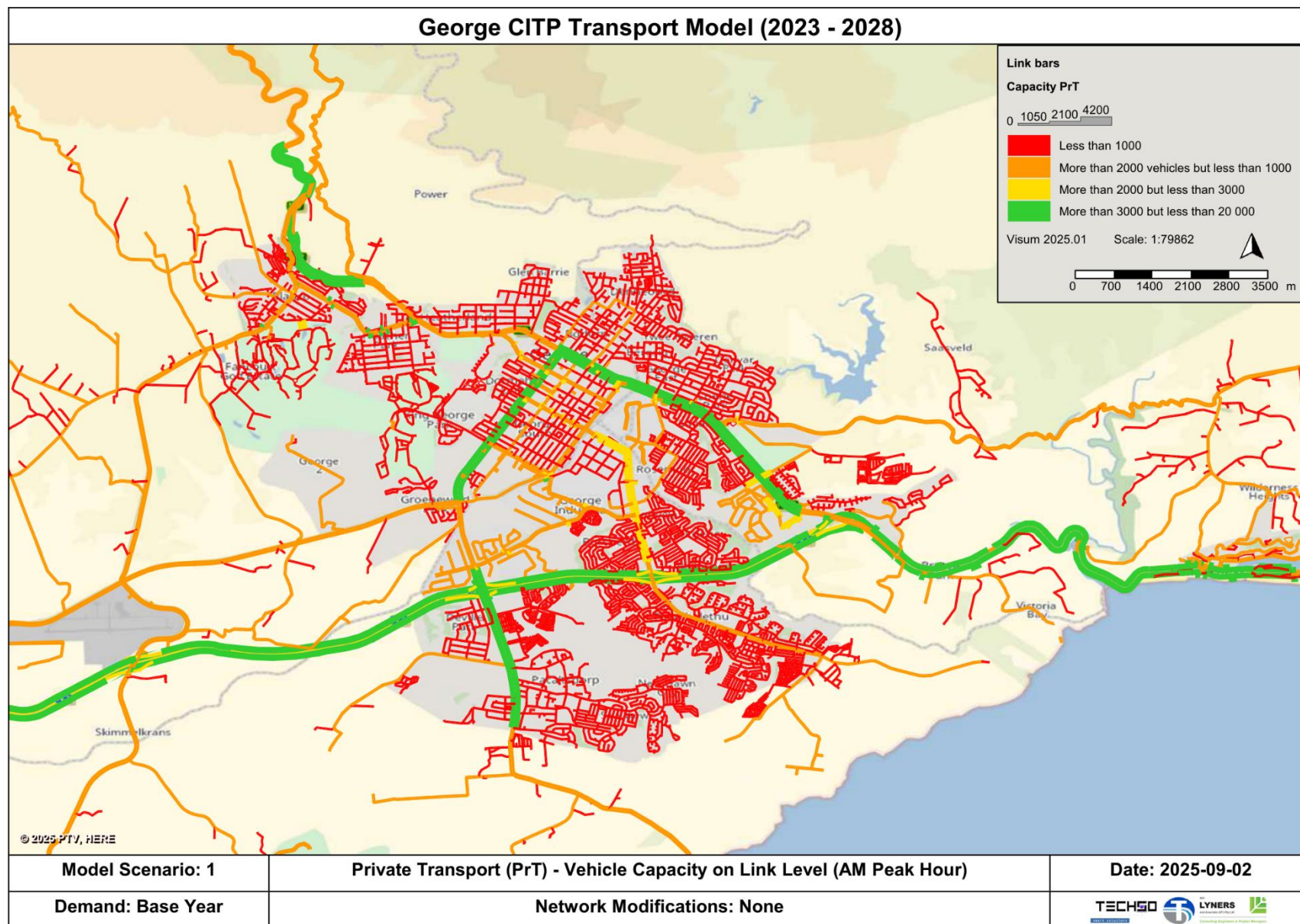


Figure 3-69: Link capacities (measured in vehicles) for the George Urban area during the AM peak hour between 07:00 and 08:00.



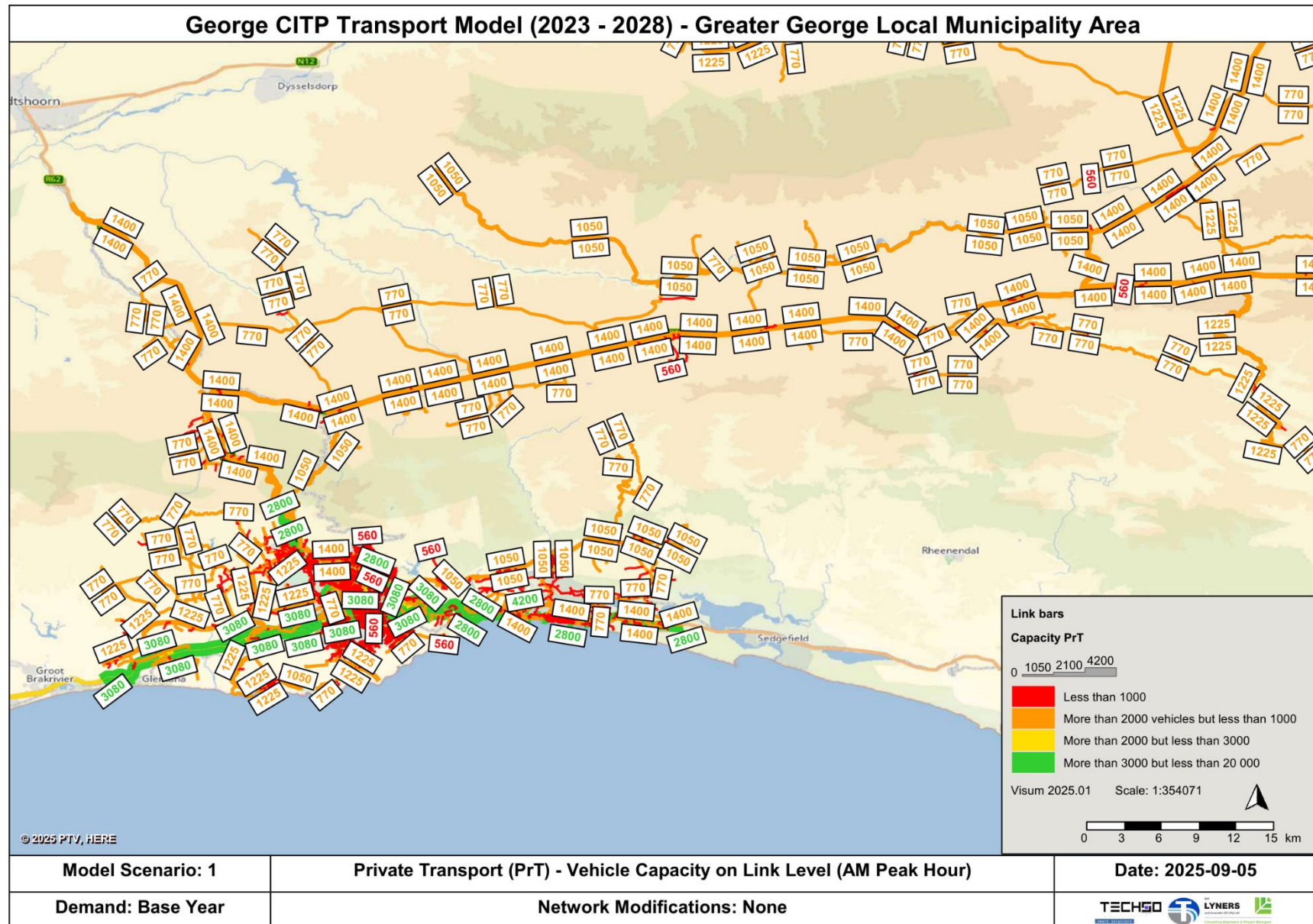


Figure 3-70: Link capacities (measured in vehicles) for the Greater George Local Municipality are during the AM peak hour.

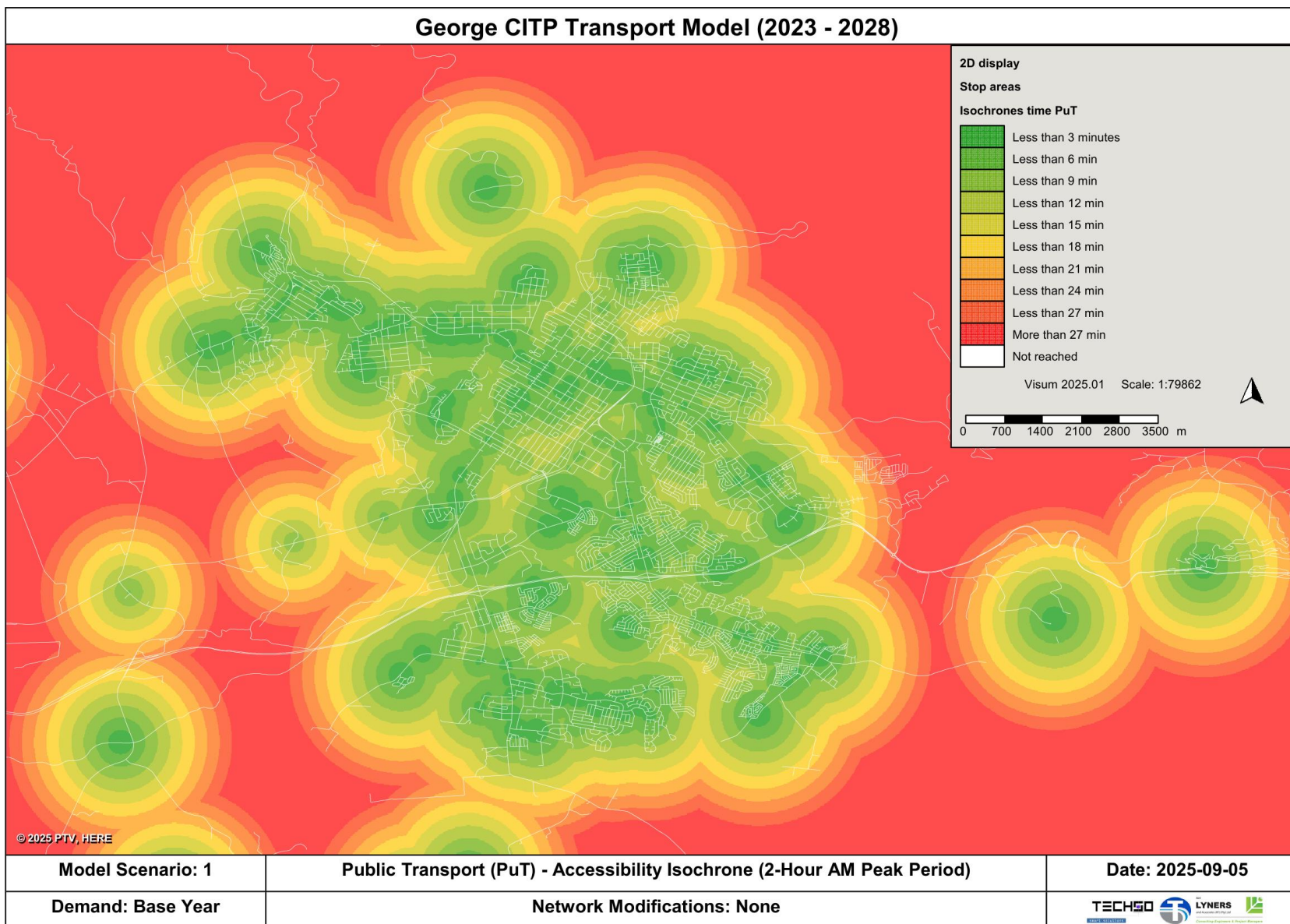


Figure 3-71: An isochrone image of accessibility to public transport measured in walking minutes to a public transport access point for the George area for the two-hour AM peak period.



### 3.3.7 Facility assessment surveys

The relevant approved PuT facilities were surveyed in context of status, functionality and quality.

George Municipality provides no public transport interchange facilities across its jurisdiction. It does however provide a bus terminal at Cradock Street in very close proximity to Cradock Taxi Rank. This allows passengers to interchange relatively easily between modes in addition to passengers walking to and from, destinations and origins. Planning provides for the CBD Transport Hub to become an interchange facility.

Local taxi services in GM operate from four taxi ranks (approved by the operating license conditions), namely Thembaletu Taxi Rank , Cradock Taxi Rank, George Mall Taxi Rank and St Mark's Square Taxi Rank. The main findings of the facility assessment surveys are summarised in **Table 3-19** below. **Annexure D** contains the taxi facility assessment findings that were conducted.

*Table 3-19: Summary of Taxi Facilities Assessment Findings*

Facility	Main Findings
<b>Formal Taxi Ranks</b>	
Thembaletu Taxi Rank Facility	Gutters above area where commuters queue are broken and channel water onto commuters.
	NMT access is lacking.
Cradock Street Taxi Rank Facility	NMT access is lacking.
	The ablution facility is poorly maintained

Facility	Main Findings
	The stormwater gully located at the site access is inadequate to handle for stormwater run-off.
St Mark's Square Taxi Rank Facility	There is no municipal lighting between 05:30 and 06:00 at the rank.
<b>Informal Taxi Ranks</b>	
Garden Route mall Taxi Rank Facility	Gravel taxi holding area should be hard surfaced.

In terms of the public transport plan, all the existing taxi rank facilities needs to be surveyed and assessed regarding their current and future role and function, accommodating the various needs for different routes and services (authority types, i.e. long distance, short distance, charter, learner etc.).

### 3.3.8 Modal split calculations

**Table 3-20** contains the calculations that were performed with the data from the intersection, gateway and cordon counts, where the modal split between light vehicles, minibuses, buses and heavy vehicles are indicated. The average percentage of each of these vehicle classification splits for both the AM and PM peak are indicated at the bottom of **Table 3-20**.

For the AM three-hour peak period, on average light vehicles account for 89.4% of the total, followed by 4.7% for taxis, 0.8% for buses, and 5.1% for heavy vehicles. On the other hand, for the PM three-hour peak period, the averages are 91.8% for light vehicles, 3% for taxis,

0.9% for buses, 4.4% for heavy vehicles. According to this information, taking note this is only a small sample size, assuming that for the AM peak period MBTs operate at 99.7% capacity and GO GEORGE buses operate at 50.9% capacity, and taxis and buses have a maximum carrying capacity of 15 and 84 passengers, respectively, this would roughly equate to MBTs carrying 67% of PuT passengers in George, and GO GEORGE buses 33% of PuT passengers.

Draft



Table 3-20: The vehicle counts for each intersection traffic count, gateway count and cordon count, as indicated in the table for each peak period for light (L), taxi (T), bus (B), and heavy (H) vehicles. A colour scale is applied, with green and red being the lowest and highest values, respectively.

Count Code	Intersection / Road Name	Percentage Vehicle Split All Directions [%] (AM PEAK)				Percentage Vehicle Split All Directions [%] (PM PEAK)			
		L	T	B	H	L	T	B	H
1	York St_PW Botha Boulevard	94.00	1.00	1.00	3.00	93.00	1.00	2.00	5.00
2	Nelson Mandela Blvd _PW Botha Boulevard	76.00	20.00	1.00	3.00	80.24	15.27	1.37	3.12
9	Industrial Rd_Nelson Mandela Blvd	78.05	17.72	1.04	3.19	82.41	12.56	1.13	3.90
10	Hope St_Rand St	96.46	0.76	0.48	2.29	96.77	0.39	0.39	2.46
17A	N2_Nelson Mandela Blvd	71.71	25.35	0.82	2.12	81.83	15.06	0.24	2.87
23	N12_Park Rd	89.88	5.63	1.10	3.39	94.78	3.02	1.03	1.17
24	Meyer St_1st St	98.83	0.9	0.18	0.09	99.35	0.14	0.14	0.36
30	Plattner Blvd_Victor Smith Cres	96.44	1.78	0.69	1.09	97.22	0.99	0.5	1.29
32	Witfontein Rd_N12	96.45	1.03	0.69	1.82	95.61	1.22	0.72	2.45
34	Charles St_R404	90.66	0.52	2.59	6.23	87.25	0.94	4.83	6.98
35	N12_R404	85.6	2.09	0.79	11.52	91.07	1.34	0.45	7.14
37B	R404_N2	97.01	0.23	0.12	2.65	93.53	0.27	1.08	5.12
G3	R62_N12	88.56	0.97	0.24	10.22	88.91	0.92	0.00	10.16
G9	Swartvlei Rd	81.48	9.88	2.47	6.17	93.67	2.53	1.27	2.53
G10	N2	86.62	0.81	0.00	12.57	89.43	1.03	0.00	9.55
CD1	N12	89.34	0.94	0.00	9.72	91.52	0.00	0.29	8.19
CD2	George St	92.87	0.48	0.28	6.37	92.99	0.18	1.05	5.78
CD5	R404	88.17	1.69	0.85	9.3	96.5	0.00	0.00	3.5
CD9	N2	91.79	1.71	0.21	6.3	92.59	1.59	0.06	5.76
CD10	N12	97.78	0.74	0.74	0.74	97.55	0.68	0.61	1.15
Average [%]		89.39	4.71	0.76	5.09	91.81	2.96	0.86	4.42

### 3.4 Other public transport services

This section includes a description of other public transport services and modes of transport not included in previous sections, constituting smaller services than the GO GEORGE and minibus taxi services in George.

These are metered taxis, long-distance services, cross border transport services, learner transport, non-motorised transport, two- and three-wheeler PuT, commuter rail information, tourist services, staff services, charter services, courtesy services, and e-hailing services.

#### 3.4.1 Metered Taxi Services

These taxis operate like metered taxis, and charge a fee based on calculated distance. The taxis operating in George Municipality and Garden Route District operate from various locations, and these vary from registered business premises to private properties (homes).

- Zeelies Taxis operate from George Airport.
- Eden D Taxi Company operates from George Airport.
- Dans Tours and Transfers operates from Market Street.
- Get a Cab operates from Courtenay St.
- Wooper Transfers and Shuttle Service operates from Blue Mountain Blvd.
- Various individuals (approximately 10) are also registered on the OLAS database that operate from various locations.

**Table 3-21** indicates the number of vehicles and the total capacities of metered taxi transportation (excluding e-hailing) registered on the OLAS DB, split between vehicle type and whether the operator is a business or an individual.

*Table 3-21: Summary of all the active metered taxi transport (excluding e-hailing) registered on the OLAS DB, for GLM, indicating the number of vehicles, with total capacity indicated in parentheses.*

Vehicle Types	Business	Individual	Grand Total
Motor Car	4 (16)	10 (46)	<b>14 (62)</b>

#### 3.4.2 Long-distance services

In accordance with section 65 of the NLTA, the term "long-distance service" refers to a public transport service, whether scheduled or unscheduled, that operates outside the boundaries defined by an integrated transport plan. This service is distinct from regular commuting services. It involves individual fare charges for passengers and extends beyond the designated area covered by the integrated transport plan.

Long-distance services are in demand throughout the year, but experience significant surges during holiday seasons, particularly the December holiday period, as well as long weekends and weekends to a lesser extent. Scheduled buses, unscheduled buses, minibus taxis are available for this type of service. Scheduled long-distance bus services operate year-round, offering competitive pricing and travel durations. Information on typical Friday Long Distance Bus trips from George are included in **Table 3-24**, and some of the Long Distance bus stops located throughout George indicated in **Figure 3-72**.

Minibus taxis serving long distance purposes operate from designated facilities, whether formal or informal, specifically



assigned for this type of transportation. Some of these routes that were identified are listed in **Table 3-25**.

Long distance buses stop and collect/drop-off commuters at the George Railway Station parking area (see **Figure 3-73** and **Figure 3-74**), and also from Sasol George Highway filling station along the N2 (see **Figure 3-75** and **Figure 3-76**). The rail station in George is located in Saagmeul Street. The rail commuter service is currently not operating in George Municipality. The Thembaletu taxi rank is also used as a long-distance taxi rank, seen in **Figure 3-77**.

Intercap and Translux are the two main long distance bus operators operating through George, and their routes for their long distance services are presented in

**Table C-5** in **Annexure C**, and fares for the long distance services are presented in **Table C-8** in **Annexure C**.

Furthermore, the long-distance operators registered on the OLAS DB that operate mainly in the George area are indicated in **Table 3-22**.

**Table 3-23** indicates the number of vehicles and the total capacities of long-distance transportation registered on the OLAS DB, split between vehicle type and whether the operator is a business or an individual.

*Table 3-22: Long-distance operators registered on the OLAS DB that operate in the George area, with the total carrying capacity indicated in parentheses.*

Business names	Number of Operators
George Huurmotor Vereniging	9 (131)
George Taxi Owners Front	1 (15)
Uncedo George Taxi Association	203 (2961)
Non-business i.e. Individuals	8 (118)
<b>Grand Total</b>	<b>221 (3225)</b>

*Table 3-23: Summary of all the active long-distance transport registered on the OLAS DB, for GLM, indicating the number of vehicles, with total capacity indicated in parentheses.*

Vehicle Types	Formalised Association	Individual	Grand Total
Bus	1 (22)	0 (0)	1 (22)
Combi/Microbus/Minibus	201 (2979)	8 (118)	209 (3097)
Midibus	2 (38)	0 (0)	2 (38)
Motor Car	9 (68)	0 (0)	9 (68)
<b>Grand Total</b>	<b>213 (3107)</b>	<b>8 (118)</b>	<b>221 (3225)</b>

Table 3-24: Typical Friday Long Distance Bus Trips from George (Busbud, 2024) (CheckMyBus, 2024).

#	Bus Operator Details		# Trips to Cape Town			# Trips to Bloemfontein, Johannesburg			# Trips to Gqeberha, East London, Durban		
	Bus Operator	Location of Operations/Offices	Departure Points in George	# Trips	Schedule	Departure Points in George	# Trips	Schedule	Departure Points in George	# Trips	Schedule
1	APM	Office at George Bus Station, Saagmeul Street, George Industria.	Ivory Park bus stop and Sasol Garage on N2	4	09:50 , 10:00, 12:35, 14:30	Bus Station George and Ivory Park bus stop	1	10:00			
2	Blg Sky Intercity	Intercape Office, Station Street (George Station)	Ivory Park	4	12:20, 12:35, 13:05, 13:30,				Ivory Park bus Stop	2	15:30, 15:45
3	City to City	George Bus Station, Saagmeul Street, George Industria. The company operates under Passenger Rail Agency of South Africa (PRASA), and its address is usually linked with PRASA's main offices at 1040 Burnett Street, Hatfield, Pretoria	Ivory Park bus stop	1	14:00				Ivory Park bus Stop	1	12:45
4	Delta Coaches	5 Prop St Johannesburg, Gauteng, 2001	Bus Station George and Ivory Park bus stop	1	13:00						
5	Eagle Liner	Head Office: 415 Lochner Avenue, Raslouw, Centurion, 0157	Ivory Park bus stop	2	10:35, 13:40						
6	Greyhound Australia	171 Roma St Brisbane City Queensland 4000 Australia				Bus Station George and Sasol Garage (N2)	1	16:15			

#	Bus Operator Details		# Trips to Cape Town			# Trips to Bloemfontein, Johannesburg			# Trips to Gqeberha, East London, Durban		
	Bus Operator	Location of Operations/Offices	Departure Points in George	# Trips	Schedule	Departure Points in George	# Trips	Schedule	Departure Points in George	# Trips	Schedule
7	Greyhound South Africa	17 Sim Rd, Johannesburg, Gauteng, 1619				Ivory Street Bus Stop	2	15:16.2			
8	Intercape	George Bus Station, Saagmeul Street, George Industria. (Head Office: 10 Hydro Street, Foreshore, Cape Town, South Africa)	George Bus Station, Sasol Garage on N2	7	12:20, 12:50, 13:05, 13:35, 14:55, 15:10, 15:35	Sasol Garage (N2)	1	16:15	Bus Station and Sasol Garage	3	15:05, 13:45, 14:50,
9	Intercity Xpress	East London Station. Address: 35 Station Street, East London, 5200	Ivory Park bus stop	2	12:10:12:55				Bus Station and Ivory Park bus stop	1	12:10
10	Langeberg Bus Service	54 B, Langeberg Mall, Louis Fourie Street. Voorbaai, , Mosselbaai, Western Cape	Engen Garage at Stanmar Motors	1	06:00						
11	Williams Coaches	16 5th Ave Newton Park Port Elizabeth	Sasol GarageN2	1	11:35						

#### **NOTES:**

**Trip Duration:** Around 6-7 hours to Cape Town, 4-5 hours to Port Elizabeth.and around 16 to 18 hours to Johannesburg, depending on the departure time.

Wilderness and Dormels Drift are also included in some of the bus route stops, but are not incorporated in the Table.

The schedules refer to main bus stop in George (i.e. at Ivory Park bus stop rather than at Sasol Garage N2 where applicable)



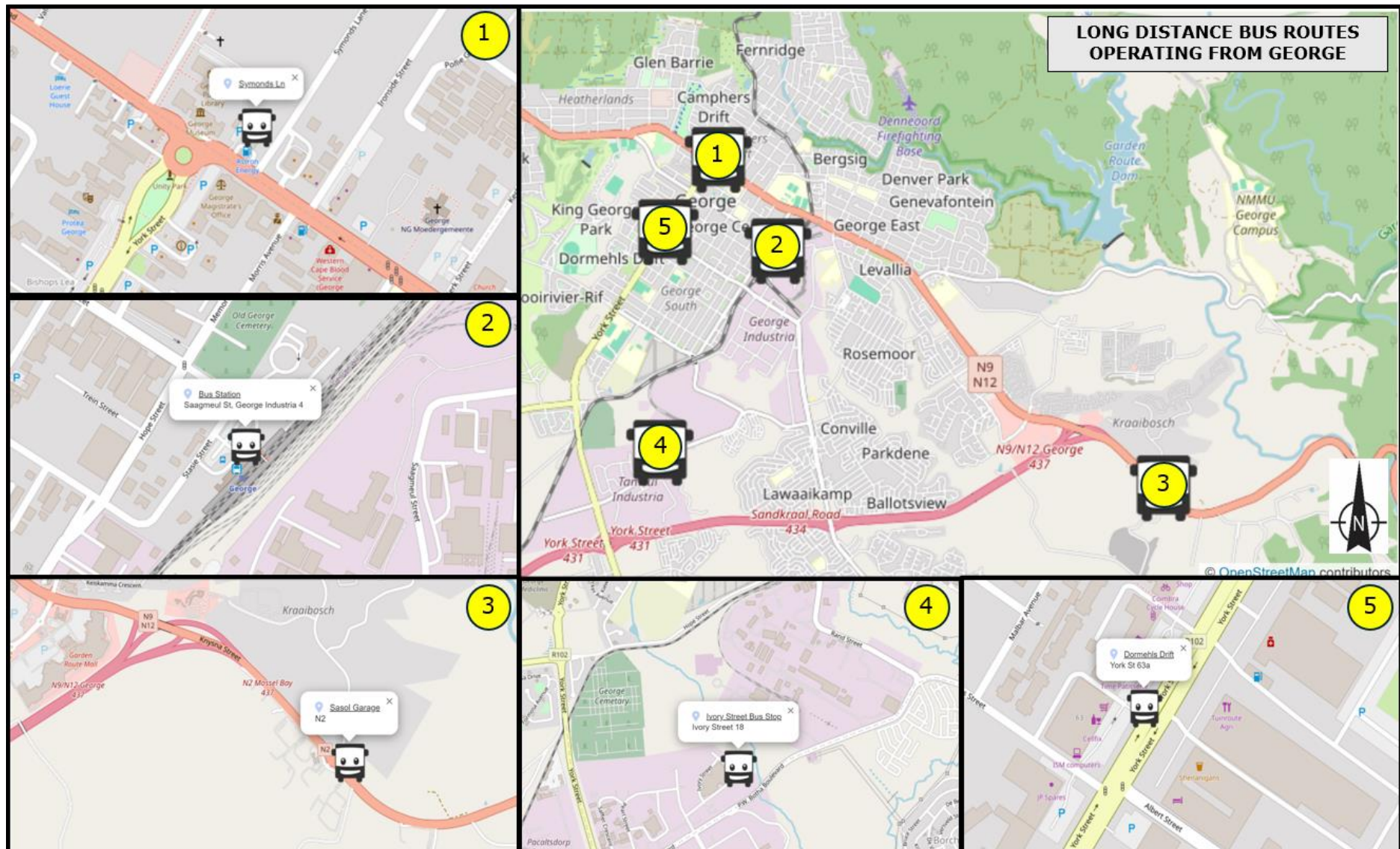


Figure 3-72: Bus stops located in George for Long Distance bus routes operating from George (CheckMyBus, 2024).



Table 3-25: Routes as identified by facility for Long Distance Buses through respective websites

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
1	Bus	Cape Town	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	CA - PE - DBN CA - CBS - PE CA - PE - MTH CA - PE - EL CA - PE	434	NA	NA
2	Bus	Durban	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	DBN - PE - CA	1234	NA	NA
3	Bus	East London	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	EL - PE - CA	601	NA	NA
4	Bus	Mthata	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	MTH - PE - CA	788	NA	NA
5	Bus	Port Elizabeth	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	PE - CA PE - CBS - CA	323	NA	NA
6	Bus	Pretoria	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	PTA - BLM - PLT PTA - KIM - PLT	1226 to 1283	NA	NA
7	Bus	Queenstown	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	QT - PE - CA	651	NA	NA
8	Bus	Cape Town	NA	George Station	GS1	13501	434	NA	NA
9	Bus	Johannesburg	NA	N2 Sasol Garage and/or St Mark's Square	SG1 and/or M2	13608	1172	NA	NA
10	Bus	East London	NA	George Station	GS1	13500	608	NA	NA



Figure 3-73: Aerial view of George Station.



Figure 3-74: Front view of George Station showing the Intercape and Translux offices (GPS Coordinates: -33.96559334133506, 22.46846323318682).



Figure 3-75: Aerial view of Sasol Garage Long Distance Bus Stop Location.



Figure 3-76: Front view of Sasol Garage Long Distance Bus Stop (GPS Coordinates: -33.99192394388526, 22.520908296134444).





Figure 3-77: Themba lethu Taxi Rank - also used for long distance transport.

### 3.4.3 Cross Border Transport Services

The term "cross-border road transport" refers to the transportation of passengers or freight, with the intention of crossing or actually crossing the borders of the Republic of South Africa into another country's territory or transiting through the Republic or another state's territory. This transport occurs on public roads and involves the use of vehicles, where passengers are transported for a fee or reward, and freight is moved between different states.

Intercape has some bus routes that link to cross-border services, as seen in **Figure 3-78**. Otherwise, there are not many cross-border routes operating from George, but feed transfer facilities that have cross-border services.

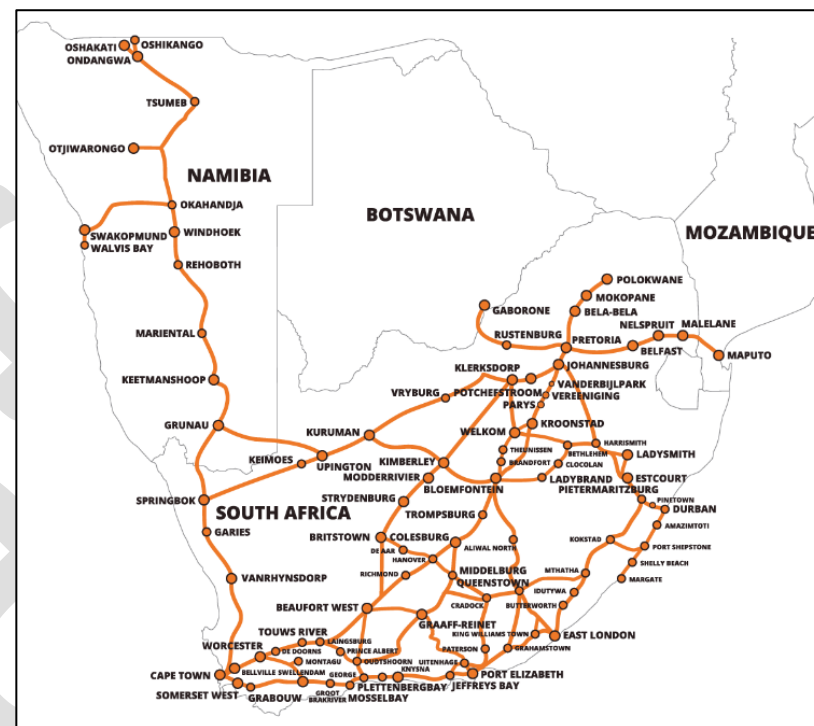


Figure 3-78: Bus routes for Intercape bus services (Intercape, 2023).

### 3.4.4 Learner transport

The term "learner transport (LT) service" refers to the specialised transportation of scholars, students, teachers, and lecturers, as specified in Section 72 of the NLTA. This service specifically caters to the transportation needs of these individuals and should not be confused with their transportation as part of a regular public transport service.

This section covers school transport and the Nelson Mandela University George Campus (NMU) transportation services.

Within the realm of learner transport (LT) services, it is important to understand the movement patterns between residential zones and educational facilities. These services are key in enabling both students and teachers to commute between their dwellings and educational institutions like primary and secondary schools. The system initiates from broad residential zones, marking the commencement of travel to the educational institutions. On the flip side, for the journey back, educational institutions become the starting points, with residential zones as the end destinations. This interplay forms a network of origin-destination (OD) pairs, each signifying a distinct travel route from a specific residential area to an educational institution or the reverse. Although residential areas are generally expansive and geographically vague, educational institutions are precise, fixed locations, facilitating a structured transport flow between these diverse points.

Due to the format of the data received from the OLAS Database, pinpointing the exact count of flows for each OD pair was not possible. Every LT Operating License in the database detailed a pickup point (origin) as several residential areas and a drop-off point (destination) as several schools, alongside the vehicle's passenger capacity. An illustration in **Figure 3-79** visually represents the operational pattern of LT vehicles, which involves collecting learners from various residential areas and transporting them to their respective schools. With the data not providing sufficient clarity, a proxy was employed to sketch an overview of the various origins, destinations, and their corresponding passenger capacities. This involved establishing a direct link between each origin and

destination, hence forming a direct OD pair link. For instance, if there are 4 residential areas and 5 schools as shown in **Figure 3-79**, it results in a total of 20 OD pairs for the analysis. For a bus with a capacity of 84 passengers, this capacity is distributed across all the OD pairs, leading to an allocated capacity of 4.2 passengers ( $84 / 20$ ) for each OD pair associated with that LT operating license. This process is repeated for all LT operating licenses, culminating in the aggregation of passenger capacities for identical OD-pairs. The outcomes of this analysis are showcased in **Figure 3-80** (zoomed out) and **Figure 3-81** (zoomed in), unveiling intriguing spatial patterns concerning the pickup and drop-off locations throughout George. It is important to highlight that this analysis encompasses a spectrum of educational institutions, split up into pre-primary (**Figure 3-82**), primary (**Figure 3-83** and **Figure 3-84**), secondary schools (**Figure 3-85** and **Figure 3-86**), and tertiary institutions / universities (**Figure 3-87** and **Figure 3-88**).

Furthermore, **Table 3-26** provides a summary by School Type and the corresponding OD-pair passenger capacity along with the % of Learner Split towards which LT have been provided. **Table 3-27** provides an enrolment summary and learner transport provision for 2021 available enrolment data. Lastly, **Table 3-28** provides detail on LT Data, indicating EMIS numbers for various Drop-off locations, Drop-off location types, Latitude and Longitude, as well as the sum or OD-pair passenger capacity for transport registered on the OLAS DB, as well as details on 2021 School enrolment data where available.



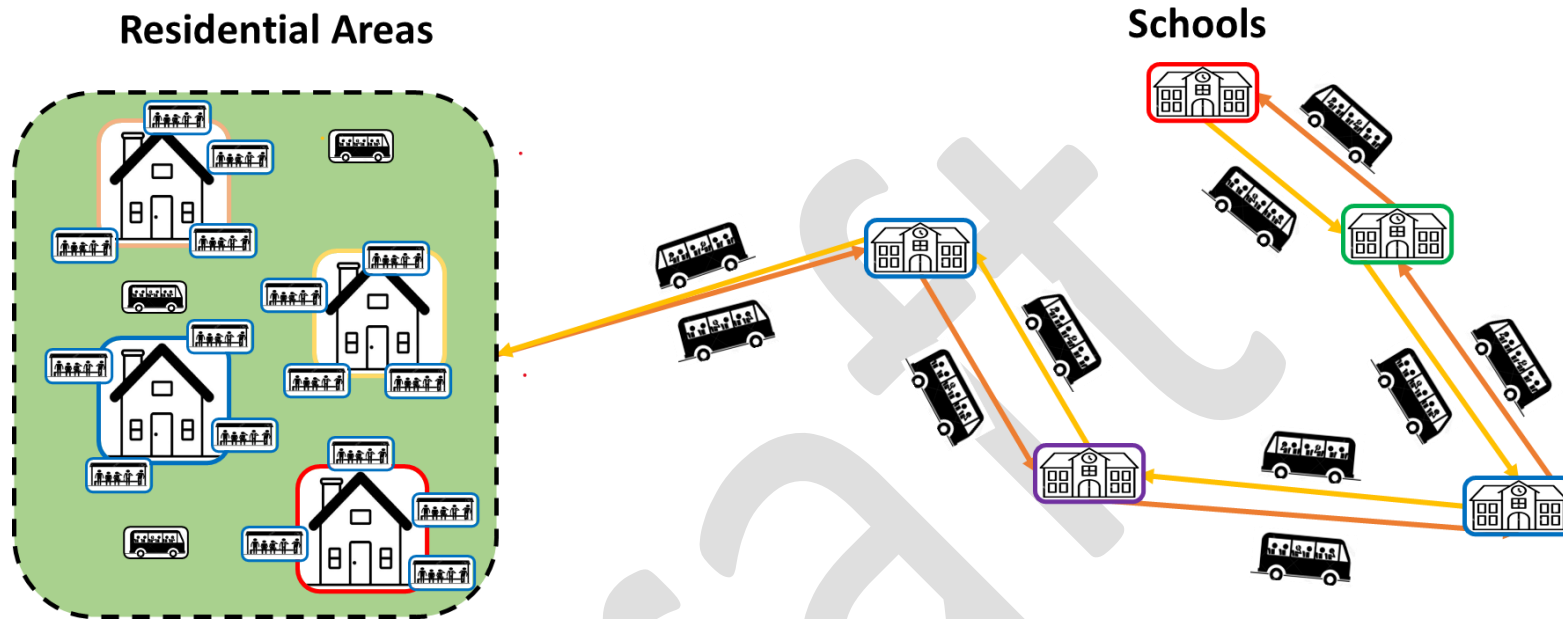


Figure 3-79: Illustration of Residential Area and Schools for Learner Transport as described in the LT OLAS Database.

## George Comprehensive Integrated Transportation Plan (2023 – 2028)

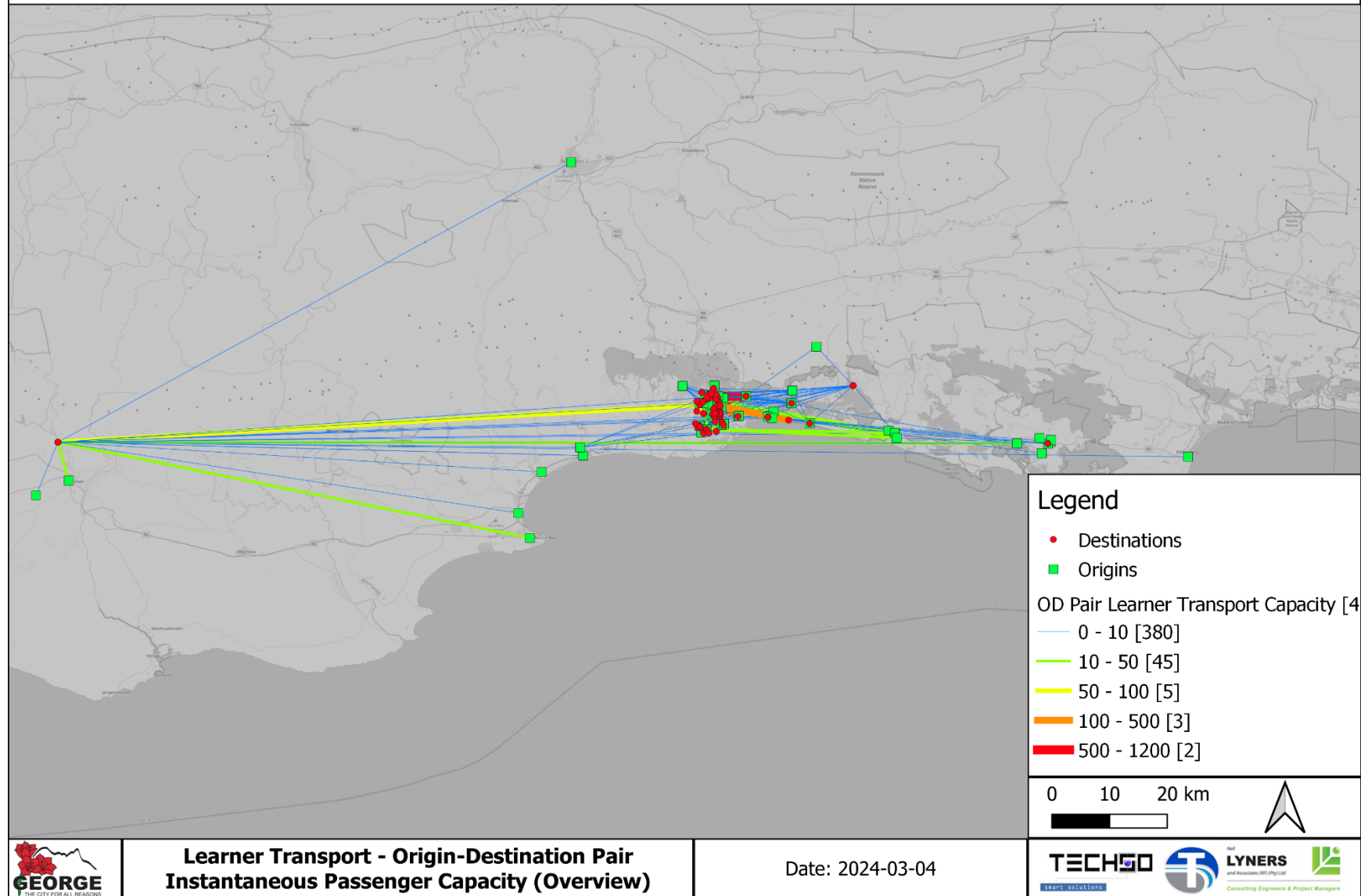


Figure 3-80: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Learner related destinations (Zoomed out).

## George Comprehensive Integrated Transportation Plan (2023 – 2028)

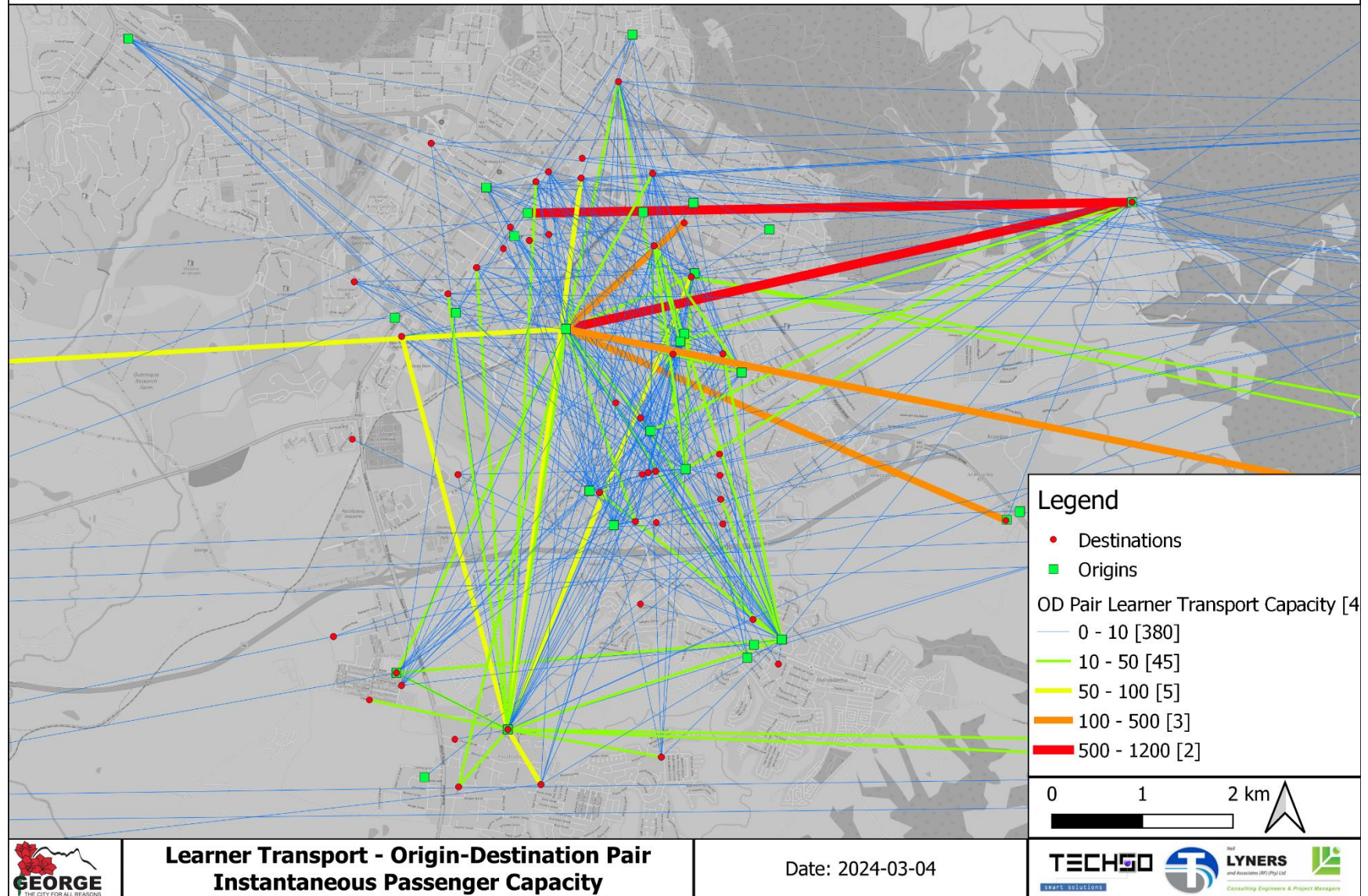


Figure 3-81: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Learner related destinations (Zoomed in).



## George Comprehensive Integrated Transportation Plan (2023 – 2028)

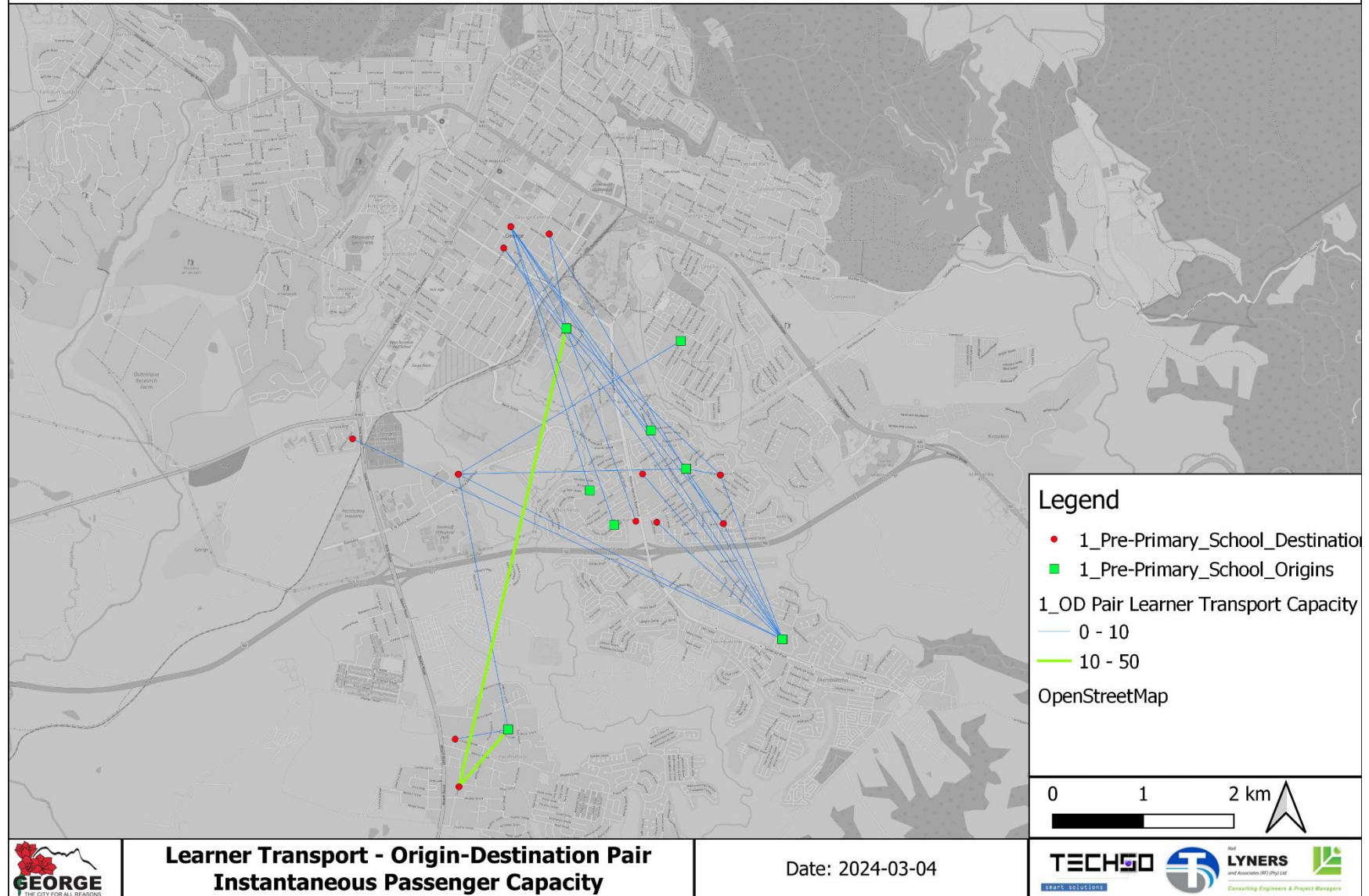


Figure 3-82: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Pre-Primary School destinations (Zoomed in).



George Comprehensive Integrated Transportation Plan (2023 – 2028)

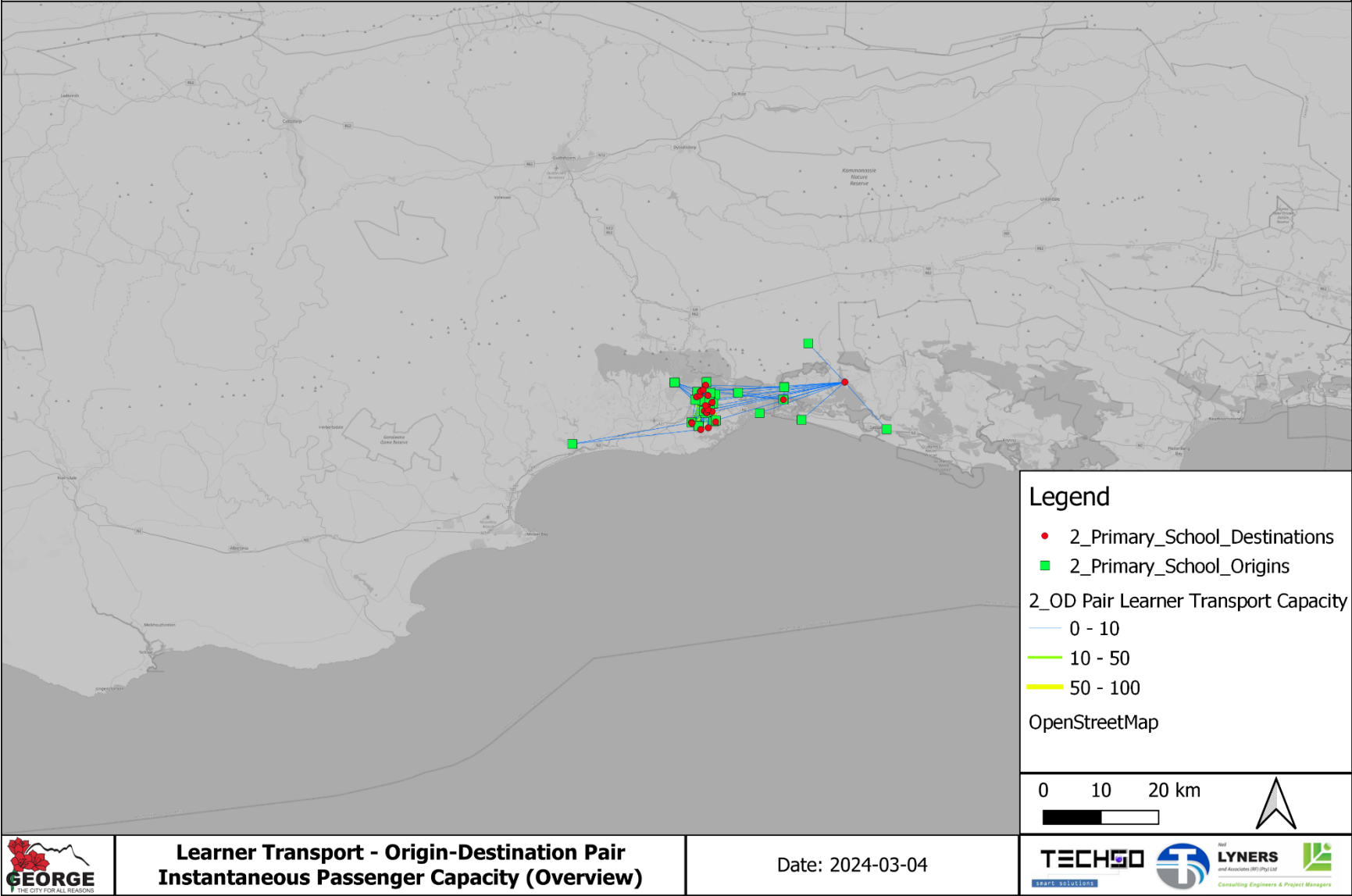


Figure 3-83: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Primary School destinations (Zoomed out).

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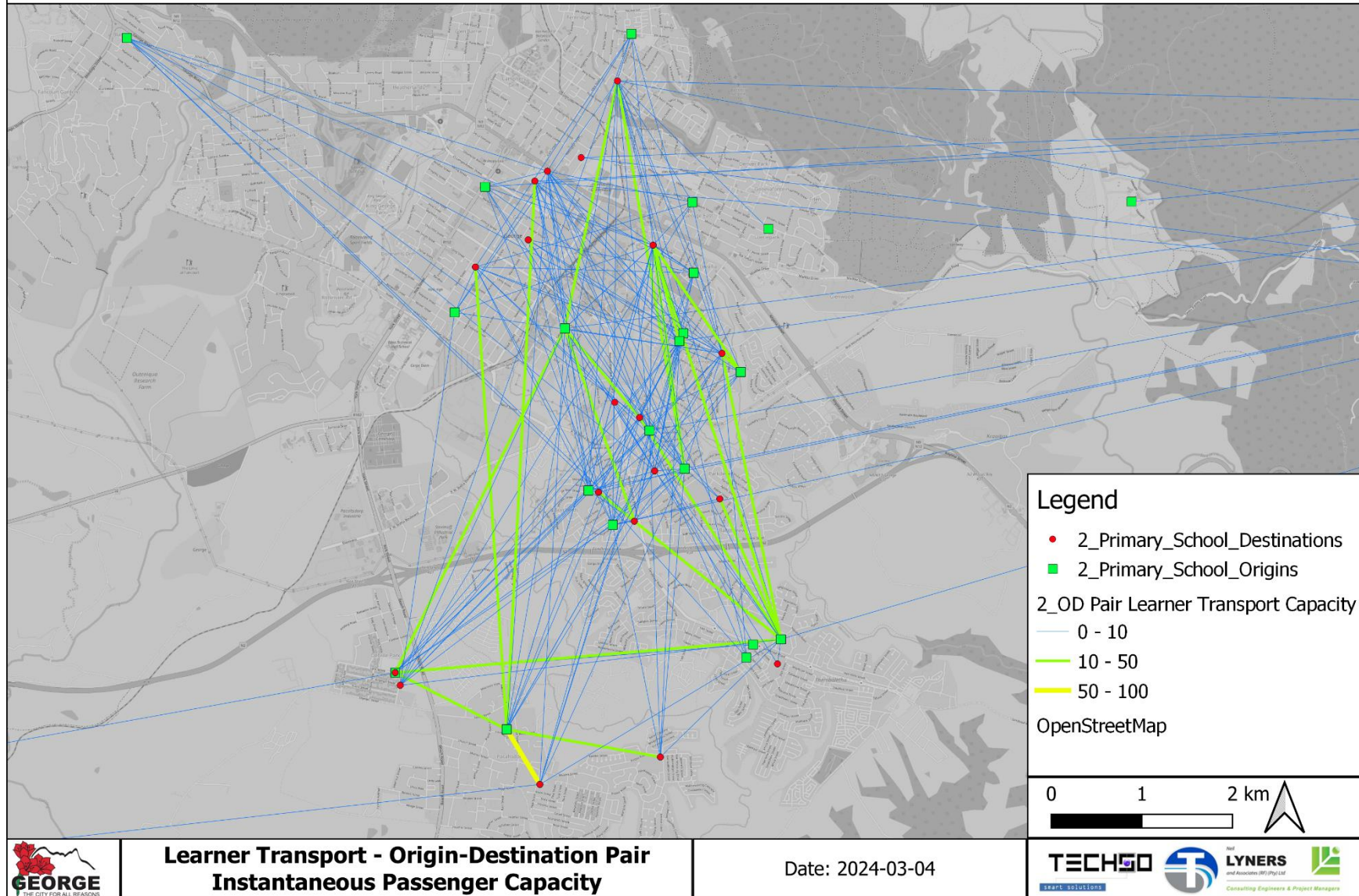


Figure 3-84: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Primary School destinations (Zoomed in).

## George Comprehensive Integrated Transportation Plan (2023 – 2028)

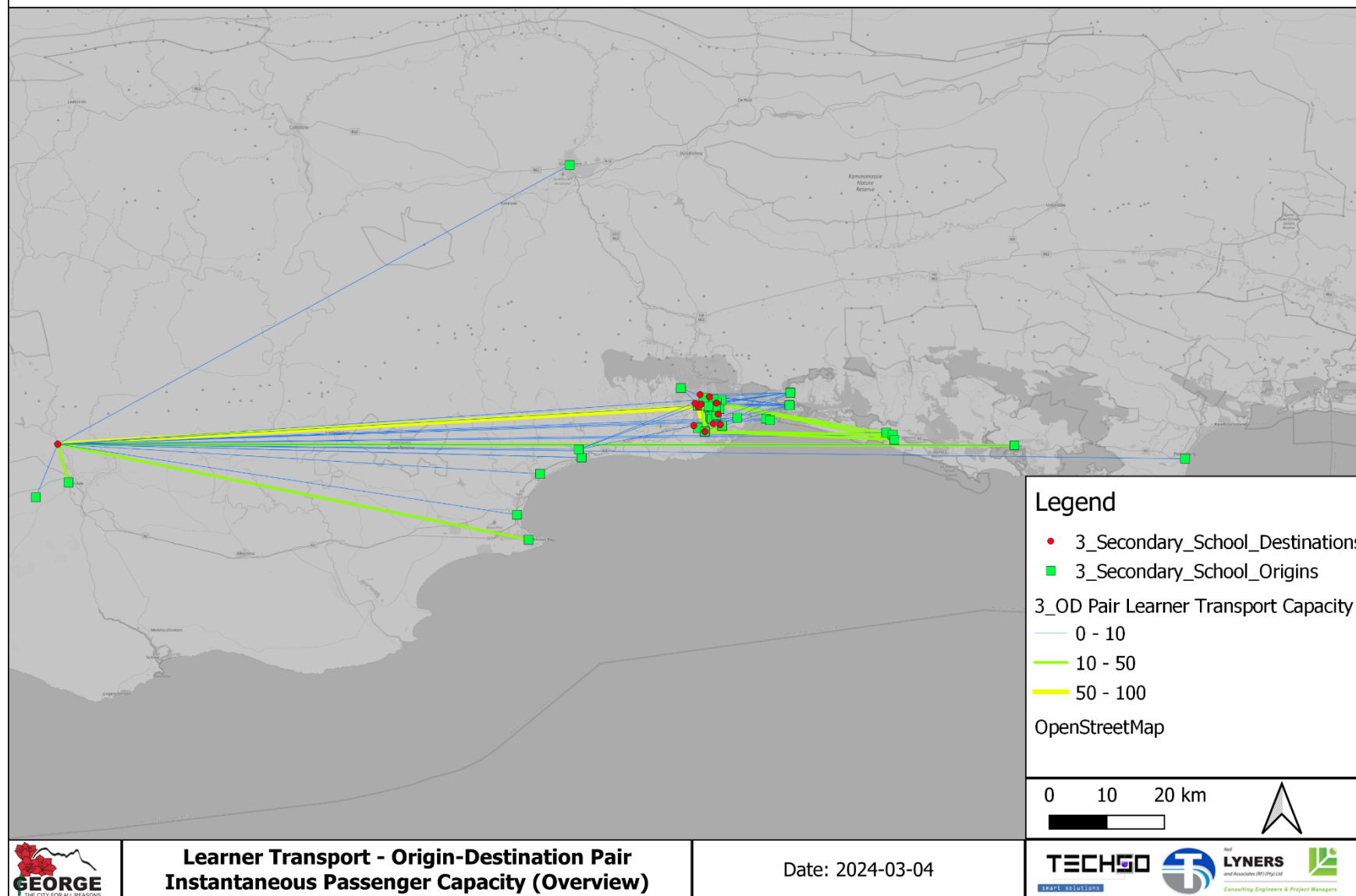


Figure 3-85: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Secondary School destinations (Zoomed out).



## George Comprehensive Integrated Transportation Plan (2023 – 2028)

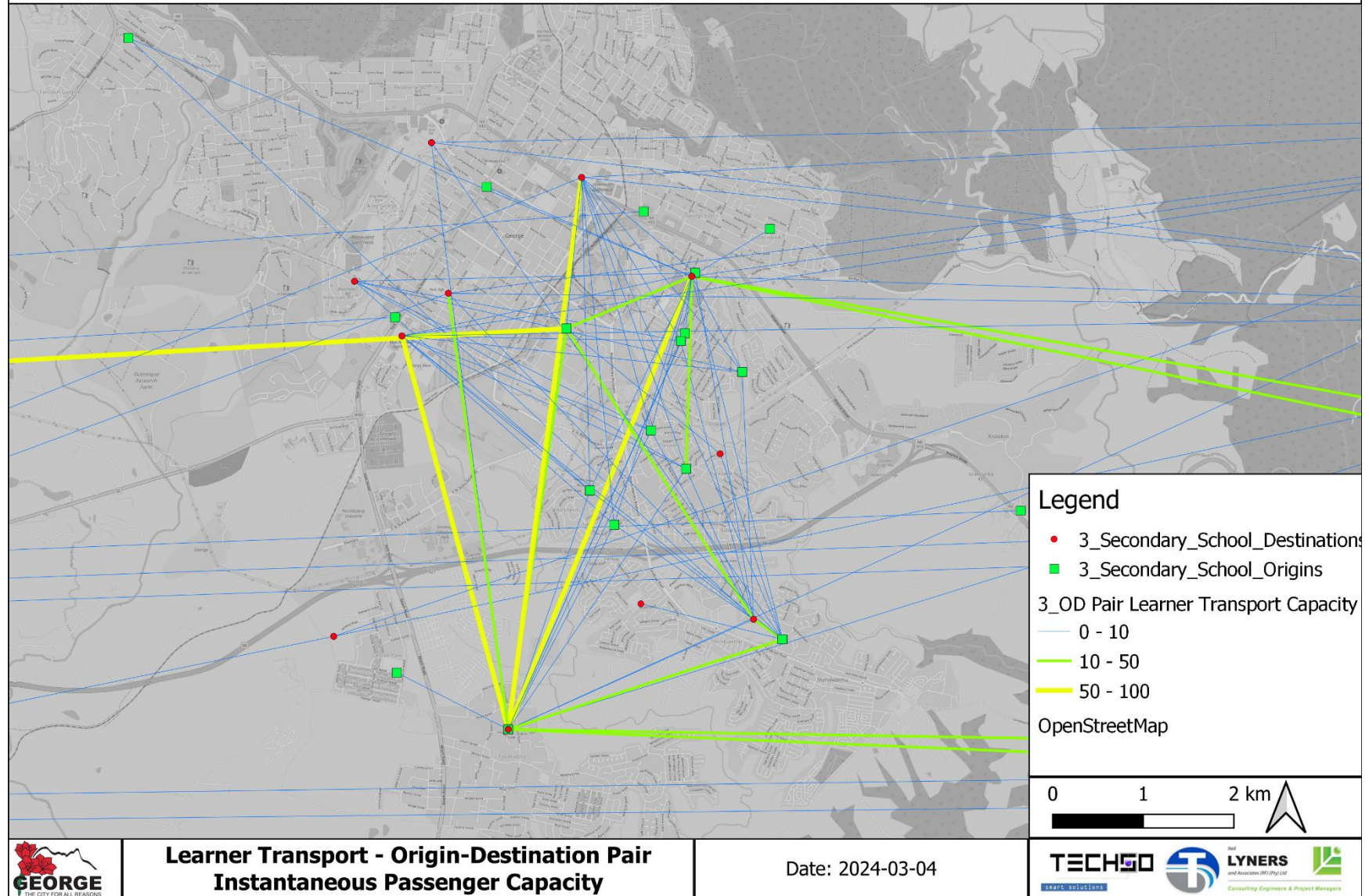


Figure 3-86: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Secondary School destinations (Zoomed in).



George Comprehensive Integrated Transportation Plan (2023 – 2028)

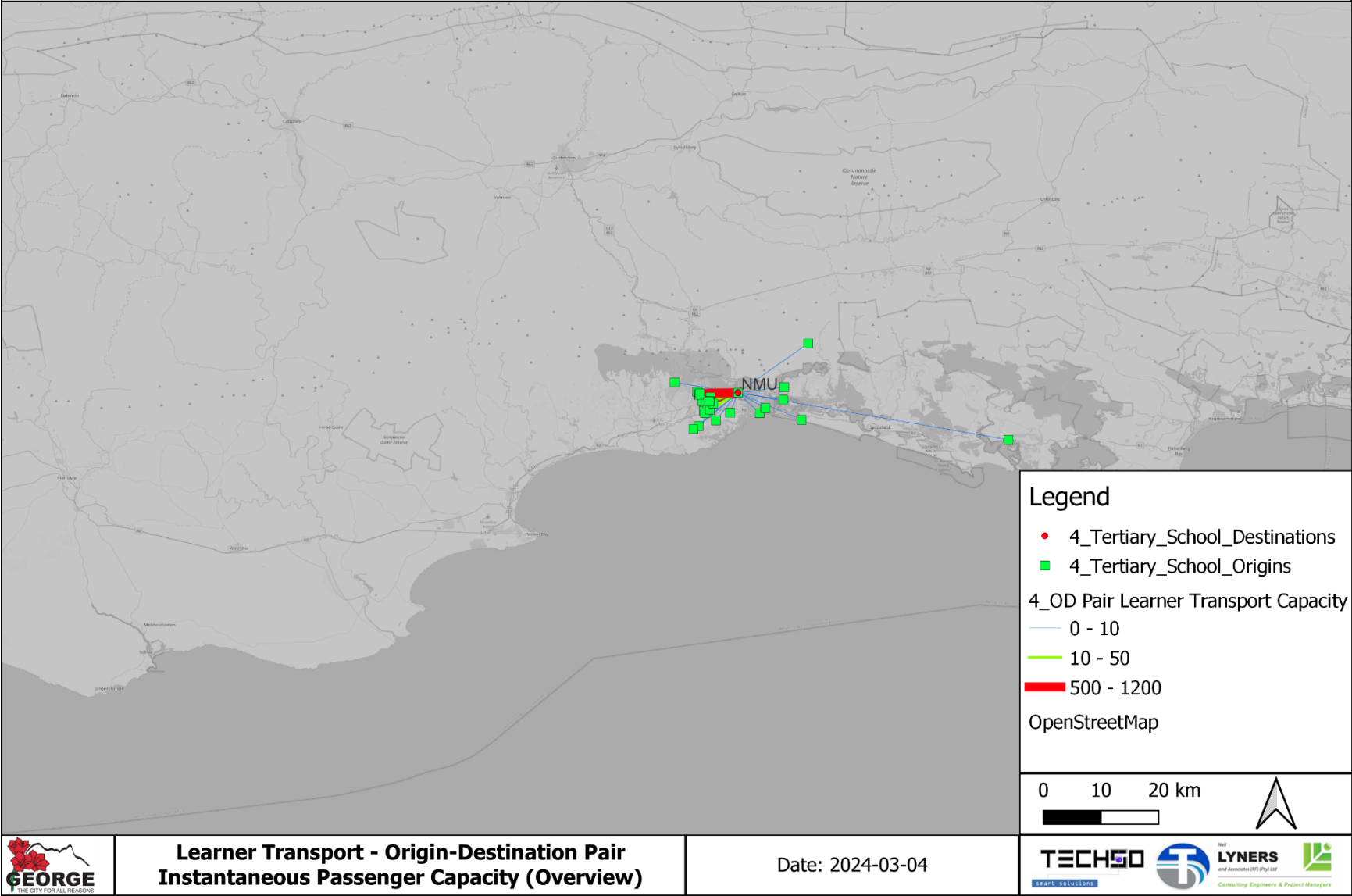


Figure 3-87: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Tertiary School destinations (Zoomed out).

George Comprehensive Integrated Transportation Plan (2023 – 2028)

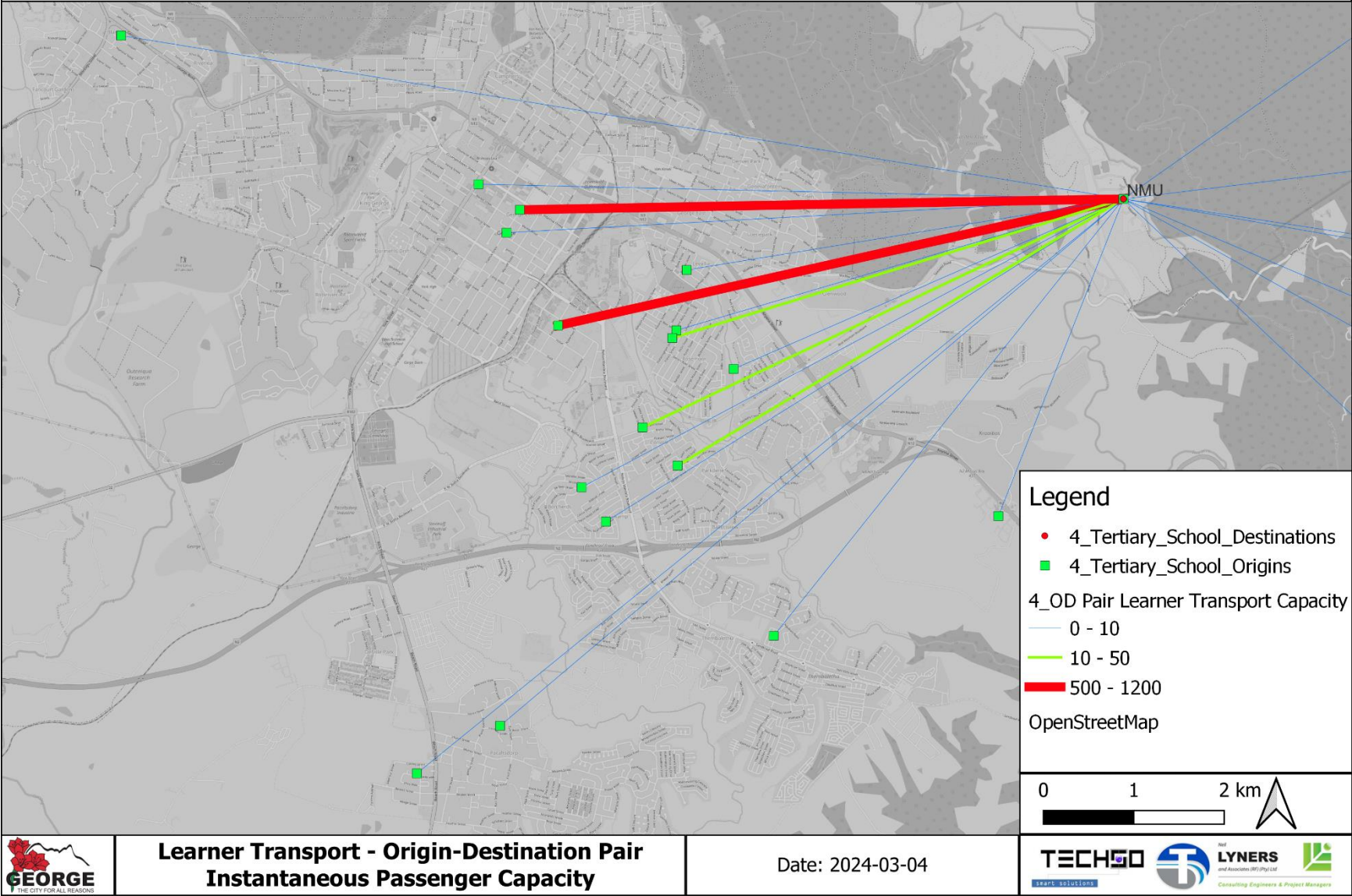


Figure 3-88: Learner Transport – Origin Destination Pair Instantaneous Passenger Capacity for all Tertiary School destinations (Zoomed in).

Table 3-26: Learner Transport Summary by School Type, OD-pair passenger capacity and the split.

No	Destination Type	Sum of Origin-Destination Pair Passenger Capacity (One-way)	3-hour Passenger Carrying Capacity	% Learners of Total
1	Pre-Primary School	94	187	2%
2	Primary School	912	1779	17%
3	Intermediate School	97	194	2%
4	Secondary School	860	1529	15%
5	Tertiary School	1814	3629	35%
6	Other Tertiary Trips	1597	3194	30%
	<b>Total</b>	<b>5374</b>	<b>10512</b>	<b>100%</b>

Table 3-27: George Local Municipality Enrolment Summary and learner transport provision for 2021 available enrolment data.

No	Destination Type	Sum of Origin-Destination Pair Passenger Capacity (One-way)	3-hour Passenger Carrying Capacity	School Capacity 2021	School Enrolment 2021	Percentage of Learners receiving Learner Transport
1	Intermediate School	30	60	801	724	8.22%
2	Primary School	886	1727	19064	17478	9.88%
3	Secondary School	850	1509	12304	12304	12.27%

*Table 3-28: Learner Transport Data for transport registered on the OLAS DB, as well as details on 2021 School enrolment data where available, indicating EMIS numbers for various Drop-off locations, Drop-off location types, Latitude and Longitude, as well as the sum or OD-pair passenger capacity.*

EMIS NO LOOKUP	Drop-off Locations	Type	Destination Latitude	Destination Longitude	Sum of Origin- Destination Pair Passenger Capacity (One- way)	Estimated Trips per three hours	3-hour Passenger Carrying Capacity	School Capacity 2021	School Enrolment 2021	Percentage of Learners receiving PuT
0	George APD	Intermediate School	-34.01048794	22.44238537	16	2	31	NA	NA	Data Not Available
10000076 5	Life Christian Academy	Intermediate School	-33.98792844	22.47574202	12	2	24	NA	NA	Data Not Available
11810220 3	Van Kervel School	Intermediate School	-33.9582367	22.4762766	40	2	80	NA	NA	Data Not Available
11835040 0	Rosemore Primary School	Intermediate School	-33.97618	22.478697	30	2	60	801	724	8.2%
0	Respective school(s) in Knysna - Percy Mdala High School	Other Tertiary Trips	-34.0352164	23.1047868	15	2	30	NA	NA	Data Not Available
0	NMU Campus (Beach Hotel Wilderness)	Other Tertiary Trips	-33.9940082	22.5748481	15	2	30	NA	NA	Data Not Available
0	NMU accredited off campus residence	Other Tertiary Trips	-34.0009942	25.6714865	398	2	795	NA	NA	Data Not Available
0	Wilderness Beach Hotel	Other Tertiary Trips	-33.9986201	22.6140917	398	2	795	NA	NA	Data Not Available
0	Gateway Lodge	Other Tertiary Trips	-33.99268217	22.51853068	398	2	795	NA	NA	Data Not Available
0	2. Places of interest within the Western Cape and Eastern Cape Province for the purpose of practical education, recreation and sports events	Other Tertiary Trips	-33.2277918	21.8568586	354	2	707	NA	NA	Data Not Available
0	Places of interest within the Western Cape	Other Tertiary Trips	-33.2277918	21.8568586	21	2	41	NA	NA	Data Not Available



EMIS NO LOOKUP	Drop-off Locations	Type	Destination Latitude	Destination Longitude	Sum of Origin- Destination Pair Passenger Capacity (One- way)	Estimated Trips per three hours	3-hour Passenger Carrying Capacity	School Capacity 2021	School Enrolment 2021	Percentage of Learners receiving PuT
0	Kleinkrantz Childcare & Youth Development	Pre-Primary School	-34.003597	22.6541314	5	2	9	NA	NA	Data Not Available
0	Eden Pre-Primary School	Pre-Primary School	-33.9642956	22.463849	4	2	9	NA	NA	Data Not Available
0	Masibambane Educare in George	Pre-Primary School	-33.9881281	22.4529878	15	2	30	NA	NA	Data Not Available
0	Day Care Centre	Pre-Primary School	-33.9846178	22.4403454	1	2	3	NA	NA	Data Not Available
0	Pophuis Voorskoolse Sentrum Pre - School	Pre-Primary School	-33.98821234	22.48431336	4	2	8	NA	NA	Data Not Available
0	Grace for the Future Kids	Pre-Primary School	-33.9930264	22.4846679	5	2	10	NA	NA	Data Not Available
0	Pacaltsdorp Creche	Pre-Primary School	-34.019118	22.4530629	24	2	47	NA	NA	Data Not Available
0	Toddlers Inn Creche	Pre-Primary School	-33.98810749	22.47501168	3	2	6	NA	NA	Data Not Available
0	Pre Primary School	Pre-Primary School	-33.9642956	22.463849	3	2	5	NA	NA	Data Not Available
100000218	Skulpieland Pre-Primary School	Pre-Primary School	-33.9656949	22.458413	8	2	15	NA	NA	Data Not Available
118007765	Lawaai Camp Edu Care Centre	Pre-Primary School	-33.9927921	22.474208	2	2	5	NA	NA	Data Not Available
118008384	Akkertjie Pre Primary School	Pre-Primary School	-34.0144019	22.4526119	3	2	5	NA	NA	Data Not Available
118101008	Vinknes Pre Primary	Pre-Primary School	-33.96357354	22.4592541	16	2	32	NA	NA	Data Not Available
118354422	Parkdene Creche	Pre-Primary School	-33.992895	22.476709	1	2	3	NA	NA	Data Not Available

EMIS NO LOOKUP	Drop-off Locations	Type	Destination Latitude	Destination Longitude	Sum of Origin- Destination Pair Passenger Capacity (One- way)	Estimated Trips per three hours	3-hour Passenger Carrying Capacity	School Capacity 2021	School Enrolment 2021	Percentage of Learners receiving PuT
0	PS	Primary School	-33.9878017	22.4766308	2	2	4	NA	NA	Data Not Available
10000031 9	Young Ambassadors Primary School	Primary School	-34.0090635	22.4462296	17	2	34	NA	NA	Data Not Available
11800719 4	Vine Private School	Primary School	-33.95672	22.4678419	5	2	9	NA	NA	Data Not Available
11800800 8	New Dawn Park Primary School	Primary School	-34.0161724	22.4773135	14	2	28	971	870	3.3%
11804133 0	Tyholora PS	Primary School	-34.0069361	22.49131	15	2	30	1586	1492	2.0%
11804133 7	Mzoxolo Primary School	Primary School	-33.9927921	22.474208	57	2	114	1538	1383	8.2%
11810101 2	Laerskool Mountview PS	Primary School	-33.9648863	22.4615207	2	2	5	NA	NA	Data Not Available
11810820 7	George Preparatory School	Primary School	-33.9580677	22.4638158	12	2	25	731	602	4.1%
11810923 6	Denneoord Primary School	Primary School	-33.9491109	22.4721797	76	2	153	652	614	24.9%
11810924 7	George South Primary School	Primary School	-33.9675713	22.455213	28	2	57	1225	1052	5.4%
11810926 5	Hoekwill Laerskool	Primary School	-33.9720091	22.6196786	5	2	9	188	163	5.8%
11810929 4	Outeniqua Primary School	Primary School	-33.9590537	22.4623113	29	2	58	890	890	6.5%
11832568 6	Thembaletu Primary School	Primary School	-33.9810042	22.4718595	4	2	8	1728	1626	0.5%
11835010 9	Heidedal Primary School	Primary School	-33.9899168	22.4699161	37	2	74	1550	1430	5.2%

EMIS NO LOOKUP	Drop-off Locations	Type	Destination Latitude	Destination Longitude	Sum of Origin- Destination Pair Passenger Capacity (One- way)	Estimated Trips per three hours	3-hour Passenger Carrying Capacity	School Capacity 2021	School Enrolment 2021	Percentage of Learners receiving PuT
118350117	Conville Primary School	Primary School	-33.9825	22.47483	78	2	156	1541	1411	11.1%
118350206	Pacaltsdorp Primary School	Primary School	-34.0188865	22.4629079	116	2	232	1365	1305	17.8%
118350370	Dellville Park Primary school	Primary School	-34.0078063	22.445624	87	2	174	1384	1224	14.2%
118350656	Parkdene Primary School	Primary School	-33.9905745	22.4844186	20	2	40	1593	1469	2.7%
118356301	Hibernia (VGK) Primary School	Primary School	-33.9654082	22.4764428	71	2	142	571	542	26.2%
118356360	St. Paul's Primary School	Primary School	-33.9654082	22.4764428	104	2	208	579	521	40.0%
118356425	St. Mary's Primary School	Primary School	-33.9761379	22.4846806	87	2	174	923	835	20.9%
118358185	Lancewood Primary School	Primary School	-33.94433	22.7361699	45	1	45	49	49	91.8%
100000329	Heatherlands High School	Secondary School	-33.9552399	22.4497736	9	2	18	559	559	3.2%
100000405	Kingsley Private School	Secondary School	-33.9689893	22.4405782	2	2	5	NA	NA	Data Not Available
118041302	Imizamo Yethu Secondary School	Secondary School	-34.002507	22.4882816	66	2	131	1324	1324	9.9%
118103202	Eden Technical High School	Secondary School	-33.9744162	22.446239	101	2	203	1026	1026	19.8%
118110257	Outeniqua High School	Secondary School	-33.9586877	22.4677192	103	2	206	1631	1631	12.6%
118110288	York High School	Secondary School	-33.970188	22.451782	28	2	57	948	948	6.0%

EMIS NO LOOKUP	Drop-off Locations	Type	Destination Latitude	Destination Longitude	Sum of Origin- Destination Pair Passenger Capacity (One- way)	Estimated Trips per three hours	3-hour Passenger Carrying Capacity	School Capacity 2021	School Enrolment 2021	Percentage of Learners receiving PuT
118353310	George High School	Secondary School	-33.968507	22.480902	217	2	434	1703	1703	25.5%
118353345	Pacaltsdorp High School	Secondary School	-34.0134329	22.4589481	130	2	259	1547	1547	16.8%
118353426	Parkdene Secondary School	Secondary School	-33.9860971	22.4842789	2	2	4	1598	1598	0.3%
118353485	Thembaletu High School	Secondary School	-34.0009791	22.474806	3	2	6	1506	1506	0.4%
118447846	Olympia High School	Secondary School	-34.0042063	22.438087	8	2	15	NA	NA	Data Not Available
121106203	Oakdale Agriculture High School	Secondary School	-34.033306	21.2307241	191	1	191	462	462	41.3%
0	NMU	Tertiary School	-33.9686635	22.4974334	1327	2	2655	NA	NA	Not Applicable
0	1. NMU Saasveld Campus	Tertiary School	-33.9686635	22.4974334	333	2	666	NA	NA	Not Applicable
0	NMU Saasveld Campus	Tertiary School	-33.9686635	22.4974334	154	2	308	NA	NA	Not Applicable
<b>TOTAL</b>					<b>5374</b>		<b>10512</b>			

#### 3.4.4.1 Schools

**Table 3-29** indicates the number of vehicles and the total capacities of scholar and WCED transportation registered on the OLAS DB, split

between vehicle type and whether the operator is a business or an individual.



Table 3-29: Summary of all the active scholar and WCED transport registered on the OLAS DB, for GLM, indicating the number of vehicles, with total capacity indicated in parentheses.

Vehicle Types	Business	Individual	Grand Total
Bus	40 (2282)	22 (1000)	<b>62 (3282)</b>
Bus (Single deck)	6 (426)	0 (0)	<b>6 (426)</b>
Combi/Microbus/Minibus	9 (180)	56 (834)	<b>65 (1014)</b>
Midibus	3 (98)	5 (137)	<b>8 (235)</b>
Motor Car	0 (0)	9 (55)	<b>9 (55)</b>
<b>Grand Total</b>	<b>58 (2986)</b>	<b>92 (2026)</b>	<b>150 (5012)</b>

The location of schools in GM are indicated in **Figure 3-89**, **Figure 3-90**, and **Figure 3-91**, and zoomed in on different locations.

**Table C-16** in **Section C.8.2** in **Annexure C** provides the names, types, suburbs and GPS locations for the schools in GM.

According to the national policy, only those children residing more than 5km away from their educational institutions are considered eligible for LT services. Consequently, LT is not universally accessible to all children. The eligibility of LT hinges on the distance a learner must cover on foot from their home to the closest suitable school, which must be five kilometres or more. Nevertheless, it may be expected that learners travel up to three kilometres to reach the nearest designated pick-up point. **Figure 3-82** to **Figure 3-88** also indicates some gaps where LT could be expanded to or where not enough capacity is provided (Department of Transport, 2015).

#### 3.4.4.2 Nelson Mandela University – George Campus

The various route timetables and capacities for NMU contracted learner transport for stops in George, Pacaltsdorp, Thembalethu and the weekend shopping service are provided in **Table 3-30**, **Table 3-31**, **Table 3-32**, and **Table 3-33**, respectively. The University confirmed that they would benefit greatly from an hourly or two-hourly service from early morning to late evening for access to research facilities and the library.

Table 3-30: NMU contracted LT timetables for the stops in George (St Marks, West Coast Fisheries, Pick and Pay, Campus), excluding public holidays.

Time	Route	Capacity	Day
07:00	St Marks to Campus	2x65 seats	Mon to Fri
07:15	Pick and Pay to campus	5x65 seats	Mon to Fri
08:30	St Marks to campus	1x65 seats	Mon to Fri
08:30	Pick and Pay to campus	1x65 seats	Mon to Fri
11:00	Campus to St Marks	1x65 seats	Mon to Fri
13:00	St Marks to campus	2x65 seats	Mon to Fri
14:00	Campus to St Marks	2x65 seats	Mon to Fri
16:00	St Marks to campus	2x65 seats	Mon to Fri
17:30	Campus to St Marks	4x65 seats	Mon to Fri

*Table 3-31: NMU contracted LT timetables for the stops in Pacaltsdorp (Sollies Tavern/ Hyper Save/ SAPS/ Total garage/ Pacaltsdorp High/ Delville park bus stop), excluding public holidays.*

Time	Route	Capacity	Day
06:30	Pacaltsdorp/Themba lethu to Campus	2x65 + 1x38 seats	Mon to Fri
14:00	Campus to Themba lethu/Pacaltsdorp	2x65 + 1x38 seats	Mon to Fri
17:30	Campus to Themba lethu/Pacaltsdorp	1x65 seats	Mon to Fri

*Table 3-32: NMU contracted LT timetables for the stops in Themba lethu (Pelindaba/ SAPS/ Truns/ 4 way stop) to Parkdene (Usave/ cheap foods) to Binne street industrial to PICK 'N PAY to George Campus, excluding public holidays.*

Time	Route	Capacity	Day
06:30	Pacaltsdorp/Themba lethu to Campus	1x65 seats	Mon to Fri
14:00	Campus to Themba lethu/Pacaltsdorp	1x65 seats	Mon to Fri
17:30	Campus to Themba lethu/Pacaltsdorp	1x65 seats	Mon to Fri

*Table 3-33: NMU contracted LT timetables for the additional "shopping service" that is offered, excluding public holidays.*

Time	Route	Capacity	Day
10:00	George Campus-Garden Route Mall and St Marks	max 4x65 seats	Sat
15:00	Garden Route Mall and St Marks-George Campus	max 4x65 seats	Sat

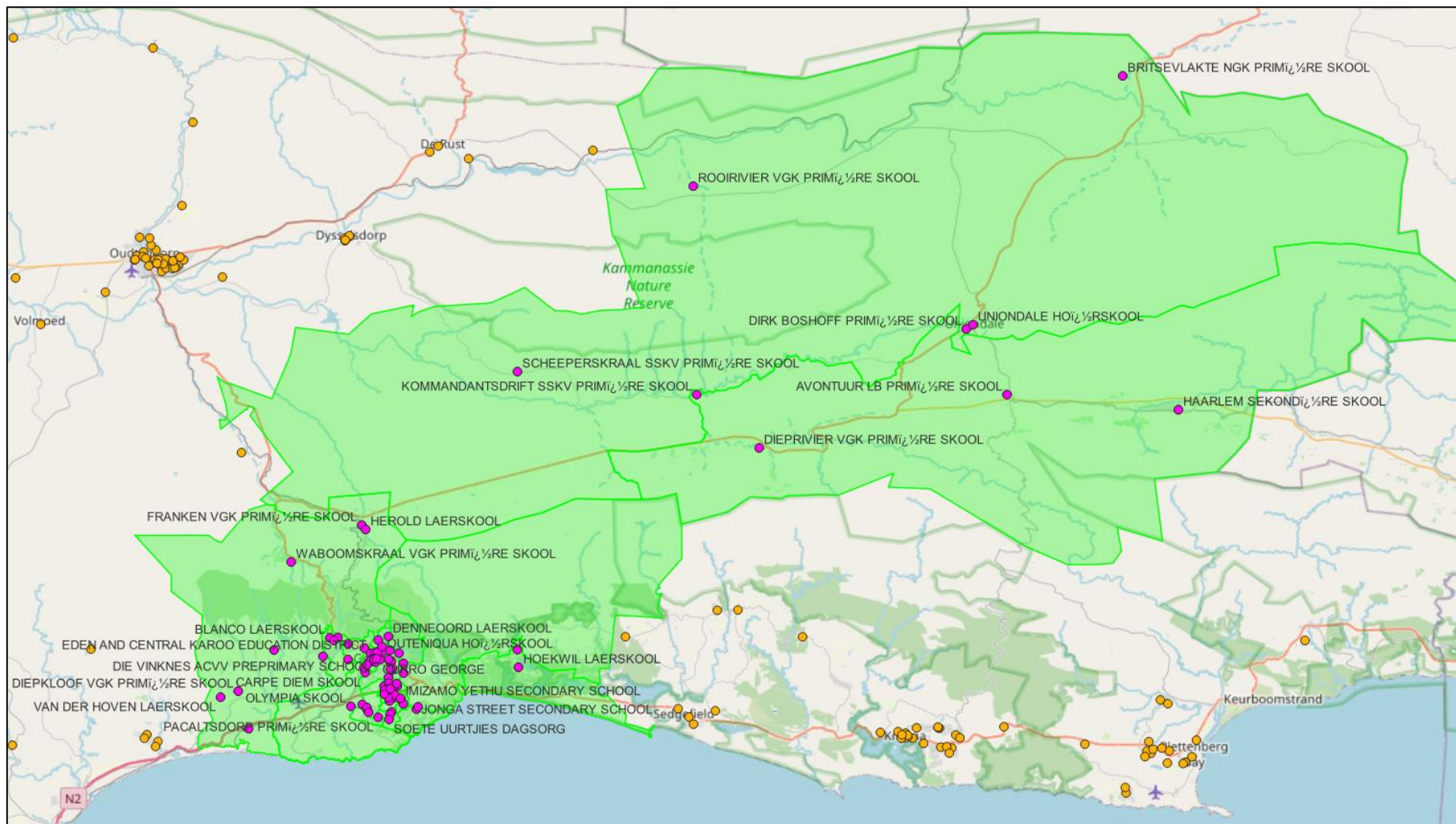


Figure 3-89: Schools (purple points) located within George Local Municipality (green overlay) zoomed out.



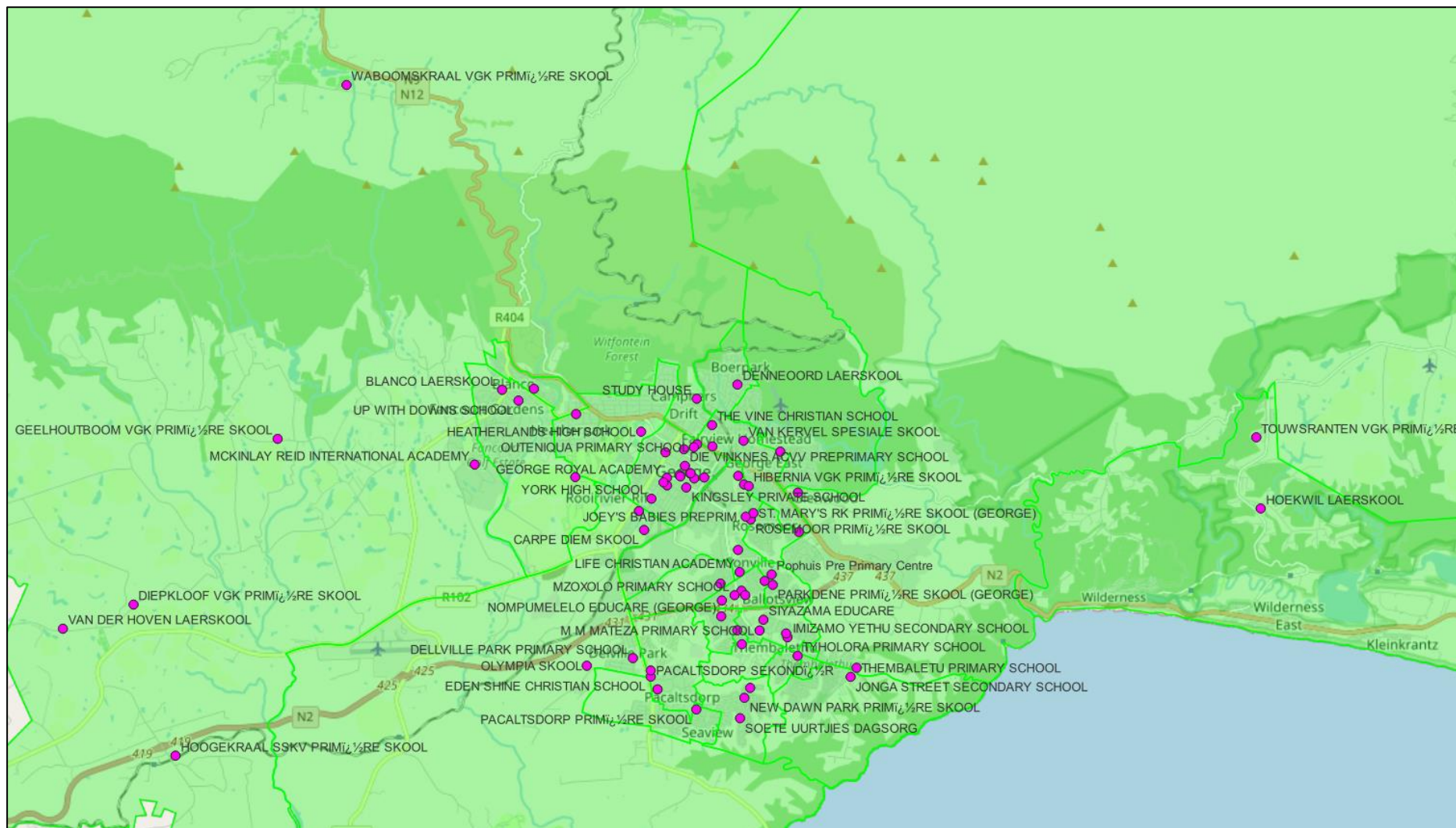


Figure 3-90: Schools (purple points) located within George Local Municipality (green overlay) zoomed in.



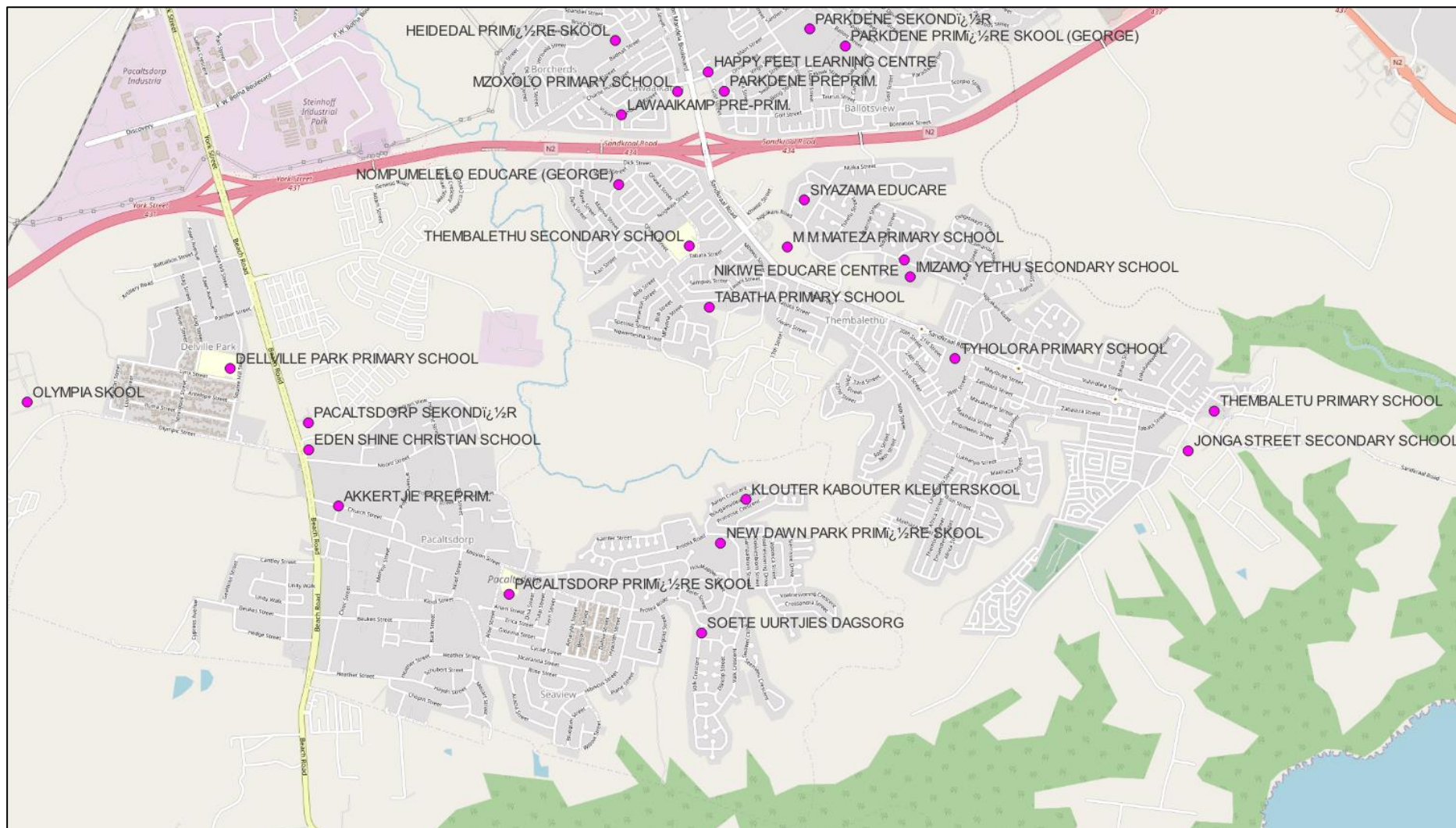


Figure 3-91: Schools (purple points) located within Thembaletu and Pacaltsdorp.

### 3.4.5 Non-motorised transport

**Figure 3-92** contains the number of people travelling by using NMT and the distance travelled in km for George Local Municipality, and **Figure 3-93** contains the associated Cumulative Percentages (CP) per distance travelled range, where the data was sourced from the NHTS 2020 (STATS SA, 2020). **Figure 3-94 - Figure 3-101** illustrates the various Low-income (LI) and High-income (HI) demographic split for Home to Education-based (HEB) and Home to Work-based (HWB) NMT trips, respectively, as also extracted from the NHTS 2020 (STATS SA, 2020).

**Figure 3-102** contains a graphical representation of the zoomed out Non-Motorised Transport (NMT) access network for George Local Municipality, and **Figure 3-103** the NMT access network for George Urban area. The blue lines indicate the NMT accessibility within the current GLM urban edge (shaded area). The red lines indicate routes where NMT is restricted (not allowed) in the model (i.e. along the N2).

**Figure 3-71** depicts an isochrone image of accessibility to the PuT network from the NMT network measured in walking minutes to a PuT access point for the George area for the two-hour AM peak period.

Furthermore, the modelled NMT volumes for the 06:00-08:00 Peak Period are displayed in **Figure 3-104** (for the Greater George Local Municipality area) and **Figure 3-105** (for George Urban Area). The orange coloured bars represent people who use NMT as their main mode of transport, while the purple bars represent people who use NMT to reach a destination where they access public transport, or egress from public transport and then use NMT to get to their

destinations. It can, therefore, be noticed that the orange bars are continuous, and the purple bars are discontinuous.

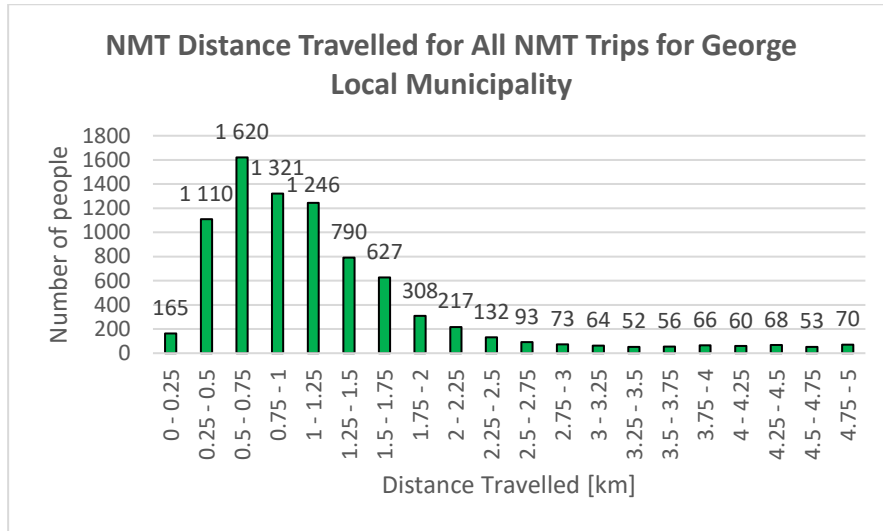


Figure 3-92: All NMT Trips and Distance Travelled.

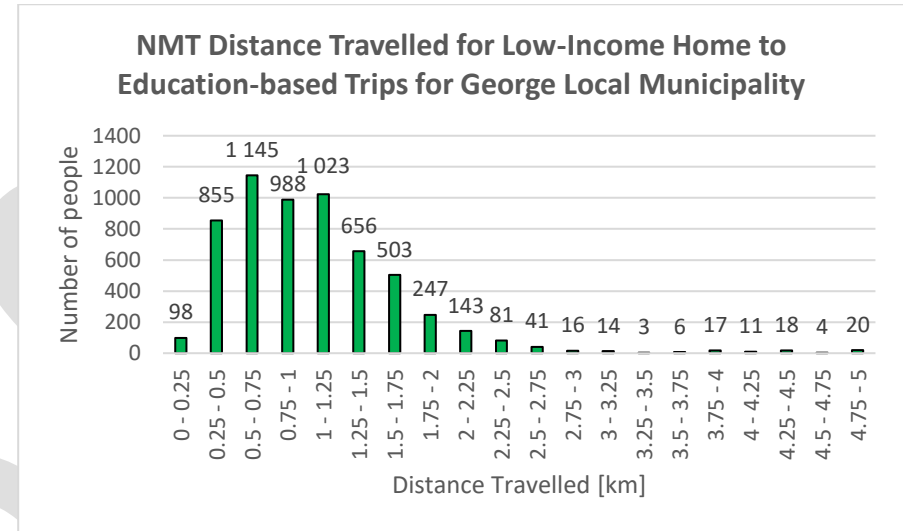


Figure 3-94: LI HEB NMT Trips and Distance Travelled.

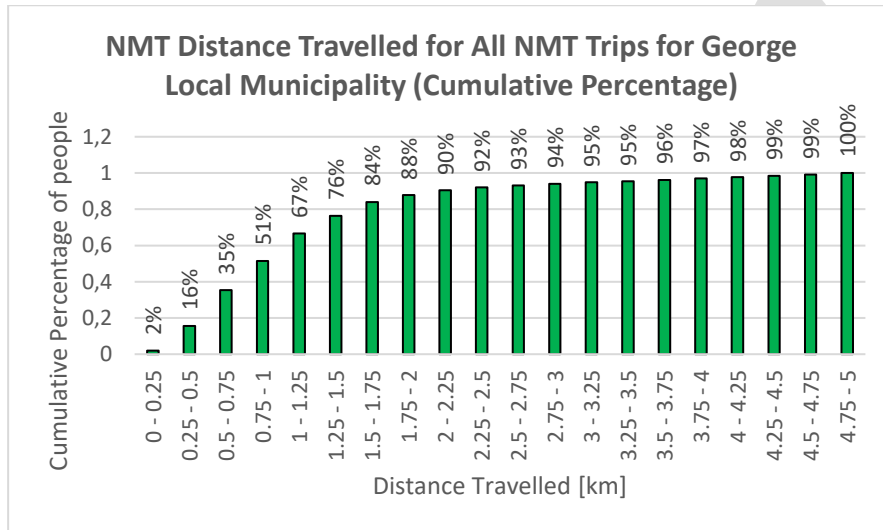


Figure 3-93: All NMT Trips and Distance Travelled (CP).

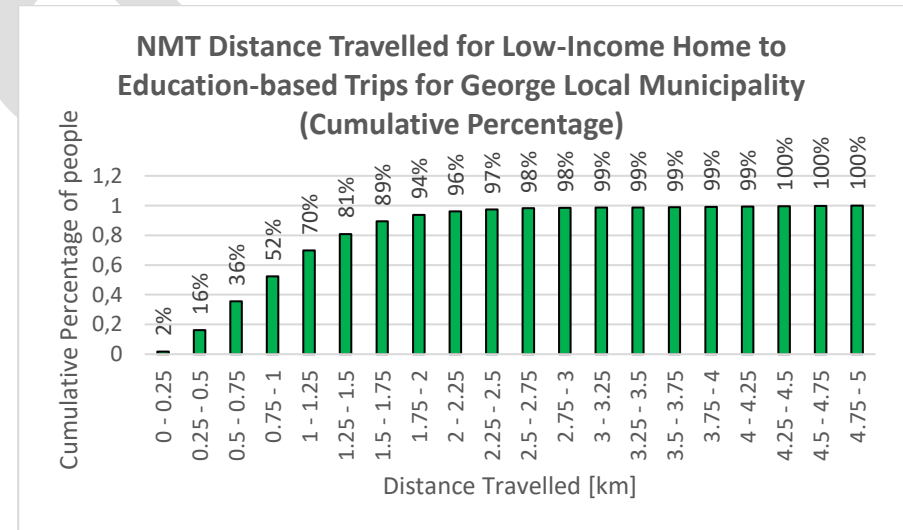


Figure 3-95: LI HEB NMT Trips and Distance Travelled (CP).

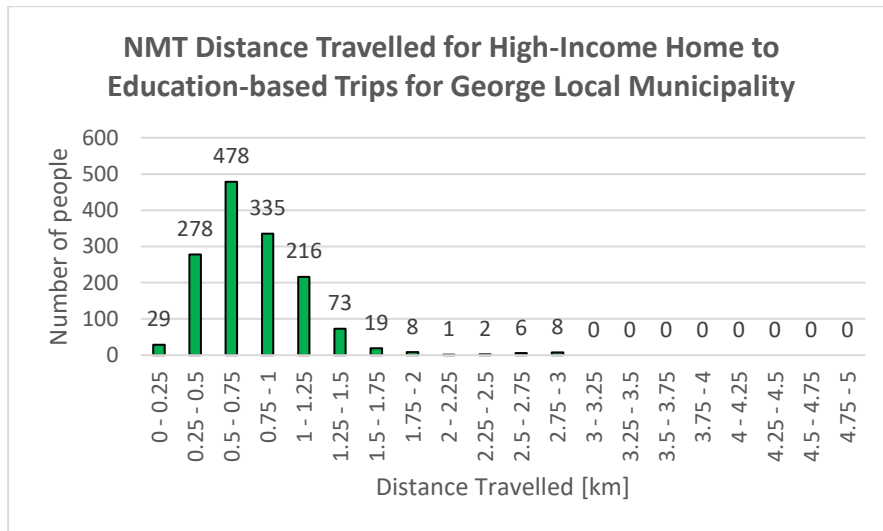


Figure 3-96: HI HEB NMT Trips and Distance Travelled.

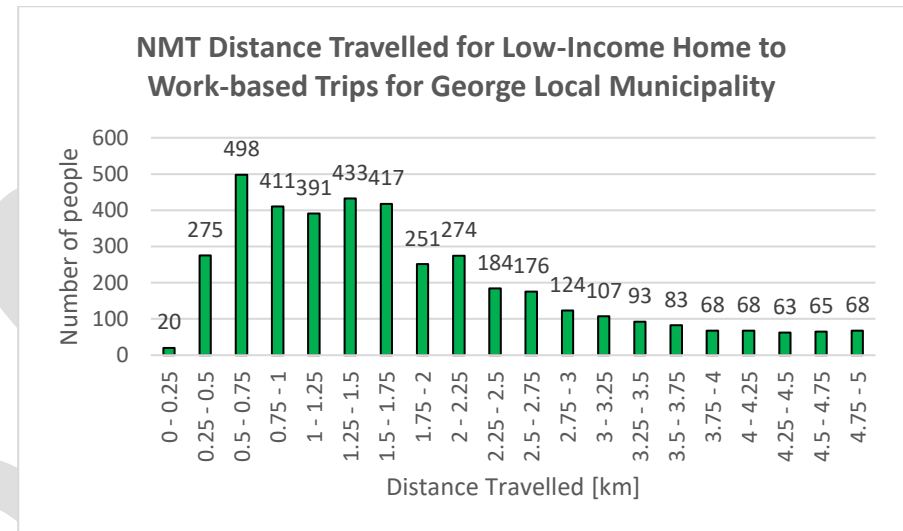


Figure 3-98: LI HWB NMT Trips and Distance Travelled.

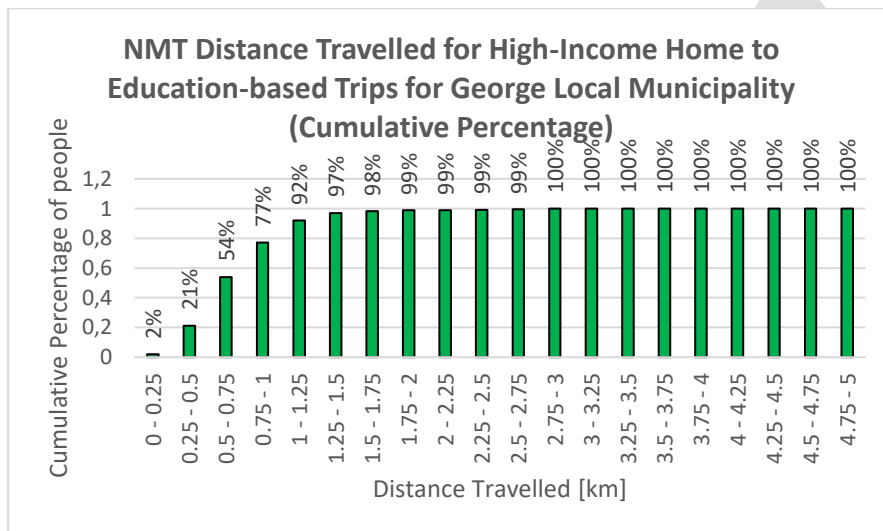


Figure 3-97: HI HEB NMT Trips and Distance Travelled (CP).

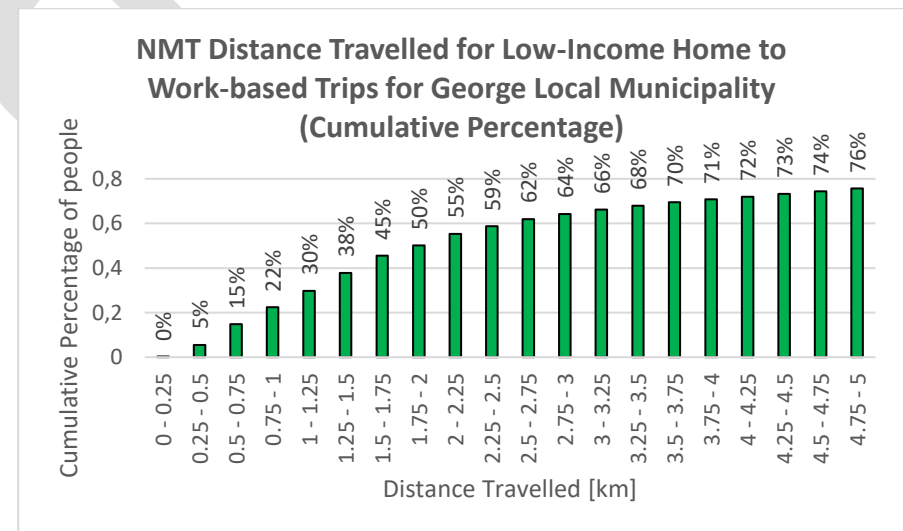


Figure 3-99: LI HWB NMT Trips and Distance Travelled (CP).



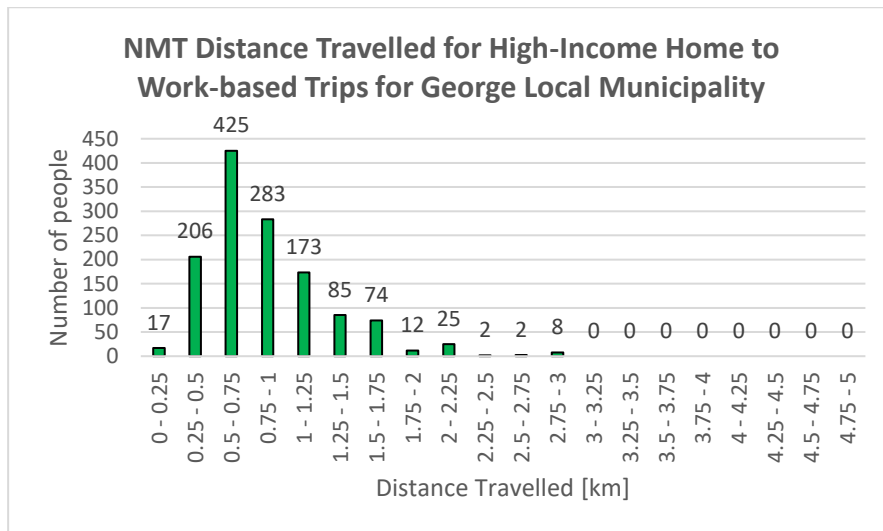


Figure 3-100: HI HWB NMT Trips and Distance Travelled.

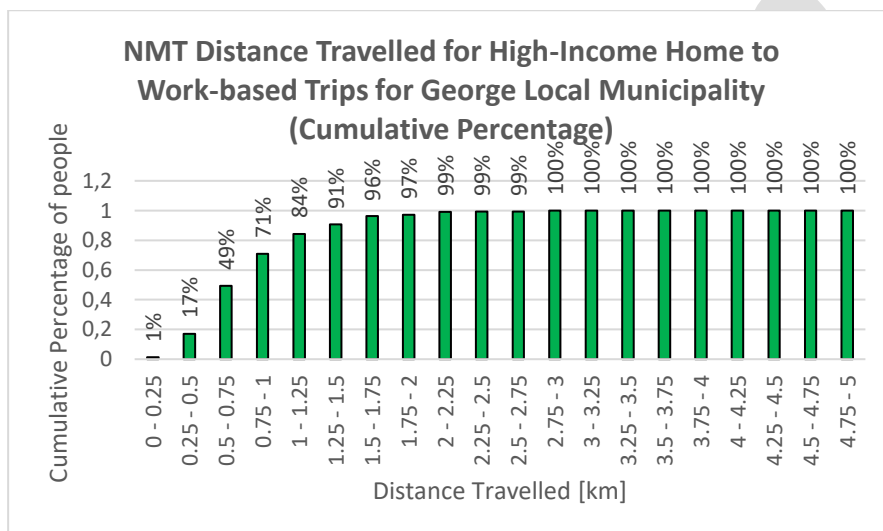


Figure 3-101: HI HWB NMT Trips and Distance Travelled (CP).

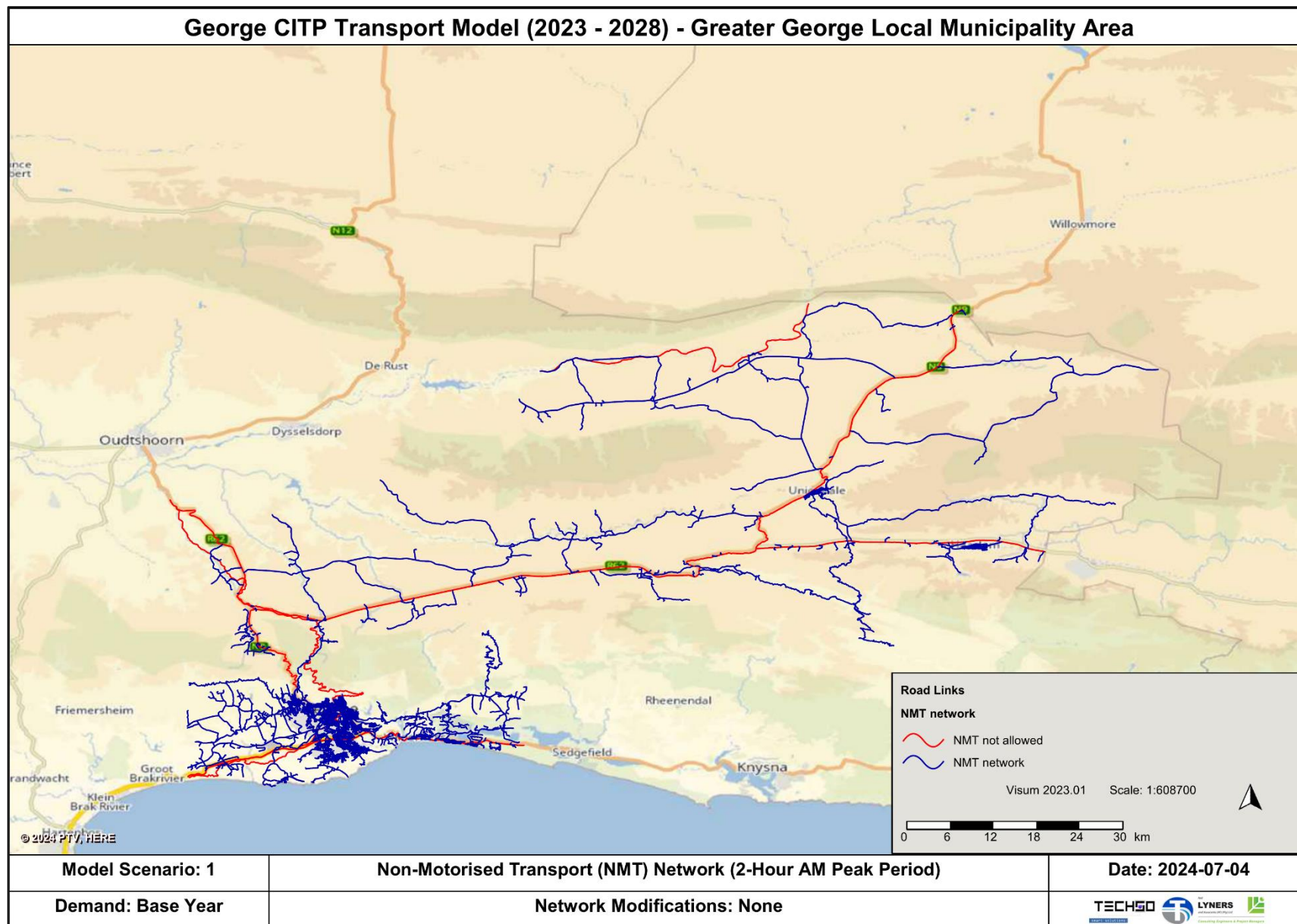


Figure 3-102: NMT access network for George Local Municipality, indicated with the blue lines.

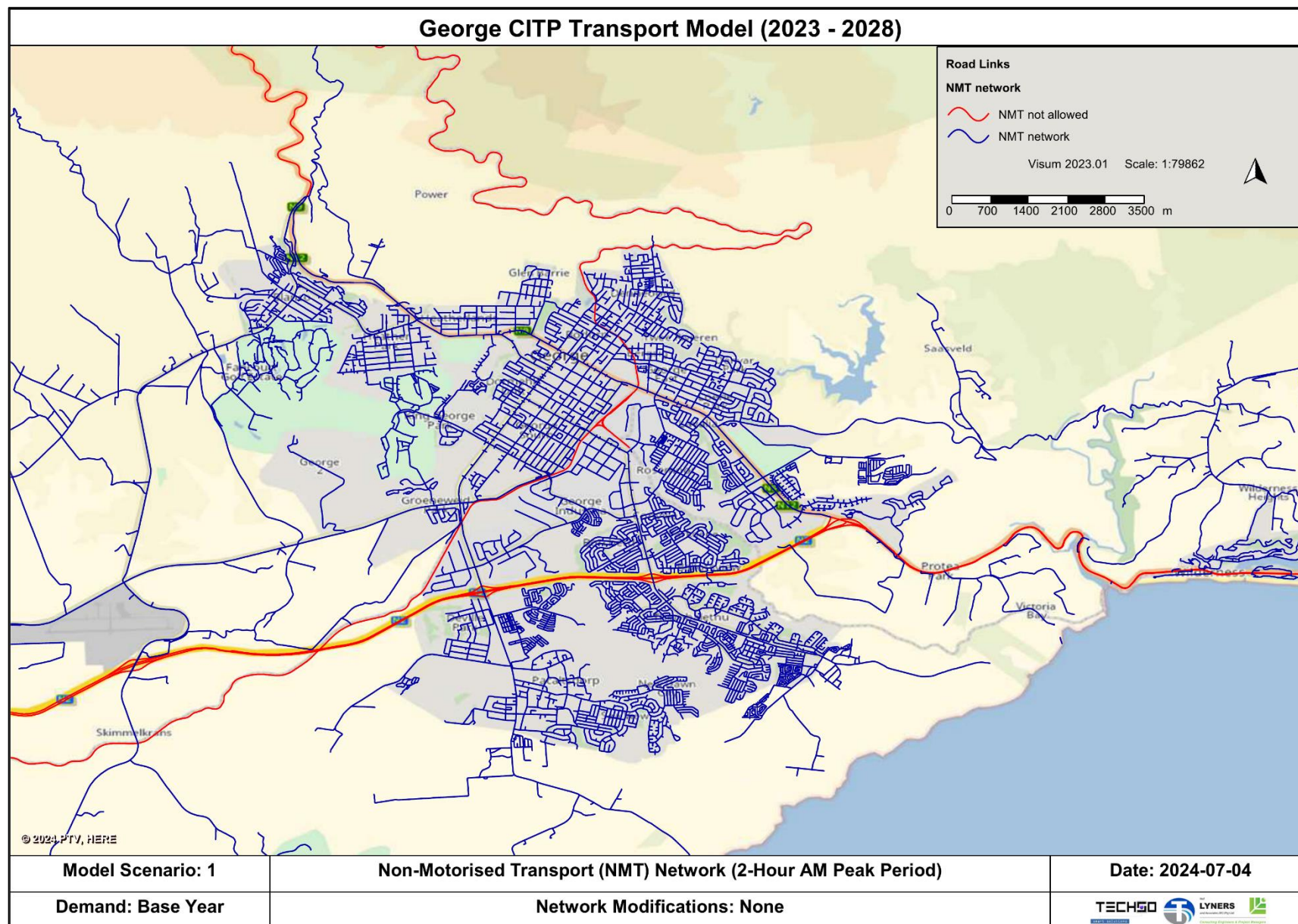


Figure 3-103: NMT Network for George Urban area, indicated with the blue lines..



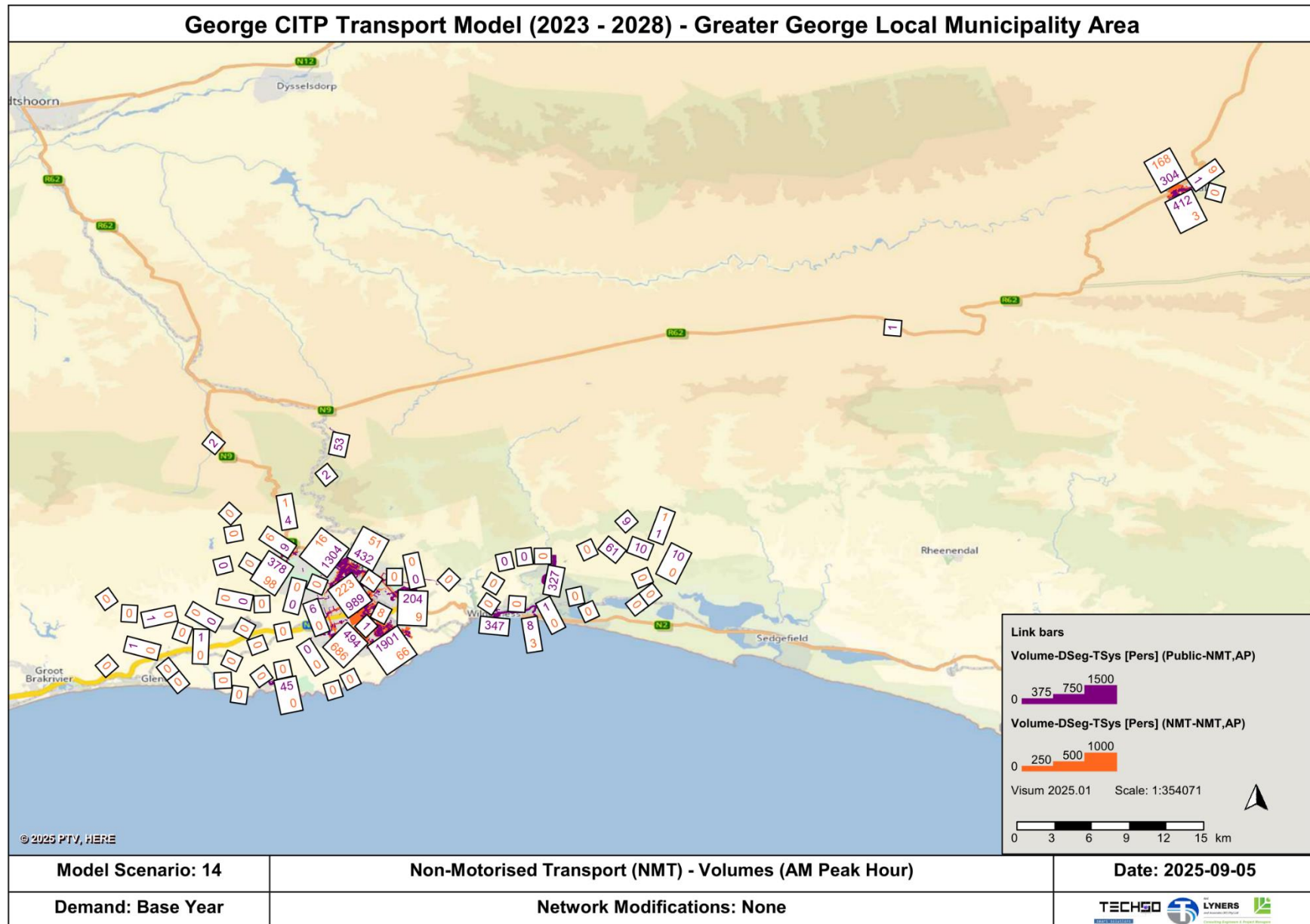


Figure 3-104: Modelled NMT Volumes for the AM Peak Hour for George Local Municipality.



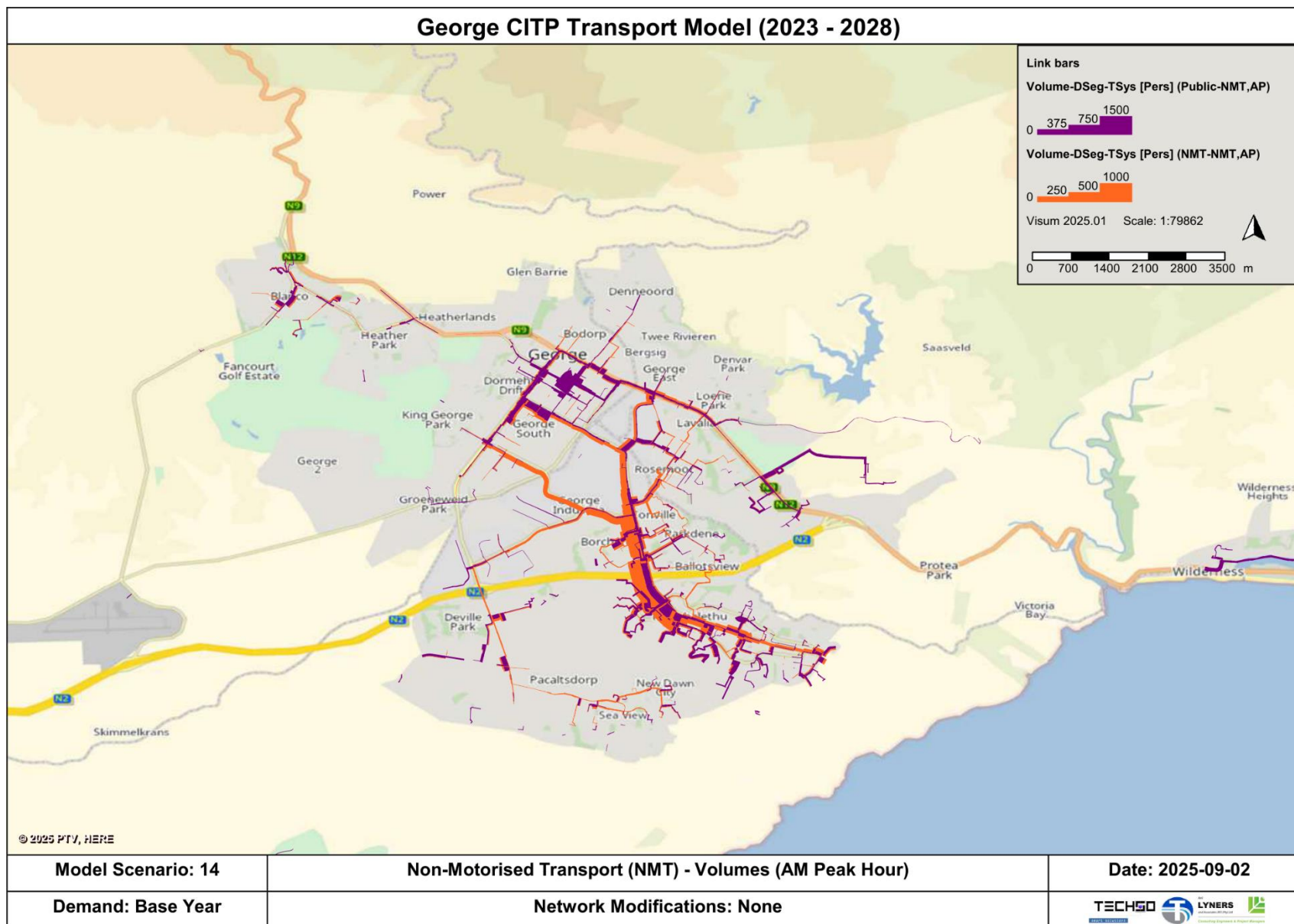


Figure 3-105: Modelled NMT Volumes for the AM Peak Hour for George Urban Area.

### 3.4.6 Two- and three-wheeler public transport vehicles

According to the team's knowledge, there are no formal two- and three-wheeler public transport services in GLM.

### 3.4.7 Commuter rail information

The provision of rail passenger transport services in George LM is the responsibility of the Passenger Rail Agency of South Africa (PRASA). However, due to various factors the commuter rail is no longer operating, and this service has experienced a complete collapse in recent years. The rail infrastructure has been extensively vandalised to the point where it is no longer feasible to operate a rail service on important routes. As a result, minibus taxi services now transport people who were previously reliant on rail transportation.

#### 3.4.7.1 Rail Infrastructure

George Rail Station is located in Saagmeul Street in George LM. Rail stations are indicated in **Figure 3-106** to **Figure 3-108**.

#### 3.4.7.2 Rail services and their utilisation

Road transport infrastructure is currently some 10 times larger than rail transport, which places a burden on South African road infrastructure.

The commuter rail service is not operating in George Municipality at the time of this report.

The White Paper on the National Rail Policy, of 12 May 2022, seeks to promote policy that will revitalise rail transport to fulfil its potential role in transport in South Africa by 2050. This would be

achieved through state initiatives and involve private sector partnerships.

The implementation of the government policy aimed at revitalising rail services in South Africa, will not resolve the current challenges facing rail overnight, but does encourage private partnership involvement and concessionaires operating on the rail network.

Besides political will, substantial financial investment is required to reinstate passenger and goods rail operations.

In late 2021, Transnet Freight Rail (TFR), which owns the George-Knysna line, released a Request for Proposals (RFP) to the private sector. The objective was to find a partner for the restoration and operation of the Outeniqua Choo Tjoe on that railway line. The tender period concluded on 19 April 2022, attracting bids from two companies. One of these bidders was The Outeniqua Choo Tjoe (Pty) Ltd (Outeniqua Choo Tjoe (Pty) Ltd, 2022).

For their proposal, The Outeniqua Choo Tjoe (Pty) Ltd formed a team consisting of skilled professionals such as track repair contractors, bridge engineers, hydrologists, steam and carriage restoration specialists, tourism specialists, and tourism journalists, among others. Many of these team members had previously worked on the successful Kruger Shalati Train Hotel on the Bridge project at Skukuza in the Kruger National Park.

TFR's is still to announce the successful bidder for the operation of the Outeniqua Choo Tjoe on the George-Knysna Line.

Rail service between George and Mossel Bay would also require investment to reintroduce that service.

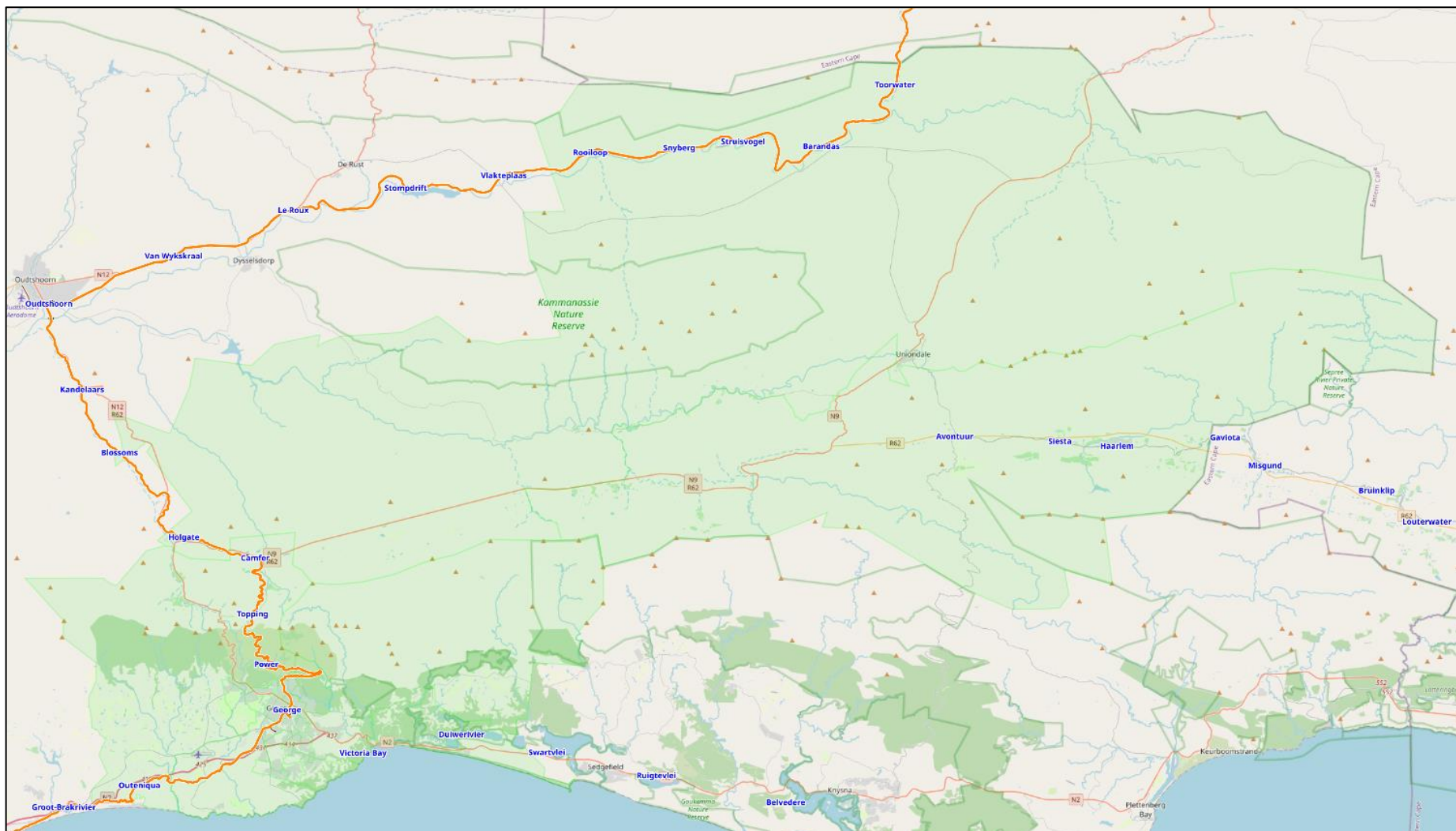


Figure 3-106: Railway stations (blue text) present in the George District (highlighted in green), with the railway line indicated in orange.



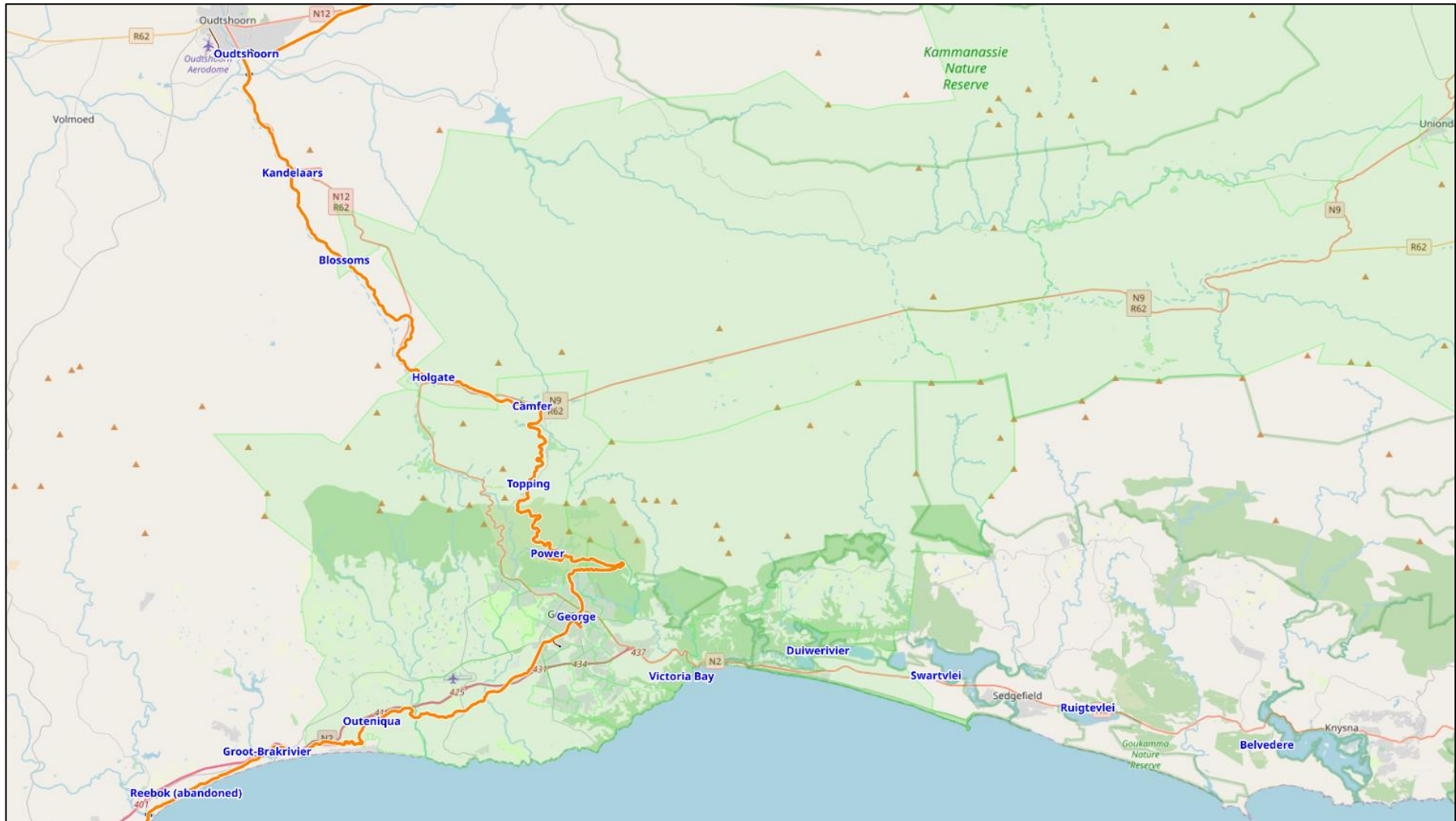


Figure 3-107: Railway stations (blue text) present in the George District (highlighted in green), zoomed in on the lower left part of George, with the railway line indicated in orange.



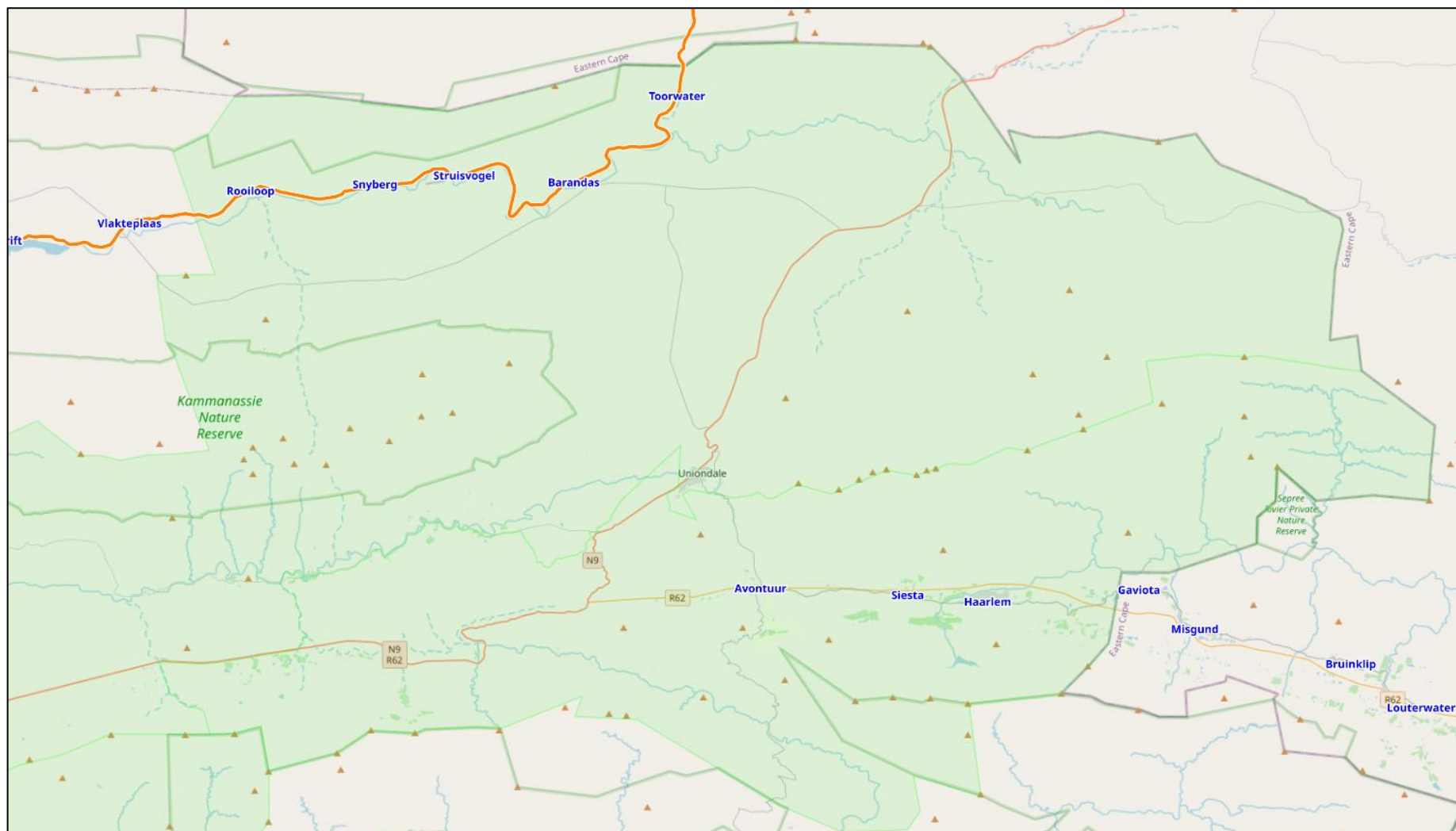


Figure 3-108: Railway stations (blue text) present in the George District (highlighted in green), zoomed in on the upper right part of George, with the railway line indicated in orange.

### 3.4.8 Tourist services

The transportation provided by tourist services involves ferrying tourists to and from popular tourist destinations, typically in the company of a certified tour guide. Authority to operate tourist services are generally area or radius based OL's and can include the entire country. The centre point of the radius would normally be the address where this service is conducted from. Sections 80 to 84 of the NLTA regulate tourist services and place this responsibility under the auspices of the NPTR.

### 3.4.9 Staff services

"Staff service" The term "staff service" refers to a public transportation service by road that is operated using a vehicle owned by an employer or provided by a contracted operator. This service is exclusively used for transporting the employees of the employer.

Private businesses can provide transport (own vehicles or contracted services) for their own employees but would require approval and permit (OL) issued by the PRE. The OL provides authority for the transportation of only the employees of that company on the specified routes and timetables.

Staff transport services typically service areas that are geographically separated from George CBD, i.e. small rural or tourism settlements such as Haarlem, Herold's Bay, Victoria Bay, Touwsrante, Hoekwil and Kleinkrantz, various hamlets and rural places such as Avontuur, De Vlucht, Herold and Noll and coastal areas of Kleinkrantz, Wilderness, Victoria Bay, Herolds Bay.

The various farms charter bus services to collect workers from parking locations just outside of Thembaletu. A bus holding area,

for buses transporting farm workers (from Thembaletu to various farms) is located in the rural area near the Blueberry Farm Geelhoutboom Street, R404 (GPS Coordinates: - 33.96414246187616, 22.38384044427821).

**Table 3-34** indicates the number of vehicles and the total capacities of staff transportation registered on the OLAS DB, split between vehicle type and whether the operator is a business or an individual.

*Table 3-34: Summary of all the active staff transport registered on the OLAS DB, for GLM, indicating the number of vehicles, with total capacity indicated in parentheses.*

Vehicle Types	Business	Individual	Grand Total
Bus	45 (2556)	15 (249)	<b>60 (2805)</b>
Bus (Single deck)	6 (419)	0 (0)	<b>6 (419)</b>
Combi/Microbus/Minibus	2 (30)	104 (1526)	<b>106 (1556)</b>
Midibus	5 (146)	6 (148)	<b>11 (294)</b>
Motor Car	4 (12)	20 (74)	<b>24 (86)</b>
Truck	1 (0)	4 (0)	<b>5 (0)</b>
Unsure	1 (0)	0 (0)	<b>1 (0)</b>
<b>Grand Total</b>	<b>64 (3163)</b>	<b>149 (1997)</b>	<b>213 (5160)</b>



Figure 3-109: Aerial view of the Bus Depot used for transporting farm workers.



Figure 3-110: Front view from R404 of the Bus Depot used for transporting farm workers.

### 3.4.10 Charter services

Charter services involve the rental of a vehicle and driver for a predetermined journey, with the cost agreed upon in advance between the client and the operator. The individual or group hiring this service retains the authority to determine the travel route, date, and time, with all passengers being transported to a shared destination. Consequently, charter services are commonly perceived as a means of transporting organized groups to and from events.

Examples of these are GetACab – Airport Shuttle, Dans Tours and Transfers, Eden D Taxi Co, Wooper Shuttle and Transfer Services, Zeelies Taxis, Boeber Taxis, Fortuin SJ Taxis and AB's Call a Taxi 24/7 Transfers and Taxi Services and can also include mini-bus taxis that operate in George LM. These are registered under multiple functions (i.e. also metered taxis and charter services).

**Table 3-35** indicates the number of vehicles and the total capacities of charter transportation registered on the OLAS DB, split between vehicle type and whether the operator is a business or an individual.

*Table 3-35: Summary of all the active charter transport registered on the OLAS DB, for GLM, indicating the number of vehicles, with total capacity indicated in parentheses.*

Vehicle Types	Business	Individual	Grand Total
Bus	39 (2250)	27 (913)	<b>66 (3163)</b>
Bus (Single deck)	4 (246)	0 (0)	<b>4 (246)</b>
Combi/Microbus/Minibus	9 (163)	132 (1930)	<b>141 (2093)</b>
Midibus	6 (162)	6 (151)	<b>12 (313)</b>



Vehicle Types	Business	Individual	Grand Total
Motor Car	11 (56)	16 (106)	<b>27 (162)</b>
<b>Grand Total</b>	<b>69 (2877)</b>	<b>181 (3100)</b>	<b>250 (5977)</b>

### 3.4.11 Courtesy Services

According to the NLTA, a "courtesy service" refers to a service offered by an organization, such as a hotel, for the benefit of its customers or clients. This service can be provided using either the organisation's own vehicle or a vehicle operated by a contracted service provider, as per the agreement with the organisation. Importantly, passengers utilising this service are not directly charged for it.

These services, commonly known as shuttle services, primarily operate between hotels, guest houses, airports, and local attractions within the George LM area. They are arranged and funded by the businesses that offer them. Examples of these are GetACab – Airport Shuttle, Dans Tours and Transfers, Eden D Taxi Co, Woobee Shuttle and Transfer Services, Zeelies Taxis, Boeber Taxis, Fortuin SJ Taxis and AB's Call a Taxi 24/7 Transfers and Taxi Services and can also include mini-bus taxis that operate in George LM.

### 3.4.12 E-hailing

Bolt, UberX and Uber Go are also operational in the Garden Route District (Mossel Bay, George, Knysna and Plettenberg Bay).

**Table 3-36** indicates the number of vehicles and the total capacities of e-hailing transportation (excluding metered taxis) registered on

the OLAS DB, split between vehicle type and whether the operator is a business or an individual.

*Table 3-36: Summary of all the active e-hailing transport (excluding metered taxis) registered on the OLAS DB, for GLM, indicating the number of vehicles, with total capacity indicated in parentheses.*

Vehicle Types	Business	Individual	Grand Total
Motor Car	1 (4)	1 (5)	<b>2 (9)</b>

## 3.5 Public transport companies and associations

Within the OLAS DB, PuT services are categorised between three broad business types, namely Individual, Business, and Formalised Associations. This section provides a summary of these three categories, thereby describing the organizational setup of the PuT industry.

### 3.5.1 PuT registered as Individuals

There are 340 PuT registered on the OLAS DB operating in GM, under the names of 196 unique individuals, and the total carrying capacity of these vehicles is 5 434 people. This indicates an average carrying capacity of 16 people per vehicle registered as individuals. **Table 3-37** indicates the number, capacities and average age of vehicles when viewing all the PuT that are registered as individuals with active OLs, grouped by authority types.



Table 3-37: Number, capacities, and average age of vehicles registered as Individuals with an active OL on the OLAS DB, per authority type.

Authority type	No. of vehicles	Vehicle Capacity	Avg. Veh. Age [years]
Charter	94	1453	12
Charter, Contracted - WCED	1	15	19
Charter, Local Minibus Taxi	3	43	23
Charter, Long Distance (Unscheduled), Staff	1	15	6
Charter, Metered Taxi (Rank)	1	6	12
Charter, Scholar	32	788	13
Charter, Scholar, Staff	18	261	5
Charter, Staff	31	519	11
Contracted - WCED	12	578	20
Local Minibus Taxi	10	137	13
Local Minibus Taxi, Long Distance (Unscheduled)	4	58	8
Long Distance (Unscheduled)	3	45	5
Metered Taxi (Base)	8	38	13
Metered Taxi (e-Hailing)	1	5	6
Metered Taxi (Rank)	2	8	17
Scholar	19	248	8

Authority type	No. of vehicles	Vehicle Capacity	Avg. Veh. Age [years]
Scholar, Staff	10	136	5
Staff	90	1081	18
<b>Grand Total</b>	<b>340</b>	<b>5434</b>	<b>13</b>

### 3.5.2 PuT registered as Businesses

There are 233 vehicles registered under the business type “Business” in the OLAS DB with active OLs, and they have a total carrying capacity of 11 906, and therefore an average carrying capacity of 51 people per vehicle. These vehicles are registered in the name of 23 unique businesses. **Table 3-38** gives more information regarding the names of these businesses, and under which authority types they are registered. It should be noted that JBS Transport, as named in the OLAS Database is now called African Express. Note different vehicles can be registered under different authority types, even though they form part of the same business name. Other details contained in the table are number of vehicles, vehicles capacity, and average vehicle age.

These businesses comprise mainly of charter, scholar, staff, metered taxis, and contracted authority types, and therefore the routes and corridors they operate in are based on the specific service they deliver, and that information is not available on the OLAS DB. The GO GEORGE buses make up a large number of these Business registered vehicles, and they serve almost everywhere in George, except

Thembaletu, but planning expansion into the area in the near future.

*Table 3-38: Number, capacities, and average age of vehicles registered as Businesses with an active OL on the OLAS DB, per authority type.*

Business by Authority Type	No. of vehicles	Vehicle Capacity	Avg Veh. Age
<b>Charter</b>	<b>15</b>	<b>253</b>	<b>11</b>
Afrikhulu Holdings (PTY) Ltd	1	66	26
AKL Logistics PTY	1	15	2
Ezet Exclusive Tours (Pty) Ltd	1	4	9
JBS Transport	2	80	17
JJ BOTHA ENTERPRISES CC	1	2	29
Silver Solutions 2626CC	1	13	4
Viking Seafood Import	1	8	8
ZEELIE TAXI'S	6	50	8
ZIYEKA TOURS PTY LTD	1	15	1
<b>Charter, Contracted - WCED, Scholar, Staff</b>	<b>4</b>	<b>192</b>	<b>19</b>
JBS Transport	4	192	19
<b>Charter, Contracted - WCED, Staff</b>	<b>16</b>	<b>1003</b>	<b>34</b>
JBS Transport	16	1003	34
<b>Charter, Metered Taxi (Rank)</b>	<b>4</b>	<b>16</b>	<b>12</b>

Business by Authority Type	No. of vehicles	Vehicle Capacity	Avg Veh. Age
GEORGE TAXI	1	4	14
ZEELIE TAXI'S	3	12	11
<b>Charter, Scholar</b>	<b>4</b>	<b>134</b>	<b>13</b>
JBS Transport	3	112	12
MBUBEZI PROPERTY	1	22	14
<b>Charter, Scholar, Staff</b>	<b>11</b>	<b>671</b>	<b>21</b>
JBS Transport	11	671	21
<b>Charter, Staff</b>	<b>15</b>	<b>608</b>	<b>19</b>
CD SIMANGO TRANSPORT	4	58	4
JBS Transport	11	550	25
<b>Contracted - GO GEORGE</b>	<b>126</b>	<b>7931</b>	<b>8</b>
GEORGE LINK (PTY) LTD	126	7931	8
<b>Contracted - WCED</b>	<b>1</b>	<b>15</b>	<b>6</b>
AKL Logistics PTY	1	15	6
<b>Metered Taxi (eHailing)</b>	<b>1</b>	<b>4</b>	<b>9</b>
MANDIMIKA GEORGE	1	4	9
<b>Metered Taxi (Rank)</b>	<b>4</b>	<b>16</b>	<b>8</b>
GEORGE TAXI	3	12	9
Zielie taxis	1	4	4
<b>Scholar</b>	<b>10</b>	<b>182</b>	<b>9</b>
Curro Holdings LTD	1	14	11

Business by Authority Type	No. of vehicles	Vehicle Capacity	Avg Veh. Age
JUVENTAS TAVERN AND TRANSPORT, .	4	56	8
MBUBEZI PROPERTY	2	61	15
Shazzies Retail Store PTY	3	51	7
<b>Scholar, Staff</b>	<b>12</b>	<b>789</b>	<b>26</b>
JBS Transport	12	789	26
<b>Staff</b>	<b>10</b>	<b>92</b>	<b>19</b>
BA Shuttle Services (pty) ltd	1	6	2
METRIC CONSTRUCTION CC	3	0	40
PICKFORDS REMOVALS (SOUTH AFRICA) PTY LT	1	0	45
Wimpy George Airport	1	22	7
ZARHA LODGE (PTY) LTD	4	64	5
<b>Grand Total</b>	<b>233</b>	<b>11906</b>	<b>13</b>

### 3.5.3 PuT registered as Formalised Associations

The third PuT business type registration on the OLAS DB is Formalised Associations, and there are three main ones operating in GM, namely George Huurmotor Vereniging, George Taxi Owners Front, and Uncedo George Taxi Association. More information on each is provided in **Table 3-39**, where the number of unique operators within each association are listed, as well as the number of vehicles associated with each association, as well as the total vehicle capacity

and average vehicle age per association. Most of the minibus taxis fall under one of these three formalised associations.

*Table 3-39: Number of unique operators in each Formalised Association, as well as the number, capacities, and average age of vehicles registered with Formalised Associations with an active OL on the OLAS DB.*

Formalised Association	Unique Operators	No. of Vehicles	Vehicle Capacity	Avg. Veh. Age
GEORGE HUURMOTOR VERENIGING	11	18	254	12
GEORGE TAXI OWNERS FRONT	3	9	120	26
UNCEDO GEORGE TAXI ASSOCIATION	140	224	3264	6
<b>Grand Total</b>	<b>154</b>	<b>251</b>	<b>3638</b>	<b>8</b>

With regard to the corridors and areas these formal associations serve, **Table C-14** provides this information grouped by formal associations and indicates the areas based on the route permits that various vehicles hold, along with how many vehicles hold these permits, the associated carrying capacity and the average age of the vehicles based on the routes they serve.

## 3.6 Roads and traffic

Roads and traffic information obtained from the Pavement Management System (PMS) are mentioned in this section. **Table 3-40**

indicates the road class and length, and **Figure 3-111** indicates the road condition.

*Table 3-40: George Local Municipality Road Length Summary as of 1 December 2022 (Western Cape Government, 2023).*

Road Type	Total proclaimed road length [km]	Effective (Physical road length ) [km]	Surfaced [km]	Surfaced %
National Roads	54.4	54.4	46.9	86.2%
Trunk Roads	445.1	396.5	272.7	61.3%
Main Roads	245.1	205.3	96.5	39.4%
Divisional Roads	625.4	606.0	37.1	5.9%
Minor Roads	404.7	403.7	7.5	1.9%
Total	1774.7	1665.9	460.7	100%

Two measures were selected to for analysing traffic on the network, namely the Volume to Capacity Ratio and the Operating to Posted Speed Ratio. The Volume to Capacity Ratio measures the ratio of vehicle volumes on a link to the vehicle capacity for that specific link, and this is illustrated for the George Urban area in **Figure 3-112**. The Operating to Posted Speed Ratio measures the ratio of the operating speed of vehicles on a link level during the model simulation to the posted speed for the corresponding link, and this is illustrated in **Figure 3-113** for the George Urban area. The top five congestion problems identified based on the two traffic measures are tabulated in **Table 3-41**, and also indicated in **Figure 3-113**.

As there are higher PrT volumes in George, PrT is therefore the largest contributor to congestion. As expected, the bulk of the traffic

volumes are carried on the four major corridors, within the George area, as described in **Section 3.3.5**. It is evident from the PuT traffic volumes, that the Nelson Mandela Corridor serves a significant mobility role in George.

*Table 3-41: Top five congestion problems identified from the George CITP model, along with the two traffic measures adopted, as also indicated in **Figure 3-113**.*

Rank	Description	Volume to Capacity Ratio	Operating to Posted Speed Ratio
1	Nelson Mandela Boulevard, South of the N2, both directions.	0.73	0.64
2	Davidson Road where C.J. Langenhoven Road meets at the circle, as well as a bit of Plover Road just North of the circle, and the surrounding area.	0.4	0.61
3	Glenwood Avenue, South of Kraaibosch Estate Street.	0.37	0.6
4	Plattner Blvd, North of York Street.	0.4	0.57
5	Knysna Road section, between entrance to Garden Route Mall and West of the N2.	0.4	0.55



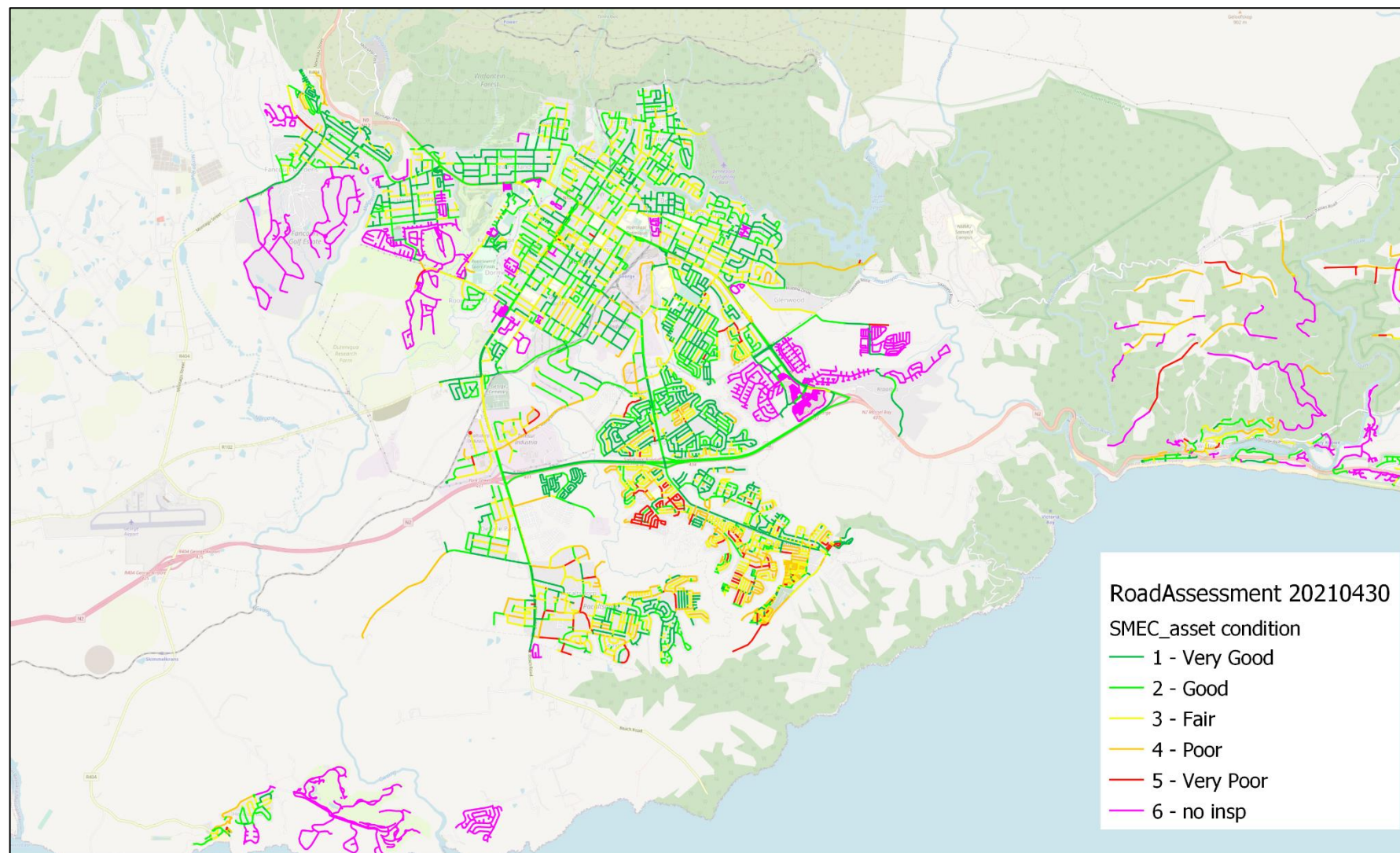


Figure 3-111: Road conditions for the George area from the Pavement Management System, 2021.

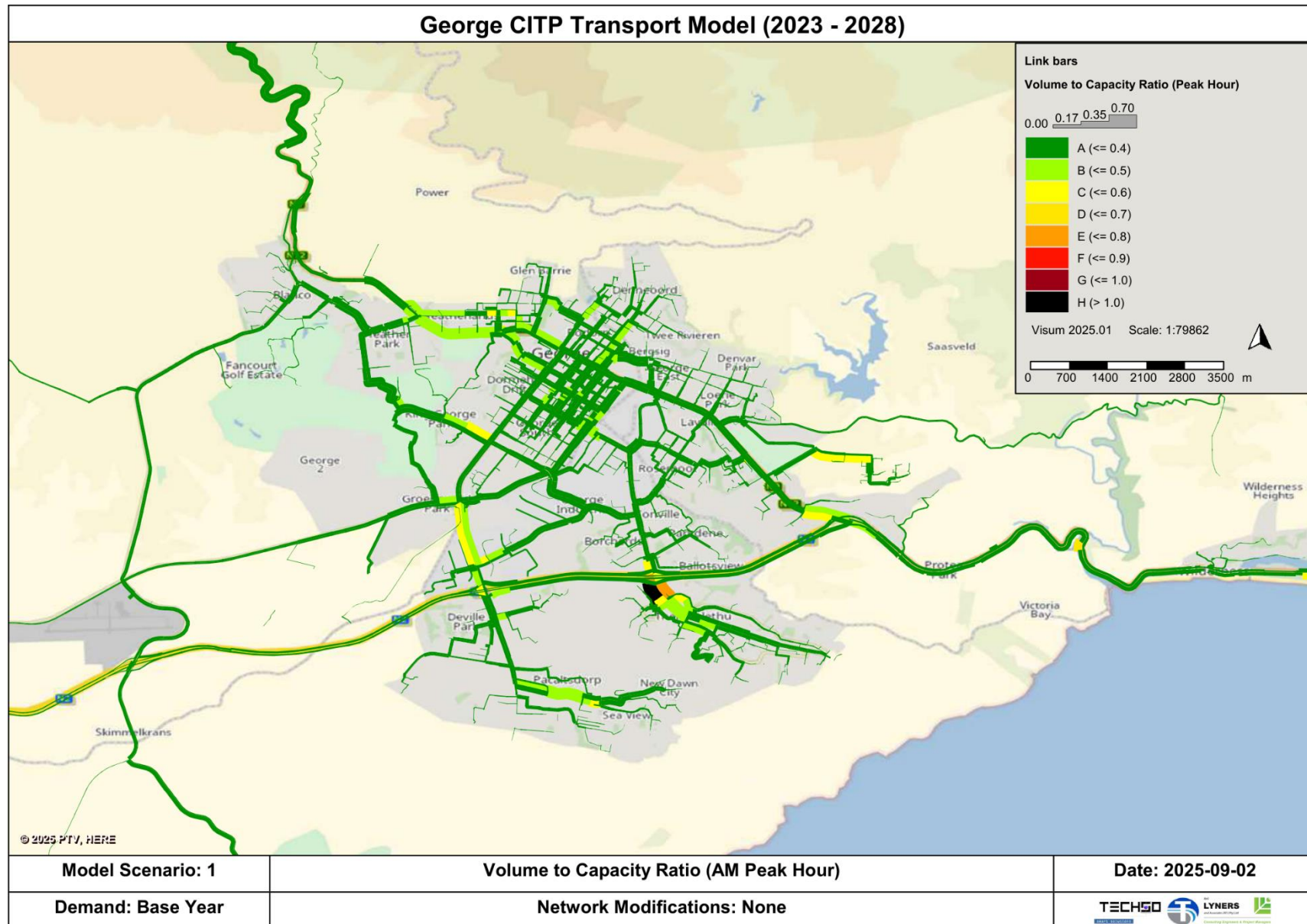
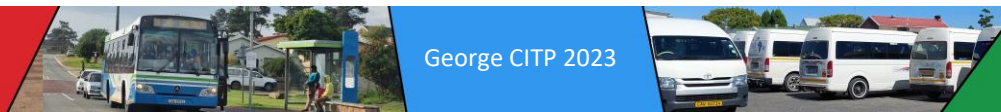


Figure 3-112: The modelled Volume to Capacity Ratio of vehicle on the road for the AM Peak Hour.





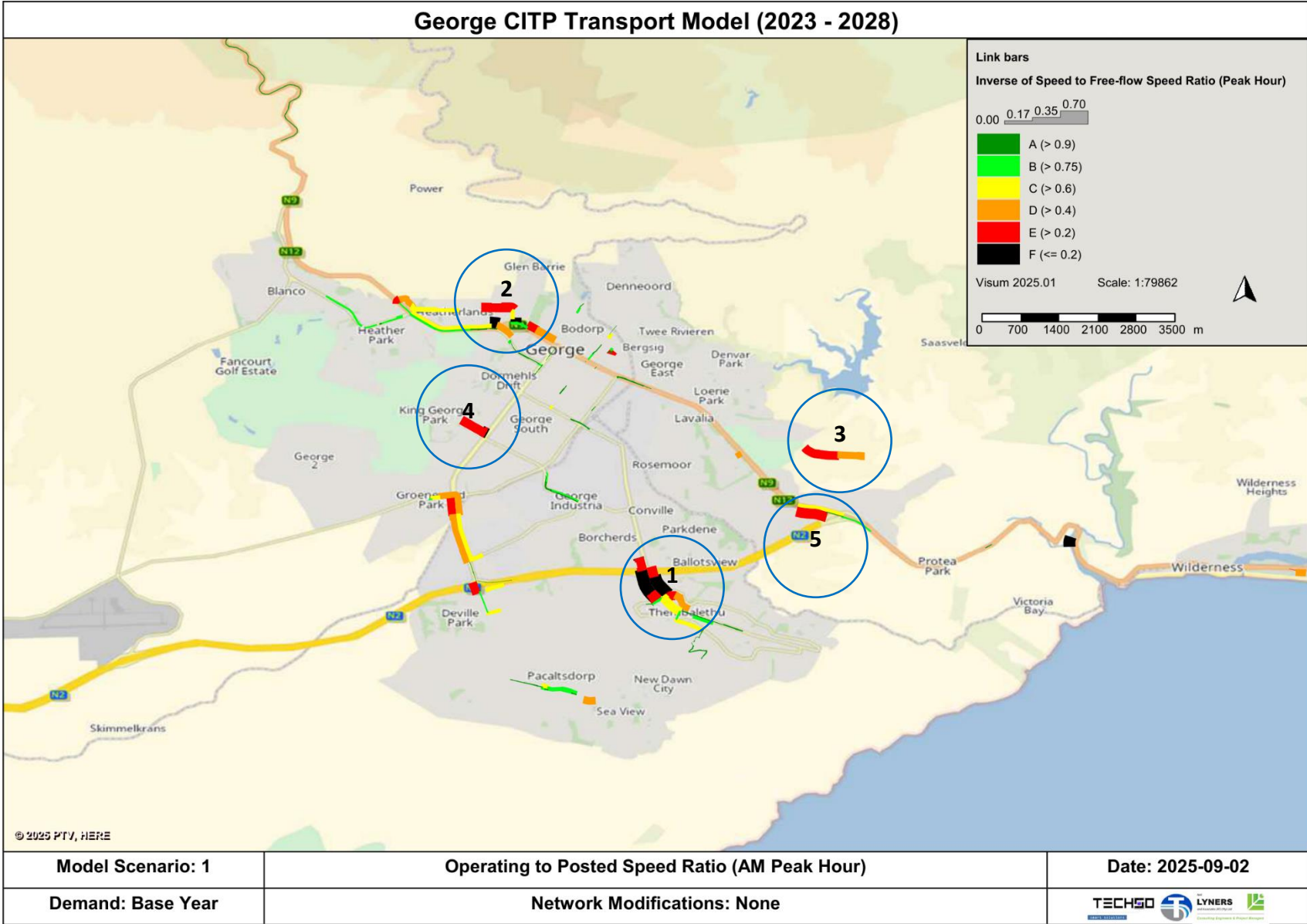


Figure 3-113: The modelled Operating to Posted Speed Ratio for the AM Peak Hour, with the top congestion problems highlighted.



## 3.7 Freight transport

The movement of freight is a major economic driver and forms an integral part of the local and national transportation network. The promotion of trade is directly correlated to the provision of freight transport infrastructure. As such, it is crucial to improve the efficacy of freight movement within the network, but at the same time, the impact of growing freight volumes on other modes of transport and transportation infrastructure must also be considered.

In South Africa, freight is moved via road, rail, air, seaports and pipelines with road freight occupying the largest share of the mode. This section describes the status quo of freight transport within the George Municipal Area and delves into problems caused by or inhibiting freight movements, as well as other factors to consider, such as waste management and abnormal loads.

### 3.7.1 Road Freight

The majority of freight in the George Municipality, as in the rest of South Africa, is conveyed via roads. The utilisation of roads in George by freight vehicles is shown in **Figure 3-114**. Thicker lines in the figure indicate higher heavy vehicle volumes. It must be noted that 'heavy vehicles' and 'freight vehicles' were assumed to be interchangeable terms for the purposes of identifying freight movements for this Transport Register. The volumes indicated in **Figure 3-114** are based on three sources. The first is SANRAL Comprehensive Traffic Observation (CTO) counts, which consists of electronic 24-hour counts at strategic locations on National Routes. The second and third sources are link traffic counts and cordon traffic counts that were conducted at several key locations in George during 2022 by

the Project Team. The AM peak period between 06:00 and 08:00 was selected as the preferred period to compare heavy vehicle traffic on the different routes in George as this period is the most reflective of heavy vehicle movements.

It is clear from **Figure 3-114** that The N2 carries the most heavy vehicle traffic, while significant volumes are also present on York Street to the north of the N2 and Nelson Mandela Boulevard to the South of the N2 in Thembalethu. **Figure 3-115** and depicts the average daily heavy vehicles that travels through the George area via the N2 based on SANRAL CTO counts from 2019. The percentages in the boxes represents the total heavy vehicle percentage, where the counterpart is light vehicles, and the pie charts represent the split between the short, medium and long length heavy vehicles, corresponding to SANRAL's vehicle classification types, respectively Classes 2, 3 and 4. **Figure 3-116** depicts the same type of illustration, but on a more zoomed out level to show some of the proportions of the surrounding areas.

Heavy vehicles (trucks and buses) volumes in Thembalethu associated with transport of farm workers vary depending on seasonal farm activities. Furthermore, there is a high number of heavy vehicles present on the Knysna Road (N12) between the N2 and the George CBD. The George CBD carries quite a large heavy vehicle presence and it can be seen that the utilisation of roads in the CBD by heavy vehicles is spread quite evenly. This indicates that once heavy vehicles reach the CBD, they do not follow a major heavy vehicle route, but travel on roads mainly design for smaller vehicles. This leads to conflicts between heavy vehicles and other vulnerable road users that are commonly present in a CBD, such as pedestrians, cyclists and motorcyclist. Furthermore, the geometry of these



internal roads in the CBD does not conform to the requirements for heavy vehicles. Bellmouth radii are small, roads are narrow and street furniture and infrastructure are not placed ideally for heavy vehicle presence. This CBD Road geometry, together with the high number of traffic roundabouts in the George CBD, means that the high volumes of freight traffic could cause significant infrastructure damage. Also, there is not a freight route signage guidance plan for George, particularly for George urban area.

**Figure 3-117** shows the percentages of heavy vehicle traffic on the roads in George compared to other transport modes during the AM peak period. The N2 from Mossel Bay to Thembalethu has a high heavy vehicle percentage of between 17% and 34%. Furthermore, PW Botha Boulevard and Union Street also carry high percentages of heavy vehicle traffic, ranging between 10% and 34%. PW Botha Boulevard is located in an industrial area and there are many commercial sites on Union Street, therefore it makes sense that there would be high heavy vehicle percentages on these roads. The heavy vehicle percentage on the rest of George's roads vary between 2% to 5%, which is quite typical for roads in an urban area.

To understand why certain routes in George were more utilised by freight vehicles than others, the most used routes were compared to the different land use zones present in George. It is evident that the majority of heavy vehicle trips in George originate or terminate in industrial zones. This makes sense, as freight is usually generated by these zones and require large freight volumes to be delivered. However, as George's Industrial Zones are not concentrated and often located between residential areas, this can cause a major safety concern. **Figure 3-118** indicated the locations of the industrial zones in George in relation to the most utilized heavy vehicle routes.

From this figure it can be surmised that the three major types of freight traffic in George are:

- Freight destined for / originating from Industrial Zones
- Freight destined for / originating from the George CBD
- Freight traffic travelling through George to another location


Contrary to popular consensus among planners and planning strategies for George, it seems that there is not a major flow of freight traffic through George to Oudtshoorn via the Outeniqua Pass. From the figures, it is evident that the majority of heavy vehicle traffic through, from and to George is conveyed via the N2. It seems that a relatively small portion of heavy vehicle traffic (in relation to the traffic on the N2 and inside George City itself) travel through George to reach the Outeniqua Pass. Current data indicates that the Western Bypass will not be required for some years.

### 3.7.2 Rail Freight

There are a few rail lines that traverse through the George Municipality. **Figure 3-119** shows the location of all rail stations and rail lines in the vicinity of George. Three main lines run to/from the George CBD, namely George – Mossel Bay, George – Knysna and George – Oudtshoorn.

Based on the information provided in the Western Cape Freight Demand Model (WC FDM™) (Western Cape Government: Transport and Public Works, 2022), the extent to which freight is transported by rail and road in the Western Cape is as follows:

In 2021, the total freight with an origin or destination in the Western Cape amounted to 142.2 million tonnes, representing a 5.9% increase from 2020, which is largely attributed to economic recovery



after the impact of COVID-19. The modal split between road and rail is significant, with 57% of the total freight being transported by road and 43% by rail.

General Freight Business (GFB) refers to the competitive segment of the market that includes the total freight tonnage, excluding iron ore exports, manganese exports, pipeline transport, and, in the following analysis, stone and aggregate. The latter has been excluded from the GFB analysis as it generally involves short-distance transportation of construction materials, which is difficult to quantify and involves highly dispersed transport.

When focusing on the General Freight Business (GFB) freight specifically, an overwhelming 98% is transported by road, with only 2% carried by rail. This indicates that road transport is the dominant mode for GFB in the Western Cape, with rail playing a very limited role, especially in the movement of general freight. Rail freight showed a 2% drop in its modal split from previous years, indicating a declining trend.

Rail is primarily used for transporting low-value, bulk agricultural, and mining commodities. There is an identified opportunity to increase rail transport for specific commodities, such as fruit, but this potential has not been realised due to the lack of consolidation facilities and adequate rail service levels.

Given this context, while there is significant rail infrastructure in the Western Cape, its use for general freight is minimal. There is no local data for rail freight available. The situation is likely similar for areas within the George Municipality, given the overall provincial trends.

Transnet's 2022 Freight Rail Report states that the George – Knysna line is no longer active. According to the report, a plan has been

advertised for proposal for the development of this line with the participation of the private fruit industry. The re-opening of this line can significantly increase the freight being transported to/from George. The rail freight routes are indicated on **Figure 3-120**.

Currently, the rail network in the George Municipality is only utilised for freight transport and there are no passenger transporting services. Some of the main commodity's transport via rail through George is petroleum, grain and perishable items, specifically fruits such as berries.

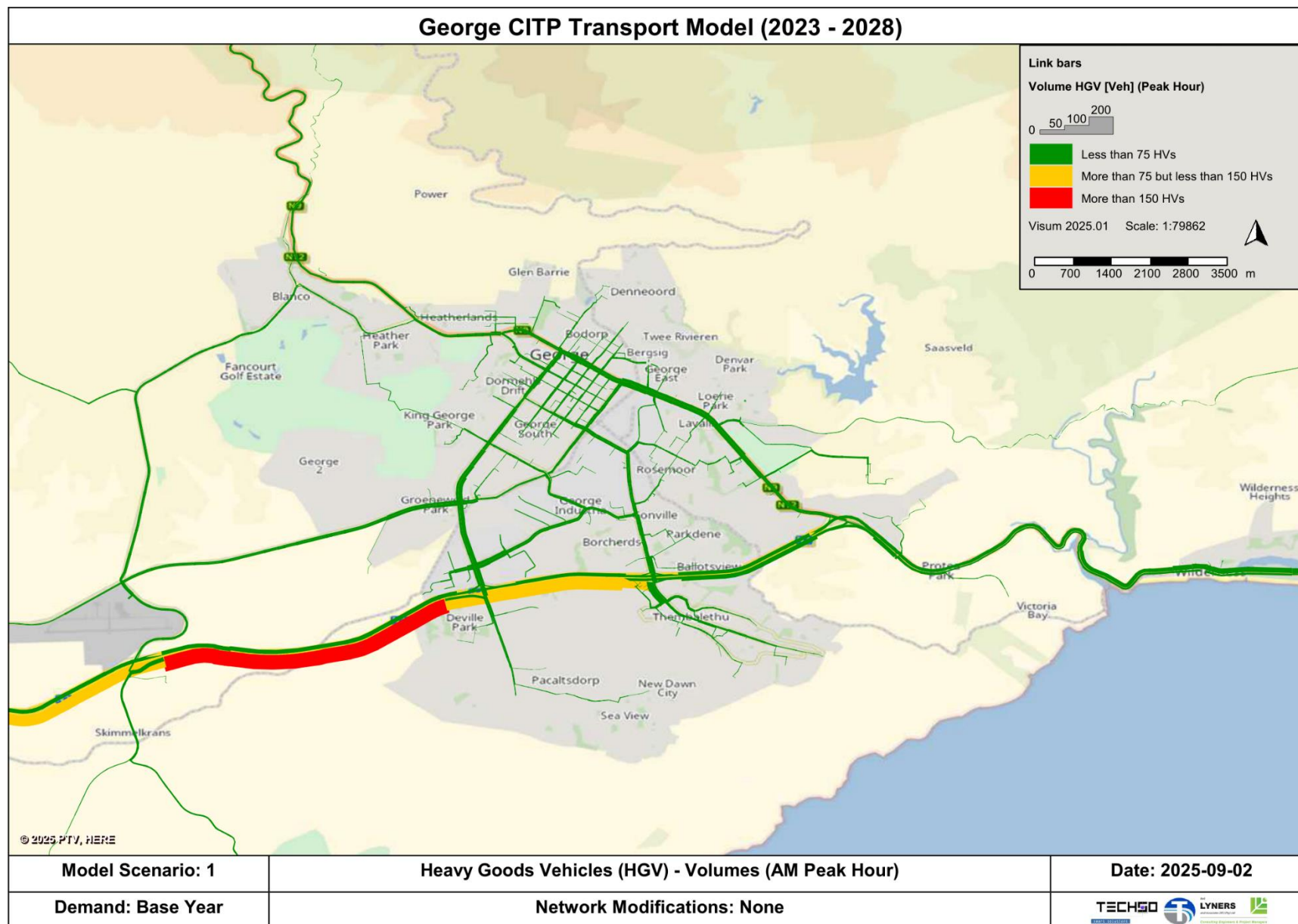


Figure 3-114: Volumes of heavy vehicles in George, during the AM peak hour.



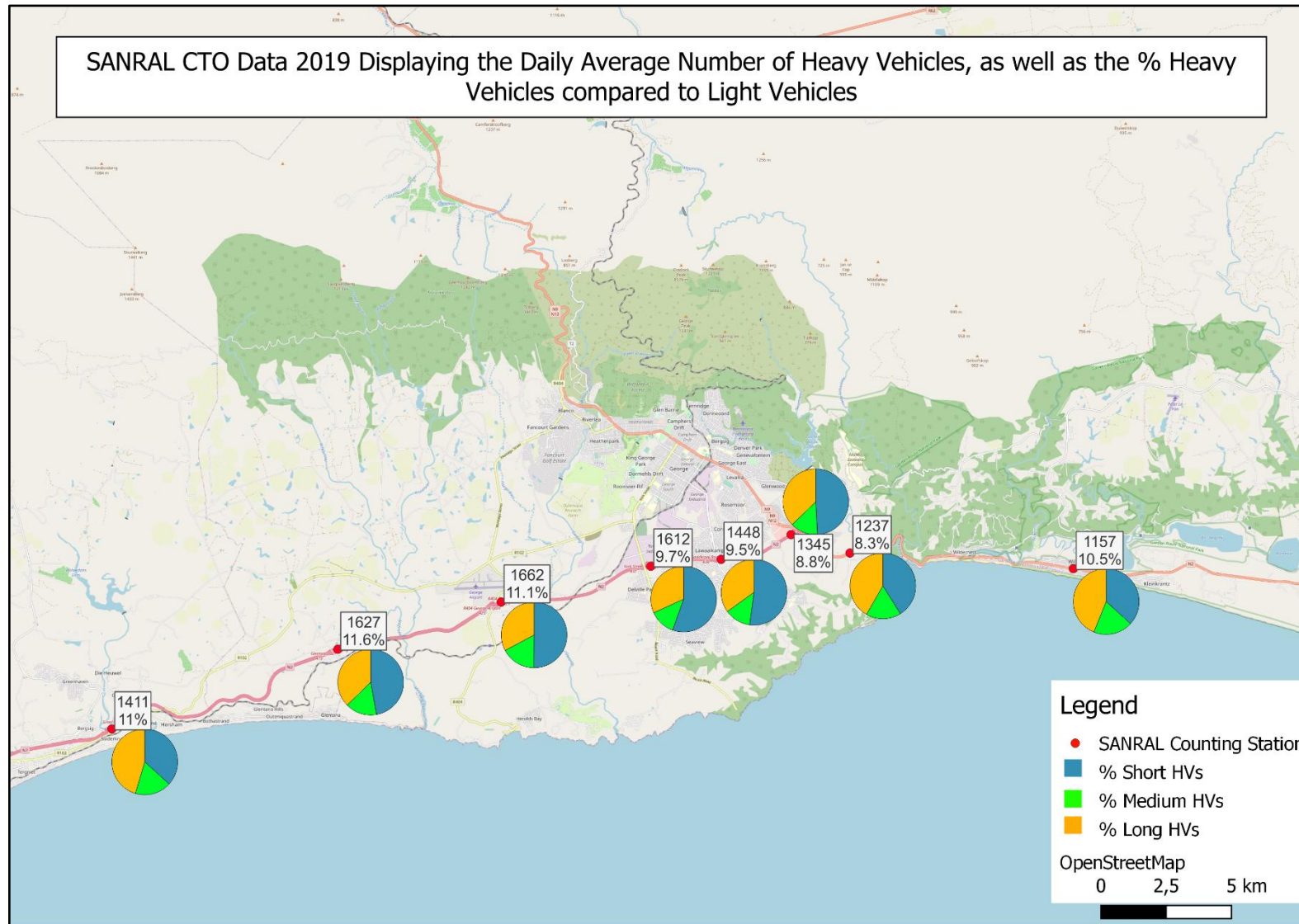


Figure 3-115: Daily average Heavy Vehicle percentages along the N2 within George, obtained from SANRAL CTO Data 2019.



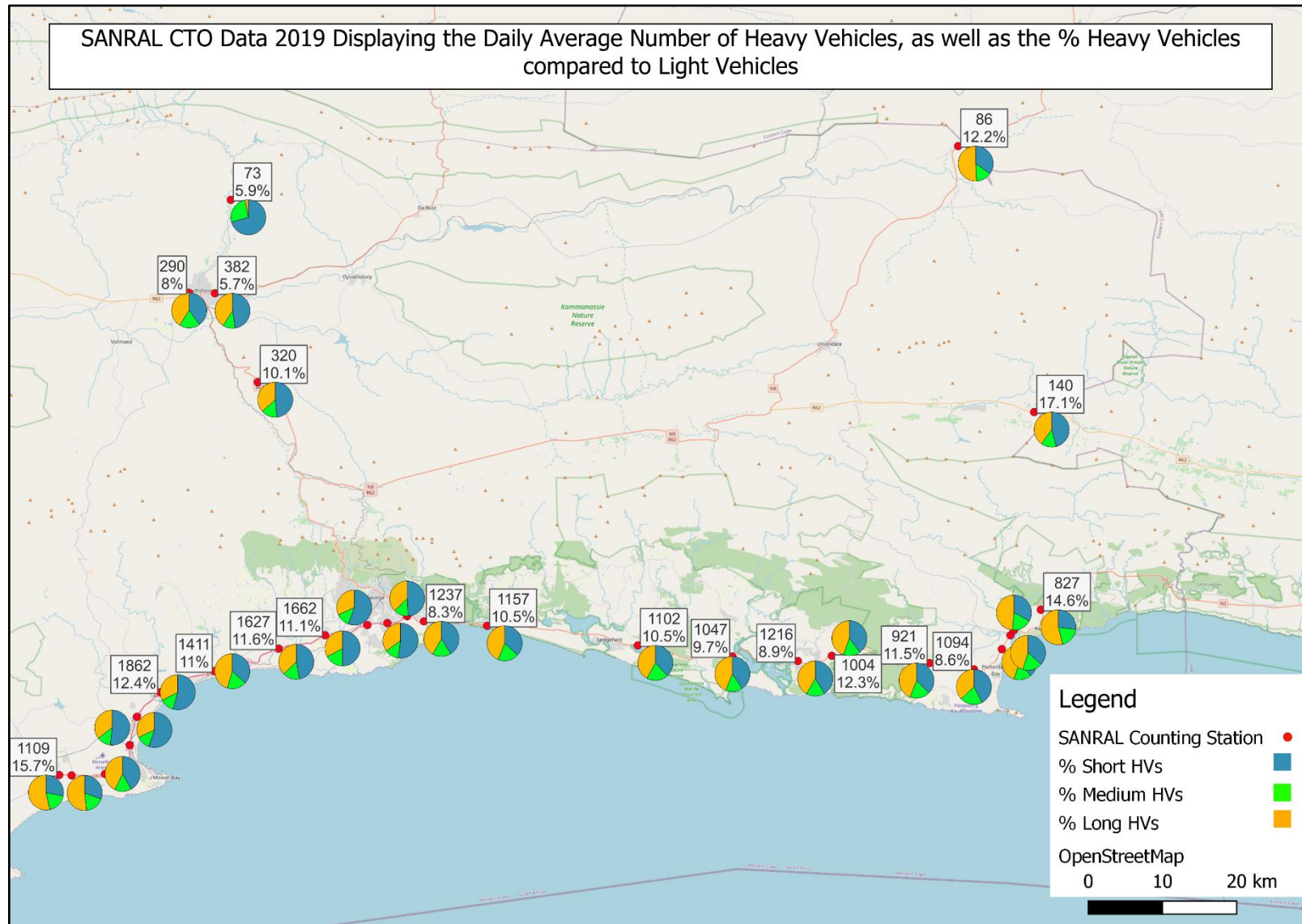


Figure 3-116: Daily average Heavy Vehicle percentages around George, obtained from SANRAL CTO Data 2019 .

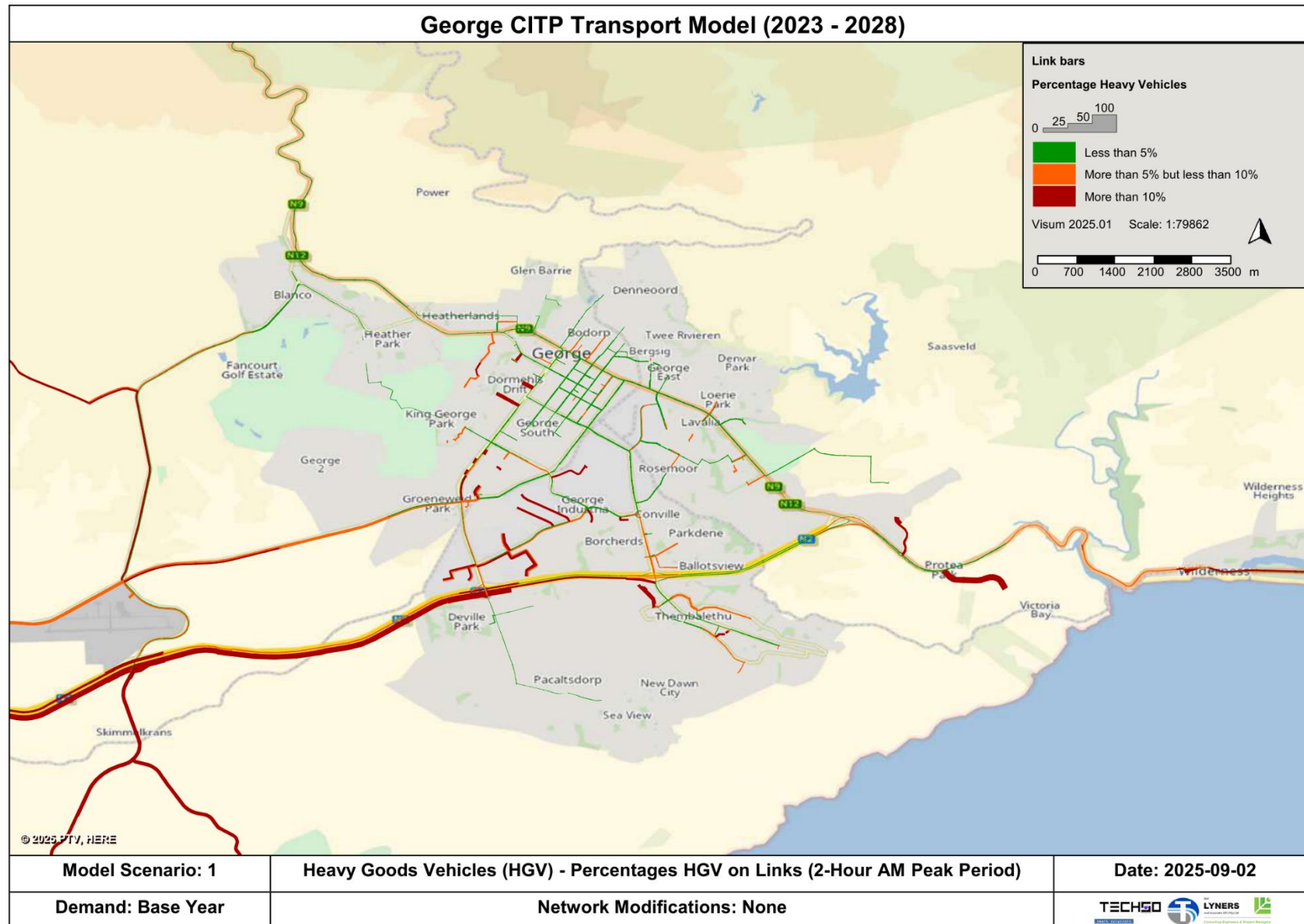


Figure 3-117: Percentages of heavy vehicles in George, during the 2-hour AM peak period between 06:00 and 08:00.



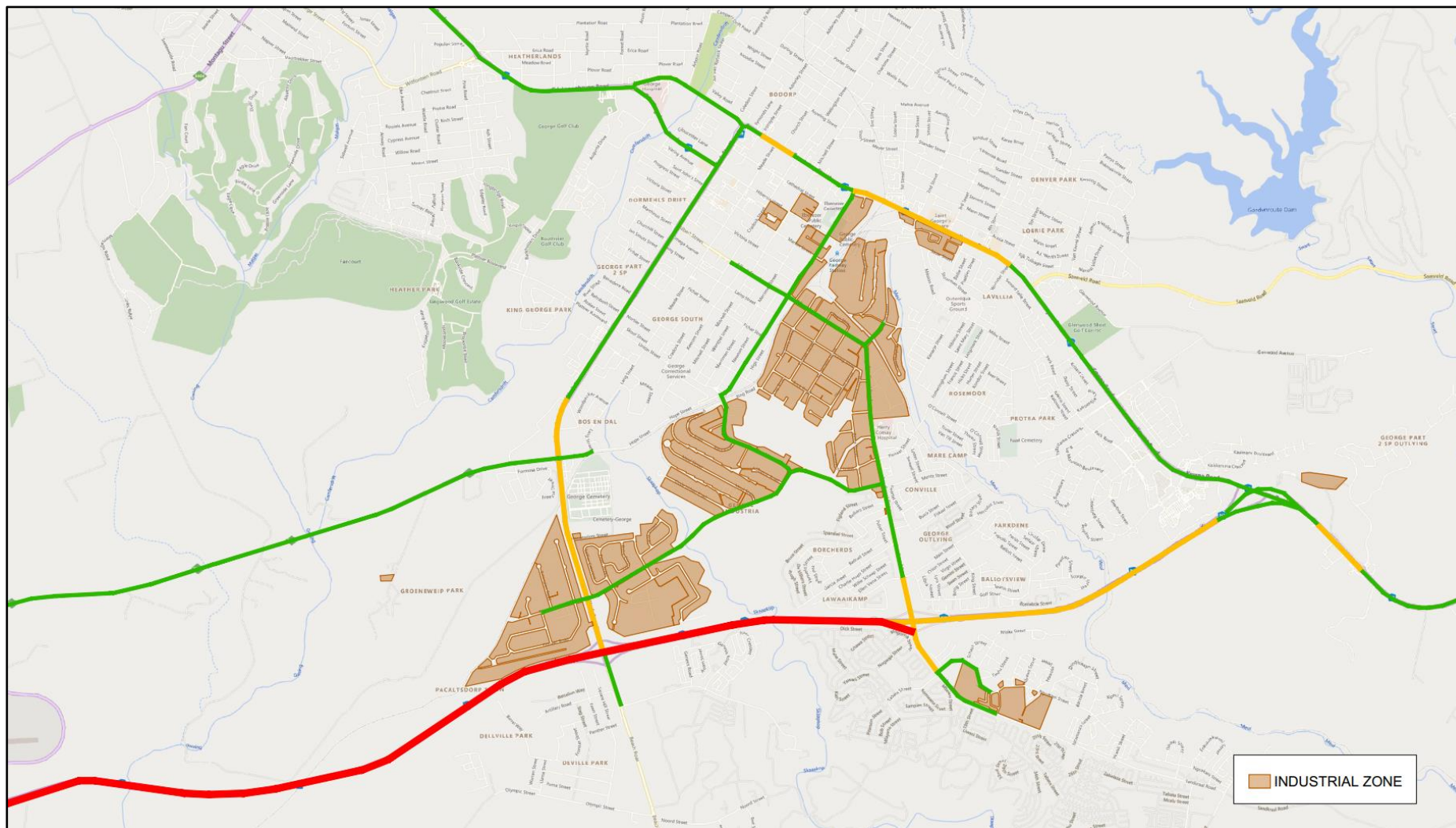


Figure 3-118: Location of Industrial Zones vs. routes with the most heavy vehicle traffic during the 2-hour AM peak period between 06:00 and 08:00 in George.

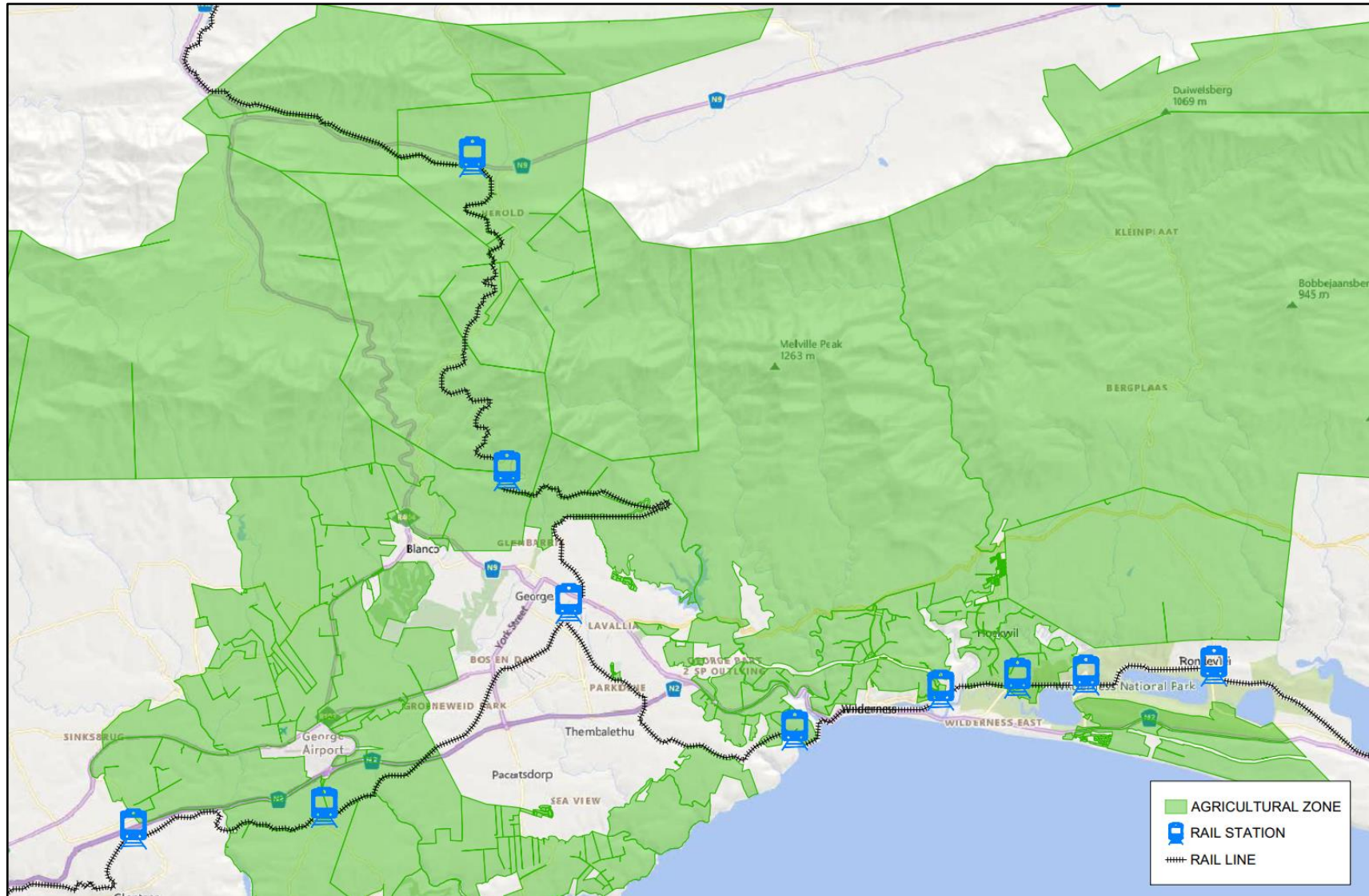


Figure 3-119: Location of rail stations and rail lines in George and surrounds.



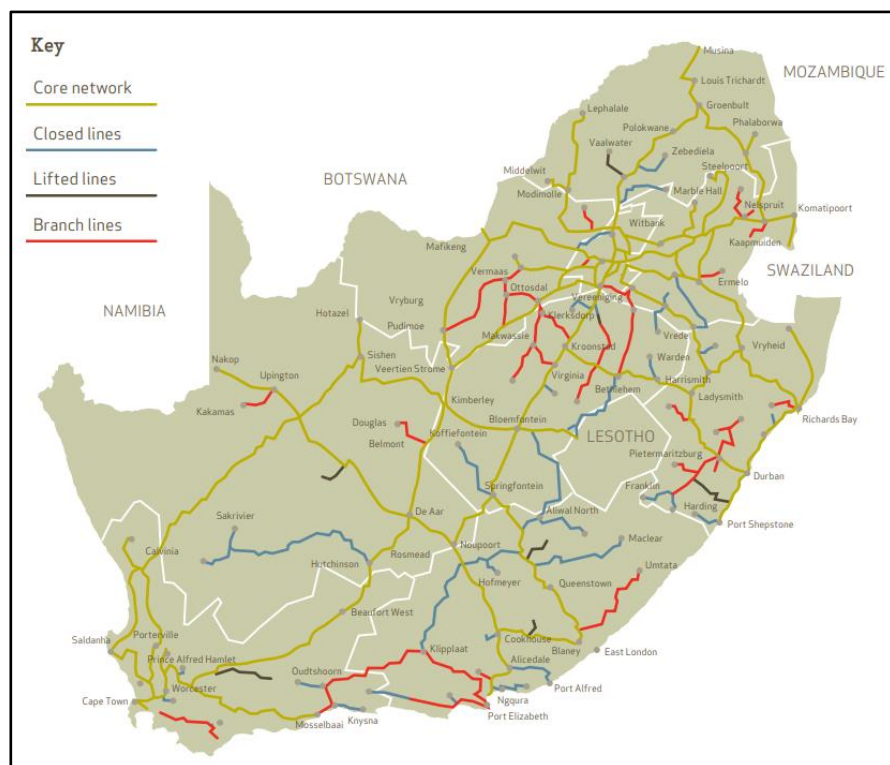


Figure 3-120: Transnet Freight Rail Network (Transnet Freight Rail Report, 2022)

### 3.7.3 Air Freight

The George Airport, constructed in 1977, is located approximately 10 km from the George CBD and currently only serves passenger transport with limited cargo being transported in passenger plane bellies. However, ACSA has plans to upgrade the airport in the near future to increase the passenger capacity and further to handle cargo planes, which will increase the movement of freight into and from George.

### 3.7.4 Port Freight

The nearest major seaport to George is the Port of Mossel Bay, located approximately 50 km from the George CBD. The Port of Mossel Bay is the third largest in the Western Cape, after the port of Cape Town and the Port of Saldanha. Even so, the cargo capacity of this port is quite limited, with the majority of traffic at this port being fish trawlers and recreational boaters. The main freight product imported through the Port of Mossel Bay is petroleum, which is not destined for George but rather the PetroSA refinery outside Mossel Bay. The current break-bulk capacity of the port is 110 thousand tons per year and the current liquid bulk capacity is 8 million kilolitres per year. There are plans to upgrade the port in the near future which could increase the freight volumes transported between Mossel Bay and George.

### 3.7.5 Problems caused by or inhibiting freight movements

Although the movement of freight is very beneficial to economic growth, the inherent nature of freight transportation brings some problems that need to be considered. The problems caused by or inhibiting the transportation of freight are further compounded by the fact that road-based freight volumes are growing significantly annually.

A road condition assessment was performed by SMEC in 2019 and is included in the George Municipality Pavement Management System (PMS). The results of the assessment are shown in **Figure 3-121** with the major heavy vehicle routes overlayed in grey. It can be noted that there is not a significant correlation between heavy vehicle presence and road condition, as there are many links with major heavy vehicle traffic that have a “good” condition rating and others with no heavy

vehicle traffic that were rated as “bad”. It is difficult from this assessment, to determine whether significant damage is being done to road surfaces by heavy vehicles, but the Council for Scientific and Industrial Research (CSIR) has found that 99% of all road damage is caused by heavy vehicles.

As discussed in a previous section, the industrial zones of George are located between residential areas and in the city’s CBD. This means that heavy vehicles need to traverse the tight geometry of the CBD roadways which were not designed for the turning movements or loads of large heavy vehicles. This leads to road damage and in some cases, damage to street furniture and street-side infrastructure. Furthermore, the presence of heavy freight vehicles in these areas of high pedestrian volumes poses significant safety risks.

A simulation was run to determine the effect that the heavy vehicle presence in George has on the environment. **Figure 3-122** shows the total fuel consumption of all heavy vehicles travelling through George for the morning peak period. Fuel consumption is directly related to the total emissions caused by a transportation vehicle. It can be seen that especially heavy vehicles on the N2 have relatively large fuel consumption levels, which in turn relates to high emissions. A shift in freight from road to rail could reduce the emissions caused by freight transportation.

Other problems caused by freight transportation include increased road accidents, congestion of the road network, land use costs for right-of-ways, noise pollution and traffic enforcement. The 2019 Provincial Freight Strategy of the WCG provides estimated costs for the different problems caused by freight transportation for both road and rail, respectively. These estimated costs are contained in **Table 3-42**.

*Table 3-42: Estimated costs of freight problems (WCG Provincial Freight Strategy, 2019).*

Externality	Road Cost (c/ton-km)	Rail Cost (c/ton-km)
Accidents	4.08	0.29
Congestion	1.71	-
Emissions	5.21	1.03
Land Use	0.93	0.09
Noise Pollution	1.98	0.02
Enforcement	0.99	-
<b>Total</b>	<b>14.90</b>	<b>1.43</b>

It can be noted that the cost of road freight is estimated to be almost 10 times more than that of rail freight, suggesting that the shift from road to rail for freight could be very beneficial. Problems such as congestion and enforcement are not applicable to rail freight, and therefore rail poses less risk to the transportation network than road freight.

There are however challenges in moving freight to rail as shown below:

- Rail is extremely slow in comparison to road transport that is virtually from factory to business doorstep.
- Rail is subject to even more crime problems than road transport.
- The local rail freight handling infrastructure is poor.
- Owing to the problems with the Outeniqua line, George is a dead end for rail freight.

Whilst rail transport is generally preferred for freight transport, particularly for long-distance transport, from a practical perspective rail does not seem to offer a very attractive freight transport option for George.

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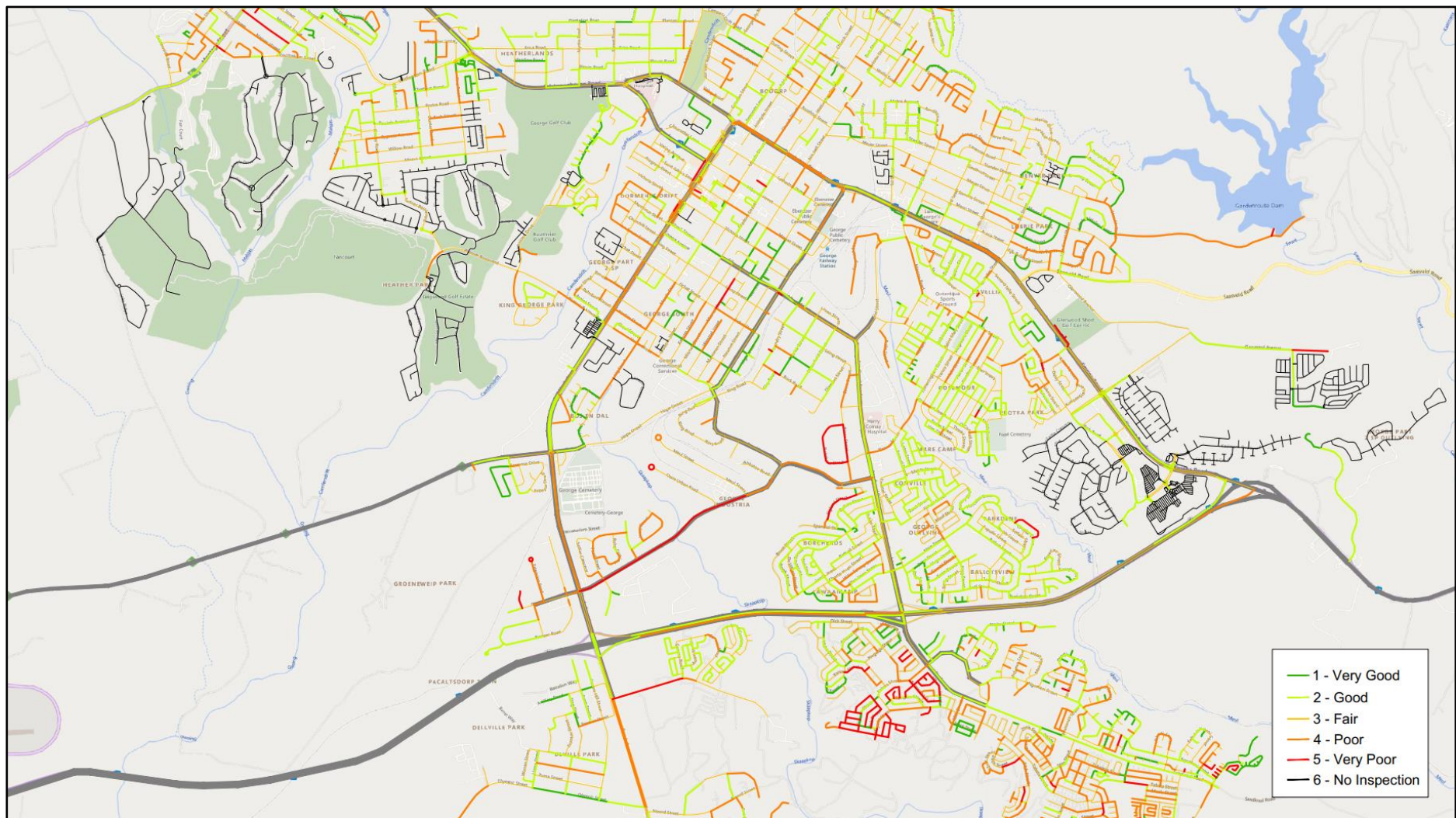


Figure 3-121: Condition of roads in George according to the George Municipality Pavement Management System, 2019.



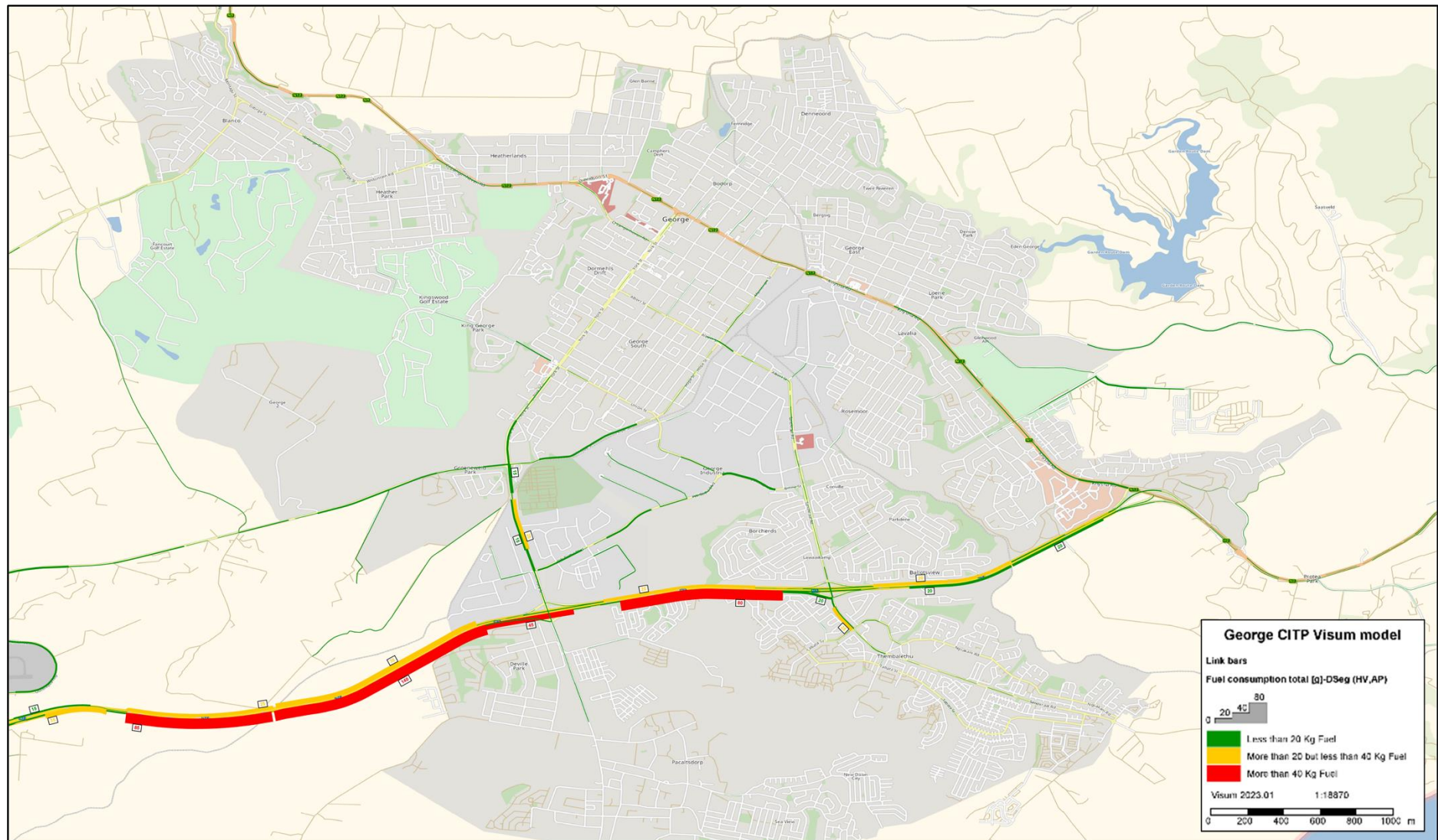


Figure 3-122: Total fuel consumption by heavy vehicles in George during the 2-hour AM peak period between 06:00 and 08:00.

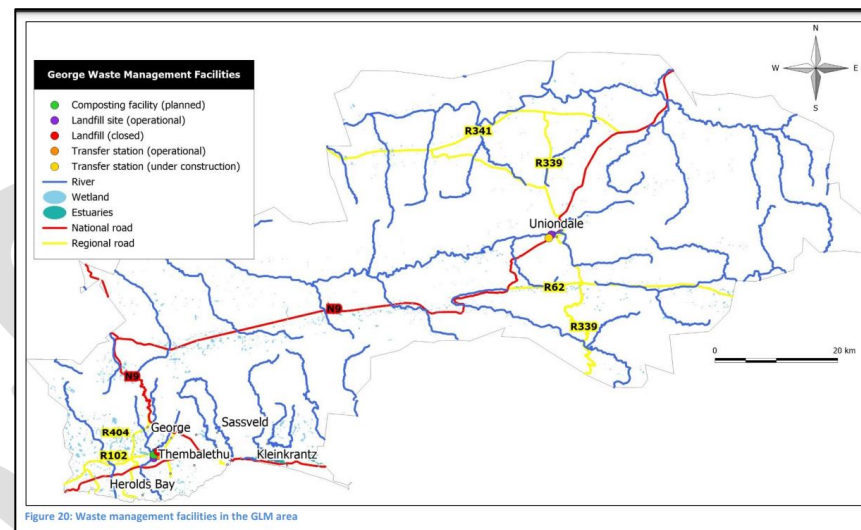
### 3.7.6 Waste Management

Solid waste is a contributor to the freight volumes in a municipality and is considered.

**Figure 3-123** indicates the locations of waste terminals in the George Municipality and key routes used by refuse transportation vehicles.

*Table 3-43: Summary of waste management facilities in the GLM area (GIBB, 2020).*

Status of site	Number of sites
Operational landfill site	2
Closed landfill site	1
George Transfer station (operational)	1
Uniondale Transfer station (completed, not operational)	1
MRF (under construction)	1
Composting facility (in planning/construction)	1



*Figure 3-123: Waste management services in the GLM area (GIBB, 2020).*

Currently, George transport waste to the PetroSA landfill in Mossel Bay. The GRDM is in the process of developing a regional landfill site which will accept waste from George, Mossel Bay, Bitou, Knysna and some areas of Hessequa local municipalities. Oudtshoorn local municipality and Kannaland local municipality (KLM) will not be making use of the site at this time. The regional landfill site was permitted in 2014 (DEA ref: 12/19/11/L1395/9), and this permit was amended in July 2017 to extend the date for commencement of construction. The site is located off the R102, after the Show Grounds, on the way to the airport.





Figure 3-124: Location of GM regional landfill site (Google Earth, 2023).

### 3.7.7 Abnormal loads and dangerous goods

Abnormal loads consist of vehicles or cargo that exceed the prescribed dimensions or weights as defined by the National Traffic Act. As such, the routes that such vehicles can use are limited to roadways that can accommodate such larger dimensions and are usually major roadways such as the N2 in George.

There is not sufficient control and regulation in the George Municipality when it comes to the transportation of hazardous goods. Vehicles carrying hazardous goods share the roadway with regular commuter traffic, which poses a safety risk.

### 3.7.8 Measures in place to deal with overloading

The overloading of freight vehicles is a major concern, as overloaded vehicles pose great safety risks and according to the CSIR, causes approximately 60% of road damage. Overloaded freight vehicles are directly responsible for the majority of premature road deterioration and pavement damage.

The enforcement of vehicle overloading is a concern, as there are limited weighbridge locations in the Western Cape. Currently, there are only nine weighbridges in the province and all are located next to major routes. The weighbridges operate only 16 hours a day, five days a week and two weekends a month. The weighbridge in Beaufort West operates 24/7. There is not adequate support for overloading enforcement, which leads to many overloaded vehicles on the road network.

There are currently no weighbridges located in the George Municipality, but there are some dynamic count locations where weigh-in-motion technology is utilized. This information is only collected for informational purposes and not for enforcement. A proposal has been investigated to construct a weighbridge facility adjacent to the N2 between Mossel Bay and George. Four potential sites have been identified (see CITP for details), but no plans for construction have been completed.

## 3.8 Financial Information

Describe sources of transport system income and expenditure by the municipality.

- Sources of income and expenditure by the Planning Authority on all transport services and infrastructure.

Regarding Regulation 23(3) mentioned earlier, the National Treasury has approved supplementary transfers as stated on page 15 of Gazette no. 48327 released on 29 March 2023, shown in **Table 3-44**. This indicates the budget adjustments pertaining to civil engineering services for GM.

*Table 3-44: George Municipality additional allocations adjustments for Civil Engineering Services in Rands (George Municipality, 2023).*

Grant	Original Budget	Adjustment	Adjusted Budget
Regional Bulk Infrastructure Grant	R240 648 000	R134 248 000	R374 896 000
Public Transport Network Grant	R190 410 000	R45 690 000	R237 100 000

**Table 3-45** and **Table 3-46** contains the GM capital budget funding for 2022/2023, and the streets and stormwater budget for 2022/23, respectively. The Streets and Stormwater portion of the GM 2022/23 annual budget is shown below, where Streets and Stormwater take up 26% of the budget. The full financial information is provided in **Annexure E**

*Table 3-45: George Municipality Capital Budget Funding for 2022/2023 in Rands (George Municipality, 2023).*

Description	March adjustment budget 2022/2023	Proposed adjustments	April adjustment budget 2022/2023
Capital replacement reserve (CRR)	R166 337 482	R2 160 000	R168 497 482
External financing fund (EFF)	R266 204 443		R266 204 443
Grants	R585 398 126	R126 927 391	R712 325 517
Other			
<b>Total</b>	<b>R1 017 940 049</b>	<b>R129 087 391</b>	<b>R1 147 027 440</b>

Table 3-46: Streets and Stormwater budget 2022/23 for George Municipality .

Budget Items > R10 million	Funding Source	Budget
GIPTN Roads Rehabilitation	CCR	R10 160 000
Reseal of Streets	EFF	R10 000 000
Upgrade existing Infrastructure (George South)	GRANTS	R43 043 478
Tabata St Section 3-6	GRANTS	R14 297 500
NgacaniSt Section 2-4	GRANTS	R19 807 500
Rooidraai Roads Slip Failure	GRANTS	R11 521 826
Streets and Stormwater (General Projects)	GRANTS	R11 333 374
Streets and Stormwater (Specific Projects)	GRANTS	R81 572 640
Peters Road Repair Slip Failure and Associated Stormwater	GRANTS	R16 521 739
<b>Sum of Above</b> (73% of Streets and Stormwater Budget)		<b>R218 258 057</b>
<b>Overall Total Streets and Stormwater Budget</b> (26% of Total Budget)		<b>R298 392 744</b>
<b>TOTAL BUDGET</b>		<b>R1 147 027 440</b>

## 3.9 Public Transport Rationalisation

### 3.9.1 Introduction

Transport rationalisation is a key tool within an access and mobility strategy supporting the objectives of a city's CIP. It is important to optimise mobility of passengers, goods and services in providing a quality transport service to all its residents and commuters. A balance must be attained between quality transport services and quality transport infrastructure in contributing to the development needs across all the economic sectors.

User needs and expectations are discussed in Chapter 2 “*Smart City - Access, Accessibility and Mobility Framework (AAMF)*” of the CIP in terms of *access*, *accessibility* and *mobility*, as below:

- **Access to Transport:** It refers to the availability of transport options within a reasonable distance or effort. It's crucial for ensuring that all areas, especially underserved communities, are connected to the transport network.
- **Accessibility:** Is about the ease and equitability for people to reach desired services and destinations, including for those with disabilities or limited mobility.
- **Mobility:** Focuses on the ease of movement within the transport network. It encompasses the efficiency, speed, and convenience of transport services.

Figure 3-125 shows diagrammatically the integration of the three (3) core components of accessibility to the transport network and destination, the Transport System and Mobility of the transport network with its sub elements working together towards the development of a Comprehensive Integrated Transport Plan (CITP) for George. It forms the foundational basis and context for the





development of required policy, strategy, frameworks, and various plans (e.g., Roads Master Plan, NMT Plan, Freight Plan, Operating Licence Strategy (OLS), etc.) for the different functional areas of the transport system.

The movement of people within a transport system is provided via a matrix of different types of modes where public transport should play the most important role to reduce the negative impact of passenger vehicles (cars) movement with associated adverse impact on the environment and economy. One of the solutions is to make public transport more attractive. Furthermore, it is important to remove competition between modes on routes and prioritise the various modes in terms of purpose and function within the complete transport system. In the long-term rail transport should become the main transport system for freight as opposed to heavy vehicles on the road network. In general, a normal rail commuter service would not be optimum and effective for the combination of capacity and distance within the George urban and immediate rural town context. However, one should investigate the revival of the commuter rail services between towns within the Garden Route District, specifically Mossel Bay, George, Wilderness and Knysna. The combination of a potential daily with a concessioned tourism orientated commuter rail service, may be a viable option with other scheduled PuT services. A Light Rail (LR) commuter service will not be a feasible option until the overall rail services has been renewed and can integrate with a LR system in conjunction with the role and purpose of the GIPTN but could potentially be considered for George with an adequate growth in demand. Following rail, the other transport modes such as GO GEORGE, minibus taxis, etc. should be prioritised. Service and route rationalisation at the network level ensure high quality services that respond to the changing needs of a growing city.

Transport rationalisation should meet the key transport management objectives for George Municipality in terms of the CITP. Key Transport Management Objectives in terms of Transport Rationalisation is ranked for three (3) key transport services (Public Transport, Freight Transport, Services Transport) as shown in **Table 3-47**.

It is interesting to note that *safety and security* is the highest ranked objectives for all three key transport services with *efficiency and timeliness* and *reliability* the second and third highest ranked objectives. The five (5) highest ranked objectives for public transport rationalisation are shown in **Table 3-48**.

Public Transport Rationalisation in George should aim to improve *accessibility, connectivity, and efficiency* of the over-all public transport system. It is also possible for individual users within the realm of passenger transport to assist in this transformation process in-solving transport problems by changing their travel behaviour as a pedestrian, cyclist, or motorist. It is also evident from the above objectives that *safety and security* is a key requirement for encouraging modal shift to public transport.

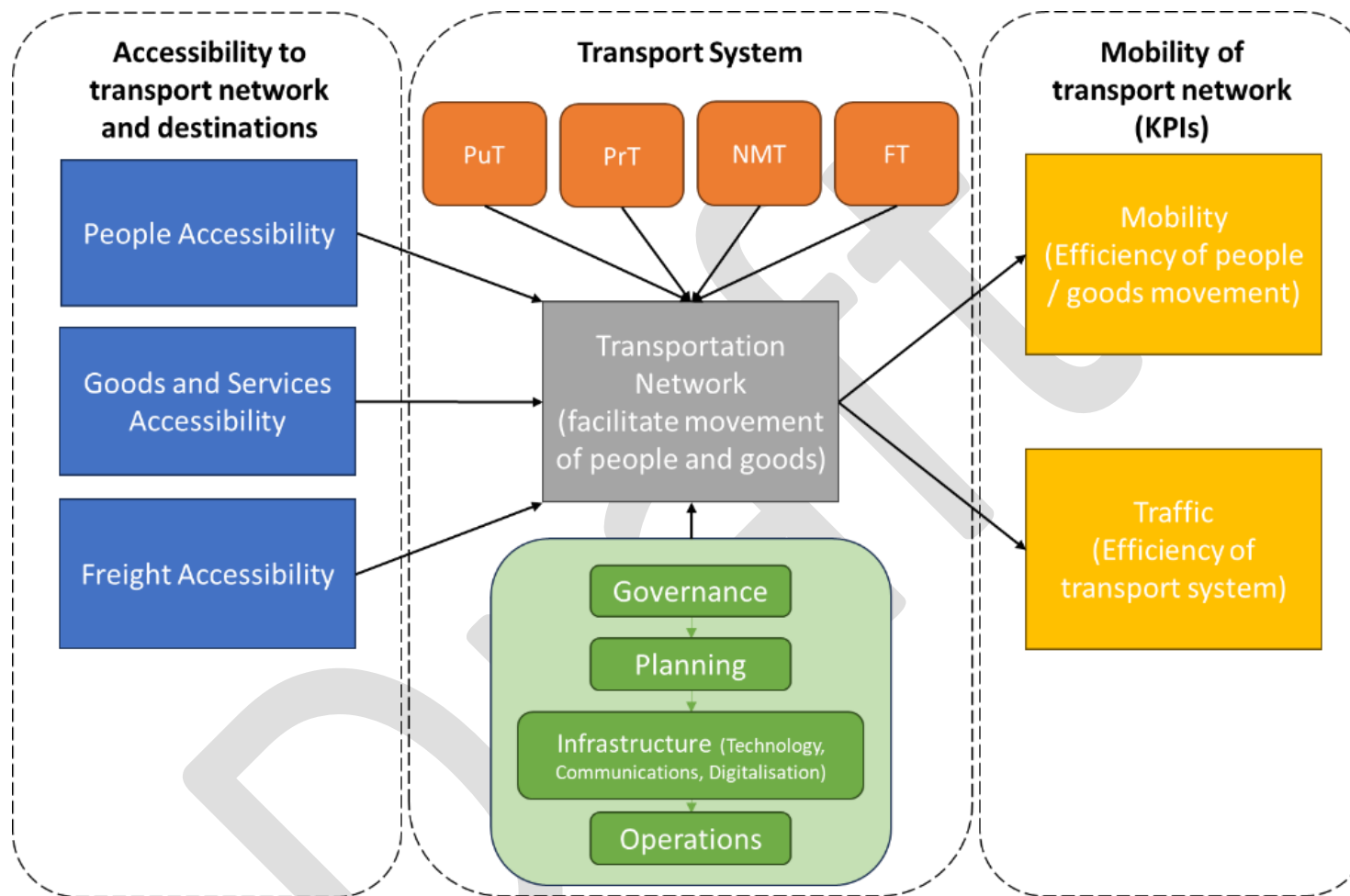


Figure 3-125: Components of the Integrated Transport for George.

Table 3-47: Key Transport Management Objectives in terms of Transport Rationalisation.

Key Transport Management Objectives in terms of Transport Rationalisation			Transport Objectives Ranking (Based on importance)		
No.	Objectives (listed alphabetically)	Needs	Public Transport	Freight Transport	Services Transport
1	Accessibility and Coverage	Fundamental for equitable and city-wide service provision.	5	14	16
2	Adapting Transport to Real Needs	Important for ensuring services meet actual user requirements.	11	9	6
3	Additional Transport Services	Useful for addressing diverse needs, but secondary to core services.	15	11	14
4	Availability of Information	Essential for user convenience and system efficiency.	10	10	10
5	Cost-Effectiveness	Significant for the sustainability of transport providers and affordability for users.	4	5	4
6	Door-to-Door Transport System	Beneficial for comprehensive service provision.	13	13	12
7	Economic Development	Important for supporting city growth and attracting businesses.	16	4	9
8	Efficiency and Timeliness	Crucial for user satisfaction, for prompt service delivery and economic efficiency.	2	2	3
9	Environmental Sustainability	Critical for long-term urban health and global responsibilities.	8	6	7
10	Integration and Connectivity	Key for a seamless and efficient transport experience.	7	7	8
11	Public Information Systems	Important for real-time updates and planning.	9	17	17
12	Reliability	Essential for public trust, for maintaining service schedules and regular usage.	3	3	2
13	Safety and Security	Paramount for passenger, service personnel and equipment and freight transport.	1	1	1
14	Saleability of Offered Service	Important for market viability, but less critical than operational aspects.	17	12	15
15	Transparency of the Transportation System Process	Important for public trust and system accountability.	14	8	11
16	Trouble-Free Interface Override	Useful for enhancing user experience and accessibility.	12	15	13
17	User Satisfaction	Vital for maintaining and increasing ridership.	6	16	5



Table 3-48: Key Transport Management Objectives in terms of Transport Rationalisation.

Key Transport Management Objectives in terms of Transport Rationalisation			Transport Objectives Ranking (Based on importance)
No.	Objectives (listed alphabetically)	Needs	Public Transport
5	Safety and Security	Paramount for passenger, service personnel and equipment and freight transport.	1
3	Efficiency and Timeliness	Crucial for user satisfaction, for prompt service delivery and economic efficiency.	2
4	Reliability	Essential for public trust, for maintaining service schedules and regular usage.	3
2	Cost-Effectiveness	Significant for the sustainability of transport providers and affordability for users.	4
1	Accessibility and Coverage	Fundamental for equitable and city-wide service provision.	5
6	User Satisfaction	Vital for maintaining and increasing ridership.	6


### 3.9.2 Context

The detailed Transport Register (TR) provides data and relevant information on the status of the current *transport supply* for the development of the GM CIP. It informs the development of the Transport Model (TM) for the CIP in terms of current and future land use and transport demand and supply. The TR and the TM serve as input to the development of the George Municipality Public Transport Plan (PTP), described in Chapter 7 of the CIP. The TR also serves as input to the development of the GM Operating Licence Strategy (OLS).

To give effect to the goals and objectives of the GM as described in the IDP, MSDF and interpreted in the CIP specifically for transport, the current status of transport, more specifically public transport, requires rationalisation and restructuring of George Municipality's Transport System.

Providing people access to a well-integrated public transport system which in turn provides access to opportunities with acceptable levels of mobility is a fundamental outcome of a Rationalisation Strategy (RS) of public transport, defined in the Chapter 7 (PTP) of the CIP.

It is important to re-establish the public transport competitive form and build confidence in the public transport system for the commuting public as well as enabling public transport operators to



act and operate within a professional (scheduled) service environment. In view of the key objectives for transport rationalisation, the specific purpose of a George Transport Rationalisation Strategy (GTRS) is to:

- Eliminate / reduce competition between PuT services, specifically for any subsidised services, if any.
- The OLS should provide clear guidelines to award permits to public transport operators (minibus industry) to support the GO GEORGE system whether it is temporary until the GO GEORGE has been fully developed and or part of a structured network of services where the other public transport modes fulfil a feeder service role, compliment the system operational methodology or fill a gap in the complete transport network plan.
- Advise on restructuring of the overall PT system in terms of the PTP for GM if necessary, relating to other modes of PuT, specifically when the rail commuter services are being considered and recommissioned.
- Improving contracts to effectively serve the goals and objectives of the CITP and PTP for contracted services.
- Provide guidance on the awarding of operating licenses to non-contracted services in terms of the RS, PTP and defined in the GM OLS.
- Assist in making informative decisions (when, where, and how) and the level of subsidies that should be applied.

During the development of the CITP and TR it became evident that George Municipality would also require an Operating Licensing Strategy (OLS) to facilitate input to the Provincial Regulatory Entity (PRE) Operating Licenses approval and issuance process in terms of management and regulation of public transport. The OLS should serve more than being only an approval and issuance process, but

advise on termination or change of conditions of operating licences in context of the appropriate mode of PuT to serve the needs of the overall public transport system.

In summary, the RS should advise and enable the following:

- Maintain and update subsidised services contracts to ensure services can continue without interruption.
- Identify areas of overlapping services where PuT services compete and assessing the impact.
- Develop Restructuring Strategies that propose changes to the PT system in line with PTP for GM taking cognisance that the GIPTN forms the backbone of the George PTP.
- Advising on subsidy allocation strategy, i.e., when, where, and how subsidies should be applied, based on data-driven insights.
- Rationalisation of existing services by monitoring licence conditions expiratory terms, so that services do not continue to operate in contradiction to the PTP.
- Rationalisation of existing scheduled services in terms of the PTP specific operational requirements where there are any route changes or change in PuT service, such as combination with existing Learner Transport contracted services , specifying relevant and appropriate permit conditions.
- Rationalisation of minibus taxi-type services in terms of the PTP specific operational requirements, specifying relevant and appropriate permit conditions.

Subsidies are managed by the Provincial Authority with funding provided by the Department of Transport (DoT). It is therefore crucial that the Provincial Authority be involved at all stages of decision making related to subsidised services.

## 4 SYNOPSIS

The Transport Register (TR) for George Local Municipality, as a component of the Comprehensive Integrated Transport Plan (CITP), serves as a snapshot of the current state of George's transportation system. The TR focuses on the detailed aspects of the transportation system. It covers a comprehensive range of topics, including the analysis and classification of roads, public transportation services, and traffic management. The TR also delves into the specifics of public transport routes, types of vehicles used, and passenger statistics. Additionally, it addresses issues such as road maintenance, traffic congestion, and transport safety measures. The TR serves as a critical resource for understanding the current state and challenges of the transport infrastructure in George Municipality, offering insights valuable for future planning and development in the transport sector. The main topics included the following:

- **Demographic Information:** This section includes detailed demographic data, such as population distribution, income levels, educational attainment, and car ownership statistics, providing a socio-economic backdrop for transport planning.
- **General Overview of the Transportation System:** Offers an overview of the transportation types available, the volume of vehicles, and the average travel distances, giving a broad perspective of the transport landscape.
- **Regular Daily Public Transport System:** Describes the regular public transport services, including types of transport, frequency, and routes, highlighting the daily commuting patterns.
- **Other Public Transport Services:** Focuses on additional public transport services, such as non-daily or specialised

transportation, expanding the view of the transport ecosystem.

- **Public Transport Companies and Associations:** Lists and describes the various companies and associations involved in providing public transport, indicating the stakeholders in the transport sector.
- **Roads and Traffic:** Examines the state and usage of roads, traffic flow patterns, and congestion issues, offering insights into the road transport infrastructure.
- **Freight Transport:** Discusses aspects of freight transport, including challenges like vehicle overloading, critical for understanding commercial transport dynamics.
- **Financial Information:** Provides financial data related to transportation, including income, expenditure, and funding sources, highlighting the economic aspects of transport management.
- **Public Transport Rationalisation:** Explores strategies and plans for rationalising public transport, focusing on efficiency and sustainability in transport services.

The TR provides essential data and insights but is part of a broader input to the CITP. It lays the groundwork for more extensive analyses, such as the Status Quo Assessment, offering a foundational understanding of the transport landscape. The Transport Register's detailed examination of transport infrastructure, services, and usage patterns is instrumental in informing future planning and decision-making processes within the municipality.

The transport landscape in George is undergoing a dynamic transition, catalysed by innovative initiatives such as the GO GEORGE bus transport system, and is poised for further transformation with the introduction of Smart Mobility solutions. This chapter presents a



comprehensive Status Quo of George's transport facilities, detailed in **Table 4-1** through **Table 4-4**. In **Table 4-1**, the Macro Mobility Facilities are highlighted, encompassing everything from public transport services such as the GoGeorge system to minibus taxis and rail services, detailing their infrastructure and operational intricacies. **Table 4-2** and **Table 4-3**, offer a breakdown of vehicle capacities and operational licenses, vital for understanding the current mobility ecosystem. Meanwhile, **Table 4-4** delves into Micro Mobility Transport Services, shedding light on the range of transport options, including motorised and non-motorised means, which are increasingly integral to urban mobility networks.

These tables collectively paint a detailed picture of the current mobility facilities and services, revealing insights into the capacity, coverage, and operational details of the transport modalities in George. They underscore the importance of strategic planning and the need for integrated mobility solutions to address the contemporary demands of urban transport.

This section aims to condense this data, providing a snapshot of the existing transport fabric and setting the stage for identifying the gaps and needs that will guide George's journey towards becoming a Smart City with a robust, sustainable, and user-centric mobility network.

#### 4.1.1 Macro Mobility Transport Services

**Table 4-1**, the *Status Quo of Macro Mobility Facilities* highlights the successful implementation of the GoGeorge bus system, which has become a cornerstone of public transport within the urban areas. The operational details of facilities such as the GoGeorge bus depots and transport hubs reflect a well-established infrastructure poised for expansion into rural areas and inter-town services. This creates an opportunity to extend the reach of efficient public transport, reducing reliance on private vehicles and supporting environmental sustainability.

*Table 4-1: Status Quo of Macro Mobility Facilities.*

Mode Type	Facility <i>The name of the bus depot, train station, etc.</i>	Locations <i>The geographical location or address of the facility</i>	Infrastructure Details <i>Information about the physical structure, capacity, and amenities of the facility</i>	Operational Details <i>Data on how the facility operates, such as number of routes serviced, frequency of service, hours of operation where applicable, etc.</i>
<b>1. Public Transport (PuT)</b>				
<b>Open Street Bus System</b> (A commuter open street bus service)  The GO GEORGE system comprises a network of main and community routes operating within the built urban areas of George. Thus, offering a conventional scheduled public transport network operating between 14-18 hours per day	<b>GO GEORGE Current Bus Depot</b>	The GO GEORGE temporary bus depot is situated on Erf 3472 in York Street, George. Currently owned by the Province Western Cape Government and sharing site with Provincial Traffic (-33.975503, 22.443177).	Medium-sized facility will provide: Administrative parking for buses and private vehicles. Fuelling stations. Maintenance facilities. Storage spaces.	Alternate parking layouts to accommodate a mixed fleet of mini-buses, midi-buses, standard buses, and single articulated buses.

Mode Type	Facility <i>The name of the bus depot, train station, etc.</i>	Locations <i>The geographical location or address of the facility</i>	Infrastructure Details <i>Information about the physical structure, capacity, and amenities of the facility</i>	Operational Details <i>Data on how the facility operates, such as number of routes serviced, frequency of service, hours of operation where applicable, etc.</i>
<p>at varying frequency levels, that makes use of a mixed bus fleet that allows for service optimisation (using mostly the smaller vehicles during off-peak times, for example) and operations cost (thus subsidy) minimisation. The services is to be extended to the rural areas, and offer inter-town services between George and neighbouring towns.</p>	<b>Future Permanent Depot</b>	The site for the new permanent depot is planned on a portion of Erf 464 in the Borchers area, approximately 4.6 hectares in size. Access will be via a future access road between PW Botha Boulevard and the future Rand Street extension. The depot will be owned by the George Municipality and operated by a single vehicle operating company (VOC)	The planned medium-sized facility will provide: Administrative parking for buses and private vehicles. Fuelling stations. Maintenance facilities. Storage spaces.	
	<b>GO GEORGE Transport Hub</b>	The George Transport Hub, part of the GO GEORGE network, is located at Cradock Street. This hub is one of the main transfer points in the transport network (-33.962085, 22.461077)	The under-cover centre comprises of six bus stops and loading areas, two entrances, four high-security ticket booths, toilets, an information centre, comfortable seating (231 seats), hand railings to separate queueing passengers from buses, bicycle racks and shade trees. An important design principle is the universal accessibility for people with special needs, like tap rails for people with limited vision.	A GIPTN Info Kiosk in the George Transport Hub, open daily from 08:00 – 17:00 GO GEORGE Smart Cards are available at the following points, 7 days a week:
	<b>GO GEORGE Bus Stops</b>	There are currently about 700 Bus Stops		

Mode Type	Facility <i>The name of the bus depot, train station, etc.</i>	Locations <i>The geographical location or address of the facility</i>	Infrastructure Details <i>Information about the physical structure, capacity, and amenities of the facility</i>	Operational Details <i>Data on how the facility operates, such as number of routes serviced, frequency of service, hours of operation where applicable, etc.</i>
	<b>Bus Terminal Points</b>	There are currently five (5) Bus Terminal points at the following locations: 1. Thembalethu 2. Pacaltsdorp 3. Garden Route Mall 4. Blanco 5. Transport Hub		<ul style="list-style-type: none"> <li>Smart Card kiosk in the George Transport Hub in Cradock Street: 05:30 – 20:00</li> <li>Smart Card kiosk in York Street next to Civic Centre: 05:30 – 20:00</li> <li>Smart Card kiosk at Garden Route Mall: 05:30 – 20:00</li> <li>Smart Card kiosk at Blanco Triangle: 05:30 – 20:00</li> <li>GO GEORGE Smart Card mobile kiosks stopping at fixed locations all over town according to a weekly schedule.</li> </ul>
	<b>Transfer Locations</b>	There is currently forty-two (42) Transfer Locations within the System	These transfer locations includes the GO GEORGE Transport Hub and various stops where different routes intersect.	Commuter's transfers to buses on intersecting routes.
<b>Minibus Taxis</b>	Thembalethu Taxi Rank	Thembalethu, George (-34.000187, 22.478967)	Formal taxi rank, includes shelter, ablution, offices, holding area, loading area, waiting area, trading area, rank roof structure, rubbish bins, electricity, lights, water taps, informations signage and a surfaced area.	<ul style="list-style-type: none"> <li>Thembalethu taxi rank is used by long-distance taxis and taxis acting as a feeder service to Thembalethu.</li> <li>The rank does not have insufficient taxi rank capacity for taxis to and from George, and taxis collect passengers from Nelson Mandela Boulevard.</li> <li>Thembalethu taxi rank requires further investigation and detail design.</li> <li>The existing office space is too small considering the rank volume and the approximately up to 300 people that uses the office space as a community meeting room. A suggestion is to build a second storey or move the community meeting to another venue (or hire an alternate venue when such meetings are held).</li> <li>The existing office space has a meeting room, kitchen, and toilet. Sections of the gutters of the office building (rank roof structure) are broken.</li> </ul>



Mode Type	Facility <i>The name of the bus depot, train station, etc.</i>	Locations <i>The geographical location or address of the facility</i>	Infrastructure Details <i>Information about the physical structure, capacity, and amenities of the facility</i>	Operational Details <i>Data on how the facility operates, such as number of routes serviced, frequency of service, hours of operation where applicable, etc.</i>
	Garden Route Mall Informal Taxi Rank	Garden Route Mall, George (-33.986237, 22.501350)	Informal taxi rank, includes holding area, pavement, rubbish bins, camera security and surfaced area.	<ul style="list-style-type: none"> <li>• Is well located to serve passengers to and from the shopping mall.</li> <li>• The holding area is an open area that is hardened but unsurfaced.</li> <li>• The taxi rank utilises the camera security of the neighbouring McDonald's.</li> </ul>
	Cradock Street Taxi Rank	George CBD (-33.962911, 22.462126)	Formal taxi rank, includes shelter, ablution, offices, holding area, loading area, waiting area, rank roof structure, information signage, camera security, surfaced area.	<ul style="list-style-type: none"> <li>• Cradock taxi rank area is fully occupied.</li> <li>• Some of its capacity is taken up by CODETA.</li> <li>• In the PM it operates as a taxi rank with boarding and departures. Apart from the PM Cradock Taxi Rank serves primarily as a holding area.</li> <li>• Other mini-bus operators, such as shuttle service operators, may pick up commuters at some of the formal taxi ranks.</li> </ul>
	St Mark's Square Taxi Rank	George CBD (-33.958697, 22.459152)	Formal taxi rank, includes shelter, ablution, holding area, loading area, waiting area, rubbish bins, lights, water taps, benches, surfaced area.	<ul style="list-style-type: none"> <li>• Occupies a small area adjacent to the public parking lot and has ample room for extensions if required. There are proposals to upgrade St Marks taxi rank for long distance taxis</li> <li>• There is a NMU student shuttle service with 2 buses every 2 hours as well as a sprinter bus. The shuttle runs from this rank to the Garden Route Mall and then to Nelson Mandela Bay University (NMU)</li> </ul>
<b>Metered Taxi Services</b>	Various registered business premises to private properties (homes)	Various Locations	Operate from various locations, and these vary from registered business premises to private properties (homes)	Not many metered taxis, so mainly operates as holding area for vehicles, and times depend on demand.

Mode Type	Facility <i>The name of the bus depot, train station, etc.</i>	Locations <i>The geographical location or address of the facility</i>	Infrastructure Details <i>Information about the physical structure, capacity, and amenities of the facility</i>	Operational Details <i>Data on how the facility operates, such as number of routes serviced, frequency of service, hours of operation where applicable, etc.</i>
<b>Long-distance Services</b>	George Railway Station parking area	-33.96559334133506, 22.46846323318682	Formal, off-street loading area with Intercape and Translux Offices, with large open parking lot in the front of the offices.	Operates throughout the day as per each long distance service's schedule, and services various routes.
	N2 Sasol Garage, George	-33.99192394388526, 22.520908296134444	Informal, off-street open parking lot at the back of the N2 Sasol Garage for loading.	Operates throughout the day as per each long distance service's schedule, and services various routes.
<b>Learner Transport</b>	Various pickup locations all across George, and drop-off locations are various schools	Various Locations	No formal facilities, pickup and drop-off as required, usually on-street for pickup and drop-off	Mainly operates between 05:00 and 08:00 in the mornings, and 14:00 and 17:30 in the afternoons during weekdays. Some of the Nelson Mandela University contracted transport operates outside of these hours on Saturdays (10:00 and 15:00). Some learner transport is also utilised over weekends for recreational and sporting events.
<b>Tourist Services</b>	Various registered business premises to private properties (homes)	Various Locations	Operate from various locations, and these vary from registered business premises to private properties (homes)	Mainly operates as holding area for vehicles, and times depend on demand.
<b>Staff Services</b>	Rural area near the Blueberry Farm Geelhoutboom Street, R404	-33.96414246187616, 22.38384044427821	Informal bus holding area, open ground, off-street	Holding area for various buses that transports farm workers
	Various pickup locations, typically areas that are geographically separated from George CBD	Various Locations	Various informal pick-up locations, drop-off locations would be formal places of employment	Mainly operates between 05:00 and 08:00 in the mornings, and 17:00-18:00 in the afternoons during weekdays. Could be outside these hours based on the shifts etc.

Mode Type	Facility <i>The name of the bus depot, train station, etc.</i>	Locations <i>The geographical location or address of the facility</i>	Infrastructure Details <i>Information about the physical structure, capacity, and amenities of the facility</i>	Operational Details <i>Data on how the facility operates, such as number of routes serviced, frequency of service, hours of operation where applicable, etc.</i>
<b>Charter Services</b>	Various registered business premises to private properties (homes)	Various Locations	Operate from various locations, and these vary from registered business premises to private properties (homes)	Mainly operates as holding area for vehicles, and times depend on demand.
<b>Courtesy Services</b>	Various registered business premises that offers the service	Various Locations	Various registered business premises that offers the service	Mainly operates as holding area for vehicles, and times depend on demand.
<b>Cross Border Transport Services</b>	Same applies as for Long-distance services	Same applies as for Long-distance services	Same applies as for Long-distance services	Same applies as for Long-distance services
<b>E-hailing Services</b>	Various registered business premises to private properties (homes)	Various Locations	Various informal, on-street waiting areas from where drivers wait for ride requests	On-demand travel, so no formal routes, frequency of service or hours of operation.
<b>Commuter Rail</b>	George Railway Station	-33.96559334133506, 22.46846323318682	Standard railway station building and platforms, but not operational.	Commuter rail service it not operating in George Municipality at the time of writing this report
<b>Two- and Three-Wheeler Public Transport</b>	None	None	None	According to the team's knowledge, there are no formal two- and three-wheeler public transport services in GLM.



Mode Type	Facility <i>The name of the bus depot, train station, etc.</i>	Locations <i>The geographical location or address of the facility</i>	Infrastructure Details <i>Information about the physical structure, capacity, and amenities of the facility</i>	Operational Details <i>Data on how the facility operates, such as number of routes serviced, frequency of service, hours of operation where applicable, etc.</i>
<b>Aviation</b>	George Airport	-34.004183102547344, 22.38097342304924	Formal airport, including shops, toilets, waiting areas, as well as runways, holding areas and loading areas for vehicles	<p>Operating Hours:  Monday-Thursday: 06:00 - 19:00  Friday: 06:00 - 20:00  Saturday: 08:00 - 15:00  Sunday: 08:00 - 19:30</p> <p>Mainly services routes to other South African Airports.</p> <p>Capacity: About 807 000 persons per year, and about 389 tonnes of cargo per year (forecasted for 2023)</p>
<b>2. Private Transport</b>				
<b>Private Vehicles</b>	Various parking locations around George	Various Locations	Various parking bays, formal and informal, under-cover and non-under-cover parking	No schedule, as the demand requires.
<b>3. Freight</b>				
<b>Road Freight</b>	None	None	None	According to the team's knowledge, there are no formal road freight facilities, other than various places for holding of goods and redistribution.
<b>Rail Freight</b>	George Railway Station	-33.96559334133506, 22.46846323318682	Standard railway station building and platforms, but not operational.	<p>Three main lines run to/from the George CBD, namely George – Mossel Bay, George – Knysna and George – Oudtshoorn.</p> <p>Transnet's 2022 Freight Rail Report states that the George – Knysna line is no longer active.</p> <p>Currently, the rail network in the George Municipality is only utilised for freight transport and there are no passenger transporting services. Some of the main commodity's transport via rail through George is petroleum, grain and perishable items, specifically fruits such as berries.</p>

Mode Type	Facility <i>The name of the bus depot, train station, etc.</i>	Locations <i>The geographical location or address of the facility</i>	Infrastructure Details <i>Information about the physical structure, capacity, and amenities of the facility</i>	Operational Details <i>Data on how the facility operates, such as number of routes serviced, frequency of service, hours of operation where applicable, etc.</i>
<b>Air Freight</b>	George Airport	-34.004183102547344, 22.38097342304924	Formal airport, including shops, toilets, waiting areas, as well as runways, holding areas and loading areas for vehicles	<p>Operating Hours:  Monday-Thursday: 06:00 - 19:00  Friday: 06:00 - 20:00  Saturday: 08:00 - 15:00  Sunday: 08:00 - 19:30</p> <p>Mainly services routes to other South African Airports.</p> <p>Capacity: About 807 000 persons per year, and about 389 tonnes of cargo per year (forecasted for 2023)</p>
<b>Port Freight</b>	Nearest to George is Port of Mossel Bay	-34.17732033611993, 22.146728786824056	The current break-bulk capacity of the port is 110 thousand tons per year and the current liquid bulk capacity is 8 million kilolitres per year.	The Port of Mossel Bay is the third largest in the Western Cape, after the port of Cape Town and the Port of Saldanha. Even so, the cargo capacity of this port is quite limited, with the majority of traffic at this port being fish trawlers and recreational boaters. The main freight product imported through the Port of Mossel Bay is petroleum, which is not destined for George but rather the PetroSA refinery outside Mossel Bay.

*Table 4-2: The total number of vehicles with active operating licences and their total vehicle capacity (indicated in parentheses) for each authority type grouped by vehicle type registered on the PRE database as of January 2023.*

Authority Service Type(s)	Bus	Combi / Microbus / Minibus	Midi-bus	Motor Car	Truck	Unsure	Grand Total
Charter	11 (371)	74 (1051)	5 (104)	18 (114)			109 (1706)
Charter, Contracted - WCED		1 (15)					1 (15)
Charter, Contracted - WCED, Scholar, Staff	3 (132)	1 (60)					4 (192)
Charter, Contracted - WCED, Staff	16 (1003)						16 (1003)

Authority Service Type(s)	Bus	Combi / Microbus / Minibus	Midi-bus	Motor Car	Truck	Unsure	Grand Total
Charter, Local Minibus Taxi		3 (43)					3 (43)
Charter, Long Distance (Unscheduled), Staff		1 (15)					1 (15)
Charter, Metered Taxi (Rank)				5 (22)			5 (22)
Charter, Scholar	14 (558)	19 (288)	2 (70)	1 (6)			36 (922)
Charter, Scholar, Staff	8 (510)	17 (255)	1 (16)	1 (6)			29 (932)
Charter, Staff	14 (589)	25 (366)	4 (123)	2 (14)			46 (1127)
Contracted - GO GEORGE	90 (7391)	36 (540)					126 (7931)
Contracted - WCED	9 (491)	1 (15)	3 (87)				13 (593)
Local Minibus Taxi		46 (658)		2 (10)			48 (668)
Local Minibus Taxi, Long Distance (Unscheduled)		148 (2195)		6 (41)			154 (2236)
Long Distance (Unscheduled)	1 (22)	60 (887)	2 (38)	3 (27)			66 (974)
Metered Taxi (Base)				8 (38)			8 (38)
Metered Taxi (e-Hailing)				2 (9)			2 (9)
Metered Taxi (Rank)				6 (24)			6 (24)
Scholar	4 (79)	17 (251)	1 (21)	6 (37)			29 (430)
Scholar, Staff	8 (509)	9 (130)	1 (41)	1 (6)			22 (925)
Staff	14 (194)	55 (805)	5 (114)	20 (60)	5 (NA)	1 (NA)	100 (1173)
<b>Grand Total</b>	<b>192 (11849)</b>	<b>513 (7574)</b>	<b>24 (614)</b>	<b>81 (414)</b>	<b>5 (NA)</b>	<b>1 (NA)</b>	<b>824 (20978)</b>
<b>Percentage Split</b>	<b>23.3% (56.5%)</b>	<b>62.3% (36.1%)</b>	<b>2.9% (2.9%)</b>	<b>9.8% (2%)</b>	<b>0.6% (0%)</b>	<b>0.1% (0%)</b>	<b>100% (100%)</b>

**Table 4-2** shows the vehicle capacities and active operating licenses, giving a clear view of the breadth and scope of licensed operators within the transport system. The high proportion of minibuses

indicates a strong reliance on smaller-capacity vehicles, which could suggest a need for higher-capacity transport solutions to meet peak demand and improve service efficiency.



*Table 4-3: Summarised carrying capacity for each of the Authority Service Types when Operating Licenses that are registered for more than one transport authority type are grouped together.*

Authority Service Type(s)	Bus	Combi / Microbus / Minibus	Midi-bus	Motor Car	Truck	Unsure	Grand Total
GO GEORGE	90 (7391)	36 (540)					126 (7931)
Minibus Taxis (Local + Long Distance)		198 (2911)		8 (51)			206 (2962)
Metered Taxi Services				19 (84)			19 (84)
Long-distance Services							Various
Learner Transport	68 (3708)	65 (1014)	8 (235)	9 (55)			150 (5012)
Tourist Services							Not Available
Staff Services	66 (3224)	106 (1556)	11 (294)	24 (86)	5 (0)	1 (0)	213 (5160)
Charter Services	70 (3409)	141 (2093)	12 (313)	27 (162)			250 (5977)
Courtesy Services							Not Available
Cross Border Transport Services							Not Available
E-hailing Services				2 (9)			2 (9)
Commuter Rail							Not Operational
Two- and Three-Wheeler Public Transport							Not Applicable
Aviation							Not Available

**Table 4-3** presents a summarised view of carrying capacities by service type, where the overlap of operating licenses across different service types could be indicative of a need for better integration and optimisation of services. This might involve coordinated scheduling, route planning, and perhaps the introduction of a centralised transport management system.

#### 4.1.2 Micro Mobility Transport Services

**Table 4-4** listing Micro Mobility Facilities suggests a burgeoning potential for non-motorised transport options which can support a shift towards a more active, healthy, and environmentally friendly urban environment. Enhancing infrastructure for walking, cycling,

and other forms of micro-mobility can improve local accessibility and reduce the carbon footprint associated with short-distance travel.

*Table 4-4: Status Quo of Micro Mobility Facilities.*

Mode Type	Facility <i>The name of the bus depot, train station, etc.</i>	Locations <i>The geographical location or address of the facility</i>	Infrastructure Details <i>Information about the physical structure, capacity, and amenities of the facility</i>	Operational Details <i>Data on how the facility operates, such as number of routes serviced, frequency of service, hours of operation where applicable, etc.</i>
<b>Micromobility Transport Services</b>				
<b>Motorised Transport</b>	All of the micromobility services mainly operate on side-walks all across George, where specific paths have been designated.	All across George	Formal and informal roads and paths across George.	People make use of these services as they need.
Electric Bicycles (E-bikes)				
Electric Scooters				
Electric Skateboards				
Segways				
Hoverboards				
Electric Unicycles				
Electric Handcycles				
Wheelchair				
<b>Non-Motorised Transport (NMT)</b>				
Walking				
Bicycles				
Scooters				
Skateboards				
Unicycles				
Inline Skates/Rollerblades				
Wheelchair				
Animal Drawn				

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## ANNEXURE A DATA GAP ANALYSIS

Table A-1: Data Gap Analysis at inception of project for the George Transport Register, and acquired data sources.

Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
<b>1. Demographic and socio-economic information</b>	• Population and Household Data	• George Integrated Zoning Scheme	Detailed Zoning information of George Municipality:	• Updated Household Data	• Household travel survey of at least 1% of households in ITP area.
	• Number of Households		1. Parcel Type		• Travel Surveys at Public Transport Stops.
	• Population by Age and Gender		2. Parcel Number		
	• Employment Levels		3. Zoning Category		• WCLUTI Database
	• Household Income		4. Town		
	• Education Levels		5. SG Diagram Number		
	• Vehicle Ownership		6. Zoning Code		
			7. Zone Size		
		• Various database information of George Mun	1. Wards 2019		
			2. Wards 2016		
			3. Urban Edge		
			4. Thembalethu UISP Information		
			5. Suburbs		
			6. Special Places		
			7. Major roads		
			8. Rivers		
			9. Restructuring Sites		
			10. Public Open Spaces		
			11. Protected / Conservation Areas		
			12. Proposed Linkages		
			13. Priority of Human Settlements and Housing Development Areas in RSA		
			14. OSCAE Boundary		
			15. Municipal Facilities		
			16. Land Use Data		
			17. Intensification Areas		
			18. Integrated Zoning Scheme		
			19. Housing Projects		
			20. Housing Projects Properties		
			21. GRNP Expansion Area		
			22. Golf Courses		
			23. Future Industrial Areas		
			24. Coastal Management Line		
			25. 2011 Census Data by Ward		

Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
			26. Capital Investment Areas 27. Airport		
		• George Household Information	1. Functional Areas 2. Formal Housing 3. Informal Housing 4. Backyard Dwellings 5. Total Households 6. Household Size 7. Population 8. Functional Area Size 9. Density 10. Projected GLA 11. Projected Units 12. Projected Additional Population 13. Projected Total Households 14. Projected Density		
<b>2. General overview of the transportation system</b>	• Modal Split between Private, Public Transport (by mode) and NMT modes for work	• George Household Information	1. Functional Areas 2. Formal Housing	• Updated Household Data	• Household travel survey of at least 1% of households in ITP area.
	• Education Trips during typical morning peak.		3. Informal Housing		
	• Passenger Travel Behaviour		4. Backyard Dwellings		• Travel Surveys at Public Transport Stops.
	• Service Level Requirements		5. Total Households		
	• Road Safety Statistics in area		6. Household Size	• Road Safety Statistics	• SAPS
			7. Population		• George Traffic Department
			8. Functional Area Size		• Western Cape Government RNIS
			9. Density		
			10. Projected GLA		
			11. Projected Units		
			12. Projected Additional Population		
			13. Projected Total Households		
			14. Projected Density		
<b>3. Description of the regular, daily public transport system</b>	• Public Transport Supply Networks (all available modes)	• Bus Stop Condition Assessment	1. Photos of bus stop assessment items	• Quality Criteria for Public Transport Infrastructure	• George Municipality
	• Public Transport Utilisation (all available modes)		2. GIS locations of assessment photos		
	• Existing Public Transport Facilities	• GO GEORGE Bus Stop Signs	1. Design Parameters of Bus Stop Signs	• Regulations on Public Transport	• George Municipality

Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
	• Existing Public Transport Operations	• GO GEORGE Bus Routes	1. Identification of routes included	Operations	
			in each phase	• Illegal Transport Operators	• Public Transport Surveys
			2. Paths of bus routes	• GO GEORGE Vehicle Dimensions	• GO GEORGE
			3. Bus stops included in each route	and Parameters	
			4. Bus Stop Information:	• GO GEORGE Capacities per route	• GO GEORGE
			(a) Coordinates	• GO GEORGE Updated Fare Structures	• GO GEORGE
			(b) Milepost	• GO GEORGE Utilisation Information	• GO GEORGE
			(c) Number	• GO GEORGE Updated Timetables	• GO GEORGE
			(d) Name	• GO GEORGE Safety Record	• GO GEORGE
			(e) Suburb	• GO GEORGE Passenger Safety	• GO GEORGE
			(f) Stop bay type	• GO GEORGE punctuality	• GO GEORGE
			(g) Type of Stop	• Storage area for GO GEORGE buses	• GO GEORGE
	• GO GEORGE Physical Bus Stop Locations		For all existing GO GEORGE Bus Stops:	• No. of GO GEORGE buses on each route in different periods.	• GO GEORGE
			1. Coordinates	• Frequency of breakdowns	• GO GEORGE
			2. Number	• Implementation Status of	• GO GEORGE
			3. Name	Phased rollout	
			4. Suburb	• Taxi Fares	• Taxi Associations
			5. Ward		• Taxi Rank Surveys
			6. Phase of Implementation	• Taxi Facilities	• Taxi Route Surveys
			7. Bus Stop Status	• Taxi Route Lengths	• Taxi Route Surveys
			8. Bus Stop Type	• Taxi Trip Times	• Taxi Route Surveys
			9. Stop Bay Type	• Taxi Turnaround Times	• Taxi Route Surveys
			10. Platform?	• Taxi Utilisation Rates	• Taxi Route Surveys
			11. Platform Extended?		
			12. Pole?		



Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
			13. Pole Coller?		
			14. Pole Coller Size		
			15. Bus Stop Sign?		
			16. Bus Stop Sign Size		
			17. Transfer Stop?		
			18. Terminal Point?		
			19. Bus Shelter Warrant?		
			20. Bus Shelter and Seating		
			21. Bus Shelter Status		
			22. Dustbin?		
			23. Sidewalk		
			24. Road Authority		
			25. Infrastructure Survey		
			26. Date Surveyed		
			27. Priority of Shelters		
		• Site Visit Photos	1. Various photos taken during site visit		
		• GO GEORGE Boarding Data	1. Average Demand per route 2. Average Capacity per route		
		• List of Licensed Public Transport Operators	1. License No 2. Issue No 3. Issue Date 4. Expiry Date 5. Status 6. Category 7. Operator Name 8. Operator ID Number 9. Operator ID Type 10. Operator Trade Name 11. Operator No 12. Operator Tel No 13. Vehicle Registration No 14. Vehicle Make 15. Vehicle Year 16. Vehicle Capacity 17. Vehicle Type 18. Vehicle Chassis No		

Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
			19. Authority Type		
		<ul style="list-style-type: none"> <li>• George GIS Data</li> </ul>	1. Private Vehicle Counts 2. Public Transport Counts 3. Wards (Municipality Wide) 4. Traffic Analysis Zones 5. Private Vehicle Supply Network 6. Public Transport Stops (Buses) 7. Public Transport Stops (Other) 8. Public Transport Lines		
		<ul style="list-style-type: none"> <li>• Public Transport Routes (OLAS Information)</li> </ul>	1. Route Name 2. Route No 3. Status of Operating License 4. Route Description 5. Classification		
		<ul style="list-style-type: none"> <li>• Public Transport Licenses (OLAS Information)</li> </ul>	1. License No 2. Issue No 3. Issue Date 4. Expiry Date 5. Status 6. Category 7. Operator Name 8. Operator ID Number 9. Operator ID Type 10. Operator Trade Name 11. Operator No 12. Operator Tel No 13. Vehicle Registration No 14. Vehicle Make 15. Vehicle Year 16. Vehicle Capacity 17. Vehicle Type 18. Vehicle Chassis No 19. Authority Type		

Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
		<ul style="list-style-type: none"> <li>Public Transport OD Data (OLAS Information)</li> </ul>	<ol style="list-style-type: none"> <li>No of Licenses Assigned to Each Route</li> <li>Issue No</li> <li>Issue Date</li> <li>Expiry Date</li> <li>Status</li> <li>Category</li> <li>Vehicle Registration Number</li> <li>Vehicle Type</li> <li>Vehicle Seating Capacity</li> <li>Routes</li> <li>Operator</li> <li>Associations (Taxi Association or Bus Company)</li> </ol>		
<b>4. Commuter rail information</b>	<ul style="list-style-type: none"> <li>Description and Mapping of all Passenger Rail Infrastructure:</li> </ul>	None	None	<ul style="list-style-type: none"> <li>All required commuter rail data</li> </ul>	<ul style="list-style-type: none"> <li>PRASA</li> <li>Travel Surveys</li> </ul>
	(a) Location of Railway Stations				<ul style="list-style-type: none"> <li>Western Cape Government</li> </ul>
	(b) Number and Location of Lines				<ul style="list-style-type: none"> <li>Site Assessments</li> </ul>
	(c) Lengths and Capacities of Lines				
	(d) Rolling Stock in Use per line				
	<ul style="list-style-type: none"> <li>Description and Mapping of all Passenger Rail Services:</li> </ul>				
	(a) Length of Routes				
	(b) Train Frequencies				
	(c) Passenger Capacities				
	(d) Passenger Utilisation				
<b>5. Road-based public transport information</b>	<u>Bus Rapid Transit, Bus and Minibus-Taxi Infrastructure</u>	<ul style="list-style-type: none"> <li>Bus Stop Condition Assessment</li> </ul>	1. Photos of bus stop assessment items	<ul style="list-style-type: none"> <li>Quality Criteria for Public Transport Infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>George Municipality</li> </ul>
	<ul style="list-style-type: none"> <li>IPTN, BRT, Bus and Minibus-Taxi Infrastructure:</li> </ul>		2. GIS locations of assessment photos	<ul style="list-style-type: none"> <li>Illegal Transport Operators</li> </ul>	<ul style="list-style-type: none"> <li>Public Transport Surveys</li> </ul>
	(a) Details of all ranks, terminals, interchanges, stations, informal stops etc.	<ul style="list-style-type: none"> <li>GO GEORGE Bus Stop Signs</li> </ul>	1. Design Parameters of Bus Stop Signs	<ul style="list-style-type: none"> <li>Regulations on Public Transport Operations</li> </ul>	<ul style="list-style-type: none"> <li>George Municipality</li> </ul>
	(b) Utilisation of informal and formal ranks	<ul style="list-style-type: none"> <li>GO GEORGE Bus Routes</li> </ul>	1. Identification of routes included in	<ul style="list-style-type: none"> <li>GO GEORGE Vehicle Dimensions and Parameters</li> </ul>	<ul style="list-style-type: none"> <li>GO GEORGE</li> </ul>
	<ul style="list-style-type: none"> <li>IPTN, BRT, Bus and Minibus-Taxi Routes:</li> </ul>		each phase		
	(a) Public Transport Routes (all modes)		2. Paths of bus routes	<ul style="list-style-type: none"> <li>GO GEORGE Capacities per route</li> </ul>	<ul style="list-style-type: none"> <li>GO GEORGE</li> </ul>

Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
	(b) Alighting / Disembarking points for Passengers		3. Bus stops included in each route	• GO GEORGE Updated Fare Structures	• GO GEORGE
	(c ) Illegal Public Transport Services		4. Bus Stop Information:	• GO GEORGE Utilisation Information	• GO GEORGE
	• Fares:		(a) Coordinates	• GO GEORGE Updated Timetables	• GO GEORGE
	(a) Fare Systems of all public transport services		(b) Milepost	• GO GEORGE Safety Record	• GO GEORGE
	Service capacity and capacity utilisation of road-based modes in the peak period		(c) Number (d) Name	• No. of GO GEORGE buses on each route in different periods.	• GO GEORGE
	• Size of Public Transport Fleets by route		(e) Suburb	• GO GEORGE punctuality	• GO GEORGE
	• Service Capacity of all routes and times		(f) Stop bay type	• Storage area for GO GEORGE buses	• GO GEORGE
	• Utilisation Information per route		(g) Type of Stop	• GO GEORGE Passenger Safety	• GO GEORGE
		• GO GEORGE Physical Bus Stop Locations	For all existing GO GEORGE Bus Stops:	• Implementation Status of Phased Rollout	• GO GEORGE
			1. Coordinates	• Taxi Fares	• Taxi Associations
			2. Number		• Taxi Rank Surveys
			3. Name	• Frequency of breakdowns	• GO GEORGE
			4. Suburb	• Public Transport Route Utilisation	• Three hour peak period surveys of
			5. Ward	Rates and transferring between	Public Transport routes at point of
			6. Phase of Implementation	modes	maximum utilisation
			7. Bus Stop Status	• Taxi Facilities	• Taxi Route Surveys
			8. Bus Stop Type	• Taxi Route Lengths	• Taxi Route Surveys
			9. Stop Bay Type	• Taxi Trip Times	• Taxi Route Surveys
			10. Platform?	• Taxi Turnaround Times	• Taxi Route Surveys
			11. Platform Extended?	• Taxi Utilisation Rates	• Taxi Route Surveys
			12. Pole?		
			13. Pole Coller?		
			14. Pole Coller Size		
			15. Bus Stop Sign?		
			16. Bus Stop Sign Size		



Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
			17. Transfer Stop?		
			18. Terminal Point?		
			19. Bus Shelter Warrant?		
			20. Bus Shelter and Seating		
			21. Bus Shelter Status		
			22. Dustbin?		
			23. Sidewalk		
			24. Road Authority		
			25. Infrastructure Survey		
			26. Date Surveyed		
			27. Priority of Shelters		
		<ul style="list-style-type: none"> <li>List of Licensed Public Transport Operators</li> </ul>	1. License No 2. Issue No 3. Issue Date 4. Expiry Date 5. Status 6. Category 7. Operator Name 8. Operator ID Number 9. Operator ID Type 10. Operator Trade Name 11. Operator No 12. Operator Tel No 13. Vehicle Registration No 14. Vehicle Make 15. Vehicle Year 16. Vehicle Capacity 17. Vehicle Type 18. Vehicle Chassis No 19. Authority Type		
		<ul style="list-style-type: none"> <li>Site Visit Photos</li> </ul>	1. Various photos taken during site visit		
		<ul style="list-style-type: none"> <li>GO GEORGE Boarding Data</li> </ul>	1. Average Demand per route 2. Average Capacity per route		

Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
		<ul style="list-style-type: none"> <li>• George GIS Data</li> </ul>	<ol style="list-style-type: none"> <li>1. Private Vehicle Counts</li> <li>2. Public Transport Counts</li> <li>3. Wards (Municipality Wide)</li> <li>4. Traffic Analysis Zones</li> <li>5. Private Vehicle Supply Network</li> <li>6. Public Transport Stops (Buses)</li> <li>7. Public Transport Stops (Other)</li> <li>8. Public Transport Lines</li> </ol>		
		<ul style="list-style-type: none"> <li>• Public Transport Routes (OLAS Information)</li> </ul>	<ol style="list-style-type: none"> <li>1. Route Name</li> <li>2. Route No</li> <li>3. Status of Operating License</li> <li>4. Route Description</li> <li>5. Classification</li> </ol>		
		<ul style="list-style-type: none"> <li>• Public Transport Licenses (OLAS Information)</li> </ul>	<ol style="list-style-type: none"> <li>1. License No</li> <li>2. Issue No</li> <li>3. Issue Date</li> <li>4. Expiry Date</li> <li>5. Status</li> <li>6. Category</li> <li>7. Operator Name</li> <li>8. Operator ID Number</li> <li>9. Operator ID Type</li> <li>10. Operator Trade Name</li> <li>11. Operator No</li> <li>12. Operator Tel No</li> <li>13. Vehicle Registration No</li> <li>14. Vehicle Make</li> <li>15. Vehicle Year</li> <li>16. Vehicle Capacity</li> <li>17. Vehicle Type</li> <li>18. Vehicle Chassis No</li> <li>19. Authority Type</li> </ol>		
		<ul style="list-style-type: none"> <li>• Public Transport OD Data (OLAS Information)</li> </ul>	<ol style="list-style-type: none"> <li>1. No of Licenses Assigned to Each Route</li> <li>2. Issue No</li> <li>3. Issue Date</li> <li>4. Expiry Date</li> <li>5. Status</li> <li>6. Category</li> <li>7. Vehicle Registration Number</li> <li>8. Vehicle Type</li> <li>9. Vehicle Seating Capacity</li> <li>10. Routes</li> <li>11. Operator</li> <li>12. Associations (Taxi Association or Bus Company)</li> </ol>		

Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
		<ul style="list-style-type: none"> <li>GO GEORGE Tarrif Structure 2016</li> </ul>	1. Tarrif Structure of 2016 2. Identification of 15 km Distance Zones 3. Ridership / hour in 2015		
		<ul style="list-style-type: none"> <li>Preliminary Pole Collers (Timetables) of selected routes</li> </ul>	Timetables and routing as displayed at Bus Stops (not final versions)		
<b>6. Other public transport services</b>	<ul style="list-style-type: none"> <li>Locations, size and infrastructure of other Public Transport Services:</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	None	<ul style="list-style-type: none"> <li>All information still required.</li> </ul>	<ul style="list-style-type: none"> <li>Local MAAS operators (Uber, Bolt etc.)</li> </ul>
	(a) Metered taxis				
	(b) Long-distance and cross-border services				<ul style="list-style-type: none"> <li>Travel Surveys</li> </ul>
	(c) Learner Transport				<ul style="list-style-type: none"> <li>George Municipality</li> </ul>
	(d) Non-motorised Transport			NMT Facilities and Volumes	<ul style="list-style-type: none"> <li>George Municipality</li> </ul>
	(e) MAAS Services				<ul style="list-style-type: none"> <li>Site Surveys / Traffic Counts</li> </ul>
<b>7. Public Transport Companies and Associations</b>	<ul style="list-style-type: none"> <li>Name of Companies / Associations</li> </ul>	<ul style="list-style-type: none"> <li>Public Transport OD Data (OLAS Information)</li> </ul>	1. No of Licenses Assigned to Each Route	<ul style="list-style-type: none"> <li>Additional Associations / Companies not included</li> </ul>	<ul style="list-style-type: none"> <li>Taxi Associations</li> <li>Taxi Rank Surveys</li> </ul>
	<ul style="list-style-type: none"> <li>Fleet composition, sizes and age of each Company / Association</li> </ul>		2. Issue No		<ul style="list-style-type: none"> <li>Taxi Surveys</li> </ul>
	<ul style="list-style-type: none"> <li>Areas or Corridors in which services are rendered</li> </ul>		3. Issue Date	<ul style="list-style-type: none"> <li>Illegal Public Transport Operators</li> </ul>	<ul style="list-style-type: none"> <li>Area-based Cordon Surveys</li> </ul>
			4. Expiry Date		<ul style="list-style-type: none"> <li>Taxi Rank Surveys</li> </ul>
			5. Status		<ul style="list-style-type: none"> <li>Taxi Surveys</li> </ul>
			6. Category		
			7. Vehicle Registration Number		
			8. Vehicle Type		
			9. Vehicle Seating Capacity		
			10. Routes		
			11. Operator		
			12. Associations (Taxi Association or Bus Company)		

Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
<b>8. Roads and traffic</b>	• Details of the major road network in relation to ownership (road authority), and length of road by functional class of road	• Traffic Counts at six intersections	AM and PM Peak counts at the following intersections:	• Details of major road network (ownership and class)	• George Municipality • Western Cape Provincial Government
	• Condition of major roads in the municipal network		1. N9 / Blue Mountain Blvd.	• Modal Splits	• Traffic Counts
	• Changes in road condition over time		2. N9 / Sweetpea Street	• Condition of major roads	• Pavement Management Systems
	• Level of congestion of the major road system, stating length of road operating at or over capacity in the peak hour		3. Park Road / Blue Mountain Blvd. 4. Park Road / Sweetpea Street 5. Park Road / Wolhuter Street		• George Municipality • Western Cape Provincial Government
	• Changes in the levels of congestion over time		6. Sweetpea Street / Krisant Street	• Congestion Levels	• Traffic Counts
		• George Traffic Counts	Traffic counts from stations:	• Parking Facilities Information	• George Municipalities
			1. Borchers - Between York Street and Nelson Mandela Blvd (2019)	(Public and Private)	• Site Surveys • Local Businesses that provide parking
			2. Tamsui Industria - Between York Street and Nelson Mandela Blvd (2019)		
		• George GIS Data	1. Private Vehicle Counts	• Compliance to Road Rules by Road	• George Traffic Department
			2. Public Transport Counts	Users	• George Municipality
			3. Wards (Municipality Wide)		
			4. Traffic Analysis Zones		
			5. Private Vehicle Supply Network		
			6. Public Transport Stops (Buses)		
			7. Public Transport Stops (Other)		
			8. Public Transport Lines		
<b>9. Freight transport</b>	• Freight Routes Status Quo	• Traffic Counts at six intersections	AM and PM Peak counts at the following intersections:	• Freight Routes	• Freight Operators
	• Hazardous Material and Management Systems				• Freight Associations
	• Commodities Transported		1. N9 / Blue Mountain Blvd.		• George Municipality
	• Measures in place to deal with overloading		2. N9 / Sweetpea Street	• Measures in place to deal with	• George Municipality
			3. Park Road / Blue Mountain Blvd.	overloading	• Western Cape Provincial Government
			4. Park Road / Sweetpea Street		



Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
			5. Park Road / Wolhuter Street	• Commodities Transported	• Freight Operators
			6. Sweetpea Street / Krisant Street	• Hazardous Material and	• George Municipality
		• George Traffic Counts	Traffic counts from stations: 1. Borchers - Between York Street and Nelson Mandela Blvd (2019) 2. Tamsui Industria - Between York Street and Nelson Mandela Blvd (2019)	Management Systems	• Western Cape Provincial Government • Freight Associations • Freight Operators • Site Surveys
<b>10. Financial information</b>	• Annual Expenditure by State Owned Enterprises in the ITP area on Infrastructure	• Various database information of George Mun	1. Wards 2019 2. Wards 2016	• Annual Expenditure by State Owned Enterprises in the ITP area on	• George Municipality • Western Cape Provincial
	• Operational Subsidies		3. Urban Edge	Infrastructure	Government
			4. Thembaletu UISP Information	• Operational Subsidies	• George Municipality
			5. Suburbs		• Western Cape Provincial
			6. Special Places		Government
			7. Major roads		National Department of Transport
			8. Rivers		
			9. Restructuring Sites		
			10. Public Open Spaces		
			11. Protected / Conservation Areas		
			12. Proposed Linkages		
			13. Priority of Human Settlements and Housing Development Areas in RSA		
			14. OSCAE Boundary		
			15. Municipal Facilities		
			16. Land Use Data		
			17. Intensification Areas		
			18. Integrated Zoning Scheme		
			19. Housing Projects		
			20. Housing Projects Properties		
			21. GRNP Expansion Area		
			22. Golf Courses		
			23. Future Industrial Areas		

Section	Data Required	Data Sets Available	Data Parameters Available	Data Gaps	Acquired Data Sources
			24. Coastal Management Line		
			25. 2011 Census Data by Ward		
			26. Capital Investment Areas		
			27. Airport		

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## ANNEXURE B DATA ANALYSIS

This annexure contains a high-level overview of the data analysis approach that was adopted for creating the Transport Register using Microsoft Excel and the Python programming language.

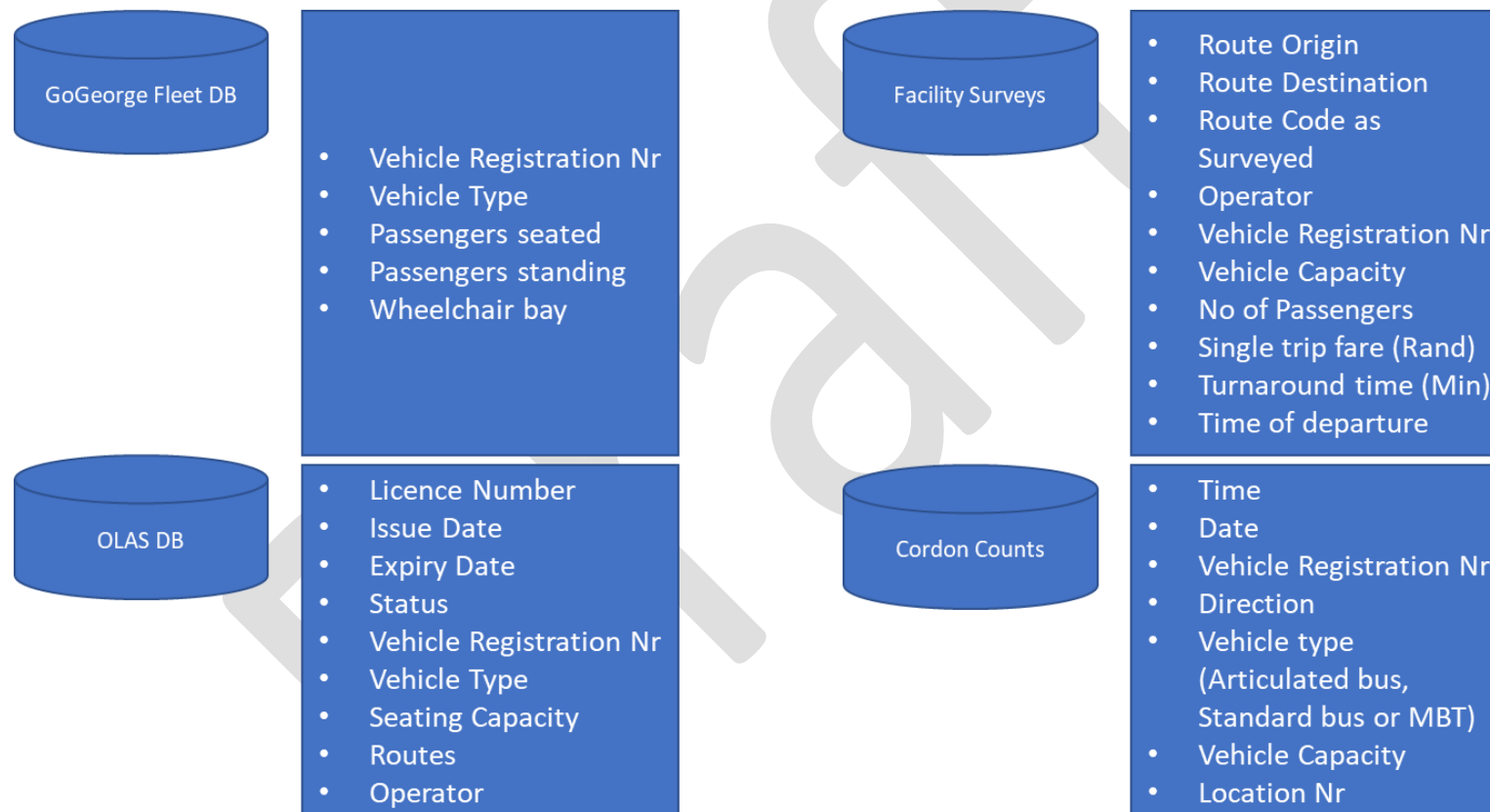


Figure B-1: The main databases and their data fields that were used in the analytics tool that was created to generate the tables for the transport register, as well as the vehicle registration number analysis.

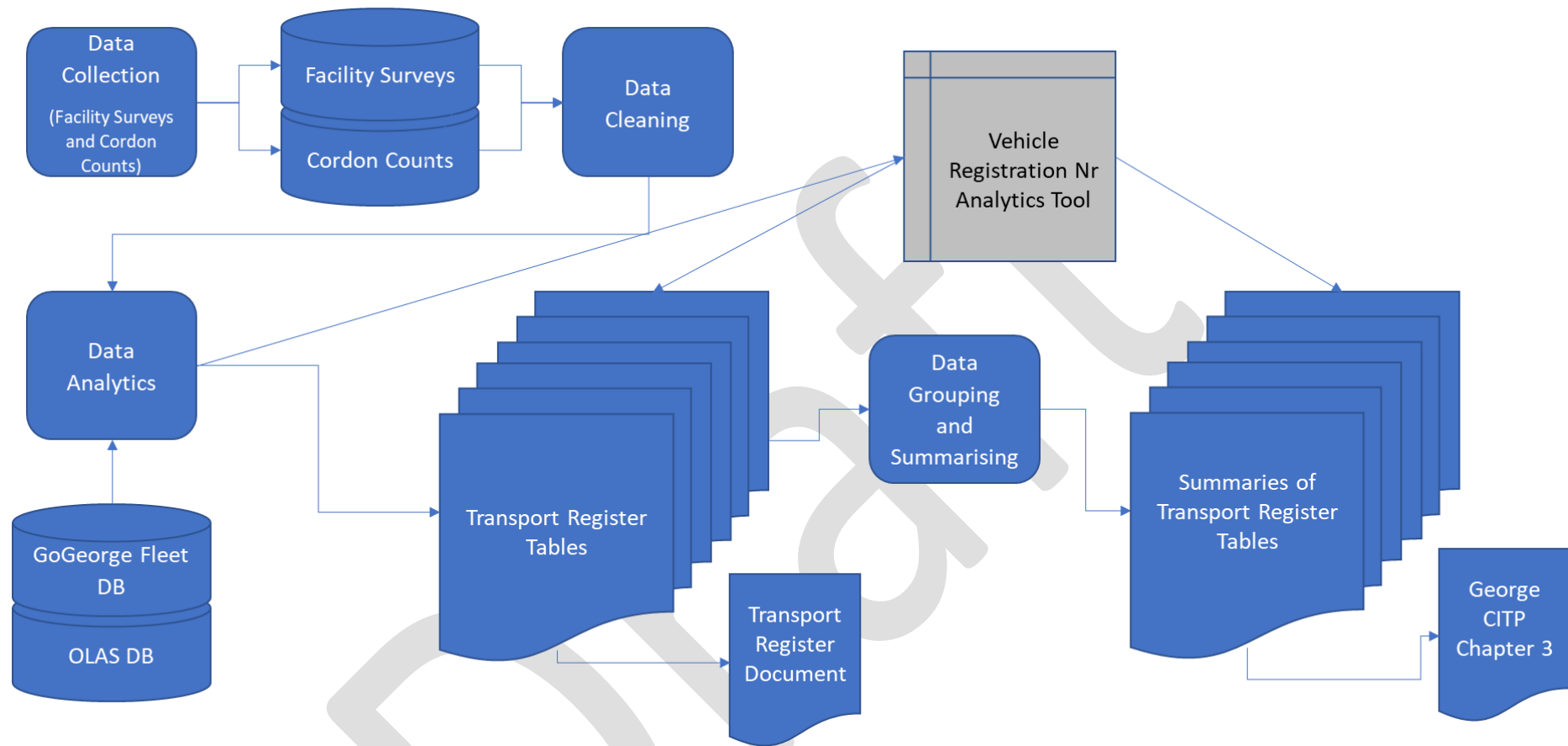


Figure B-2: The data process flow diagram that was used for the analytics tool that was created to generate the tables for the transport register, as well as the vehicle registration number analysis.



## ANNEXURE C TRANSPORT REGISTER TABLES

C.8.1 GO GEORGE Fleet Database .....294

C.8.2 School Locations.....296

### C.1 Listing of road-based public transport facilities

Table C-2: Listing of road-based public transport facilities.

No.	Facility Name	Code	Physical Location (Description in GPS Coordinates)	Mode	Type of Service	Holding/Loading/Combined	Formal or Informal (F/I)	On- street/Off- street	No. of bays (formal only)
1	GO GEORGE Bus Depot	NA	-33.975503, 22.443177	Bus	Commuter (GO GEORGE	Holding	Formal	Off-street	NA
2	GO GEORGE Bus Stops	NA	Approximately 700	Bus	Bus Stops	Loading	Formal	On-street	NA
3	GO GEORGE Transport Hub	NA	-33.962085, 22.461077	Bus	Commuter (GO GEORGE)	Loading	Formal	Off-street	NA
4	Cradock Street CBD Taxi Rank	C1	-33.962911, 22.462126	Minibus Taxi	Commuter (Local ranks)	Combined	Formal	Off-street	100
5	Garden Route Mall Taxi Rank (Informal)	G1	-33.986237, 22.501350	Minibus Taxi	Commuter (Local ranks)	Combined	Formal	Off-street	8
6	St Marks Square Taxi Rank	M1	-33.958697, 22.459152	Minibus Taxi	Commuter (Local ranks)	Combined	Formal	Off-street	10
7	Thembaletu Taxi Rank	T1	-34.000187, 22.478967	Minibus Taxi	Commuter (Local ranks)	Combined	Formal	Off-street	60

No.	Facility Name	Code	Physical Location (Description in GPS Coordinates)	Mode	Type of Service	Holding/Loading/Combined	Formal or Informal (F/I)	On- street/Off- street	No. of bays (formal only)
8	N2 Sasol Garage	SG1	-33.9919697, 22.520540	Bus	Long distance bus	Loading	Informal	Off-street	NA
9	George Station	GS1	-33.965663, 22.468317	Bus	Long distance bus	Loading	Formal	Off-street	NA
10	St Marks Square Bus Stop	M2	-33.958697, 22.459152	Bus	Long distance bus	Loading	Formal	Off-street	2

## C.2 Route Descriptions (all day)

Table C-3: Route Descriptions (all day).

No.	Mode	Route Code	Origin	Destination	Route Description
1	38 Minibuses 2 Station Wagons	V55	OUDTSHOORN	GEORGE	From Taxi Rank at Union Square Oudtshoorn, into Bond St, right into Adderley St, right into Voortrekker Rd, left into High St, left into Langenhoven Rd, over the Outeniqua Pass into Hibernia St, right into Cradock St Taxi Rank in George and return.
2	4 Minibuses	980	SMUTSVILLE SEDFIELD	GEORGE	From Taxi Rank in Smutsville, into Oostervanger Rd, left into Spreeu St, right into Gull St, right into King Fisher St, onto the N2, into Knysna Rd (N12), left into Courtenay St (N12), right into Cradock St, to Taxi Rank at Cradock St in George and return along the same route.
3	1 Minibus	J20	GEORGE	HEROLD	From Taxi Rank at Cradock St in George, left into Hibernia St, straight down C J Langenhoven St, straight down N9 up to Herold and return along the same route.
4	1 Minibus	759	UNIONDALE	GEORGE	From Post Office at Voortrekker St in Uniondale, right into Lang St, left to Avontuur Railway Station, into Nollsholte, left into Eensaamheid, onto the N9, into Herold Station, left onto the N9, to Hibernia St, right into Mitchell St to Taxi Rank at George and return via the same route.

No.	Mode	Route Code	Origin	Destination	Route Description
5	1 Single Deck Bus	X34	FRIEMERSHEIM	GEORGE	From Protea St in Friemersheim, to Groot Brak River, to the first Bus Stop in Amy Searle St, left in Charles St, into Station Rd, left on the R102 to Voorbrug Rd, left in York St right in Hibernia St, right in Mitchel St at the taxi rank and return along the same route.
6	1 Minibus	889	CONVILLE	GEORGE	From points located within the Residential Area of Conville, along Swavel St, left into Pienaar St, right into Sandkraal Rd, into Albert St, right into Cradock St, right into Taxi Rank at Cradock St in George and return via the same route.
7	42 Minibuses 2 Station Wagons 2 Motor Cars 1 Single Deck Bus	I90	GEORGE	BEAUFORT WES	From Cradock Taxi Rank, left into Cradock St, right into Market St, right into York St, left into Langenhoven Rd, over Outenikwa Pass, left into Oudtshoorn, from Langenhoven Rd, right at Baron van Rheede St's robot, straight up to the R62, right onto the N1, then into Donkin St, then into the taxi rank at Donkin St, and return.
8	12 Minibuses 1 Single Deck Bus	V21	BLANCO	GEORGE	From pick up points along George Rd, right into Factory St, right into Voortrekker Rd, left into Montague Rd up to Geelhoutboom, return to Montague Rd, into George Rd.
9	2 Minibuses	915	GEORGE	PACALTSDORP	From Taxi Rank at Cradock St in George, left into Cradock St, right into Market St, left into Meade St, right into Victoria St, left into York St, over to Beach Rd, left into Panther St, left into Artillery Drive, right into Lynx St, left into Springbok St, left into Olympic St, right into Beach Rd, left into Heather St, to the Rose St junction, left into School St, right into Cycad St, left into Hibiscus St, right into Protea St, to the Houtkapper Avenue junction, via Tarentaal St, back to Protea St, to the Fern St junction, or Mission St in Pacaltsdorp and return the same route.
10	2 Minibuses	888	PARKDENE	GEORGE	From points situated within the Residential Area of Parkdene, along Main St, right into Sandkraal Rd, into Albert St, right into Cradock St, right into Taxi Rank at Cradock St in George and return the same route.
11	1 Minibus	V20	GEORGE	KIMBERLEY	From George Taxi Rank in Cradock St in George, via Oudtshoorn, Dysselsdorp, De Rust, Beaufort West, Victoria West, proceed to Kimberley, and return.
12	1 Minibus	V56	SEDFIELD	GEORGE	From Sedgfield Taxi Rank to the N2, via Kleinkrans, via Wilderness, proceed to Cradock St, George Taxi Rank, drop off and pick up and return via the same route.
13	5 Minibuses	886	BORCHARDS	GEORGE	From points located within the Residential Area of Borchards, along Thomas St, left into Sandkraal Rd, into Albert St, right into Cradock St, right into Taxi Rank at Cradock St in George and back the same route.

No.	Mode	Route Code	Origin	Destination	Route Description
14	8 Minibuses	971	THEMBALETHU	GEORGE	From Taxi Rank in Thembaletu, via Sandkraal Rd, into Albert St, right into Cradock St, to Taxi Rank in Cradock St in George and return along the same route.
15	1 Minibus	J19	GEORGE	WABOOMSKRAAL	From Taxi Rank at Cradock St in George, left into Hibernia St, straight down C J Langenhoven St, straight onto N12, left into Waboomskraal and back across the same route.
16	6 Minibuses	887	BORCHARDS	GEORGE	From points located within the Residential Area of Borchards, along Garcia St, left into Sandkraal Rd, into Albert St, right into Cradock St, right into Taxi Rank at Cradock St in George and back the same route.
17	29 Minibuses 1 Single Deck Bus	K27	MOSELBAAI	GEORGE	From Mossel Bay Taxi Rank at Matfield St, right into Marsh St, right into Louis Fourie Rd, left onto the N2, left towards Groot Brak River, up to Groot Brak River and back, left onto the R102, left into York St, right into Market St, left into Cradock St, right into the George Taxi Rank and back.
18	63 Minibuses 5 Station Wagons 2 Motor Cars	P10	KNYSNA	GEORGE	From the rank in Nelson St, onto the N2 towards George, onto Courtenay St (N12), left into Meade St, right into Donneraile Square, drop off only, and return along the same route.
19	2 Minibuses	Z84	KLAARSTROOM	GEORGE	From Taxi Rank at Community Hall in Klaarstroom, right onto the N12 National Rd, via Meiringspoort, via De Rust N12, via Voortrekker Rd, Oudtshoorn, left into Langehoven Rd, onto the N12, via Waboomskraal, over Outeniqua Berg Pass, right into C J Langenhoven Rd in George, into Hibernia St, right into Cradock St in George, to George Taxi Rank and back
20	140 Minibuses 4 Station Wagons 3 Motor Cars 1 Single Deck Bus	I88	GEORGE	OUDTSHOORN	From Cradock St Taxi Rank, left into Cradock St, right into Market St, right into York St, left into Langenhoven Rd, over Outenikwa Pass, left into Oudtshoorn, from Langenhoven Rd turn right into High St, right into Voortrekker Rd, left into Adderley St to Taxi Rank and back.
21	1 Minibus	893	PACALTSDORP	GEORGE	From points located within the residential area of Pacaltsdorp, along Beach Rd, into York St, right into Market St, left into Cradock St to Taxi Rank at Cradock St in George and back the same route.



No.	Mode	Route Code	Origin	Destination	Route Description
22	3 Minibuses	885	BORCHARDS	GEORGE	From points located within the Residential Area of Borchards, along Garcia St, left into Stanford Mangaliso St, right into Vuyani Ncamazana St, left into Garcia St, left into Sandkraal Rd, into Albert St, right into Cradock St, right into Taxi Rank at Cradock St in George, and back the same route.
23	46 Minibuses 2 Station Wagons 2 Motor Cars 1 Single Bus Deck	189	GEORGE	MOSSELBAAI	From Taxi Rank located at Cradock St, left into Cradock St, right into Market St, left into York St, right onto the N2, left into Links Rd, right into Louis Fourie Rd, left into George Rd, right into Church St, left into Marsh St, right into Zietsman St, to Taxi Rank and back.
24	2 Minibuses	914	GEORGE	PACALTSDORP	From Taxi Rank at Cradock St in George, left into Cradock St, right into Market St, left into Meade St, right into Victoria St, left into York St, over the N2 bridge onto Beach Rd, left into Mission St, right into Fern St, left into Cycad St, left into Hibiscus St in Pacaltsdorp, and back the same route.
25	1 Minibus	O29	GEORGE	CONVILLE	From taxi rank at Cradock St, left into Cradock St, left into Albert St that becomes Sandkraal Rd, left into Pienaar St, right into Swawel St, left into Korhaan St, right into Steyn St, right into Fiskaal St, right into Kwartel St, left into Swawel St, left into Pienaar St, right into Sandkraal Rd, right at Cradock St, right into taxi rank at Cradock St.
26	41 Minibuses 2 Station Wagons 1 Motor Car 1 Single Deck Bus	W63	GEORGE	KNYSNA	From Cradock Taxi Rank left into Cradock St, right into Courtenay St (N12), left onto the N2, via Wilderness, via Sedgfield, to Knysna Taxi Rank, into Nelson St, and return.
27	45 Minibuses 7 Station Wagons 1 Motor Car 1 Midibus	X39	PLETTENBERG BAY	GEORGE	From Plettenberg Bay Taxi Rank into Marine Drive, left onto the N2, via Knysna, via Sedgfield, via Wilderness, proceed to George and return along the same route.
28	6 Minibuses	N58	GEORGE	BELLVILLE	From Thembaletu Taxi Rank, right into Sandkraal Rd, left onto the N2, via Mossel Bay, via Riversdale, via Swellendam, via Riviersonderend, via Grabouw, via Somerset West, via R300, to Voortrekker Rd, left into Charl Malan, proceed to Bellville Taxi Rank, drop off and Pick up, and return via the same route.

No.	Mode	Route Code	Origin	Destination	Route Description
29	1 Minibus	892	PACALTSDORP	GEORGE	From points located within the Residential Area of Pacaltsdorp, along Beach Rd, into York St, left onto the R102, to Groeneweide Park, back onto the R102, into York St, right into Market St, left into Cradock St, right into Taxi Rank at Cradock St in George and back the same route.
30	378 Minibuses 2 Single Deck Buses 1 Motor Car	K91	BELLVILLE	GEORGE	From Bellville interchange, right into Voortrekker Rd, R300, N2, Somerset West, Grabouw, Caledon, Heidelberg, Mossel Bay, to George Taxi Rank, and return along the same route.
31	2 Minibuses	721	GEORGE	KLEINKRANTZ	From Taxi Rank at Cradock St in George, left into Cradock St, right into Hibernia St, left into Mitchell St, right into Courtenay St (N12), into Knysna Rd (N12) which becomes the N2, right into Protea Avenue in Kleinkrantz and back the same route.
32	78 Minibuses 1 Motor Car	752	THEMBALETHU	GEORGE	From Sandkraal Rd in Thembaletu, into Sandkraal Rd, left onto the N2, left at fork, up to Pick n Pay, then up to Checkers in Courtenay St (N12), on to Friendly Grocer, right into Wellington St, to Pallot Denneoord, back into Courtenay St (N12), right into York St, left at Court, on to drop-off location at Game, back into York St, right into Victoria St, left into Cradock side St, to George Taxi rank in George and return along the same route.
33	4 Minibuses	753	GEORGE	LANCEWOOD	From Taxi Rank at Cradock St in George, left into Cradock St, right into Courtenay St (N12), into Knysna Rd (N12), along Knysna Rd (N12) to Rademeyer Nursery, back into Knysna Rd (N2), to Victoria Bay, back on Knysna Rd (N2), to Wilderness, back on Knysna Rd (N2), to Lakes and Garden Court Holiday Inn and Kleinkrantz, back on Knysna Rd (N2), left into Hoekwil, Tousranten, Collins Hoek, Woodville, back onto Hoekwil Rd to Mandalay Farms, on dirt Rd to Farm Dankbaar, back on Dirt Rd to Hoekwil, right into Farm Lancewood and Saagmeule and return along the same route.
34	1 Minibus	934	GROOT BRAKRIVIER	KLEIN BRAKRIVIER	From Green Haven Library in Watsonia St, Groot Brak River, left into Amy Searle St, over 4-way stop to Friemersheim Rd, left into Kleinvlei Rd, right into Klein Brak River, again into Friemersheim Rd, left into Kleinplaas Rd, right into Jonkersberg National Rd, left into Kleinfontein Rd, left into Geelhoutboom Rd, left into Diepkloof Rd, left onto the R404, right into George St, right into CJ Langenhoven Rd, left into York St, right into Cathedral St, right into St. Mark's Square in George and back the same route.

No.	Mode	Route Code	Origin	Destination	Route Description
35	Minibuses	840	THEMBALETHU	ST MARK'S SQUARE	From Corner of Ngcakani Rd and Bacela St, along Ngcakani Rd towards Thembaletu Taxi Rank and N2, then turn right into Sandkraal Rd and then continue up Nelson Mandela Blvd, then slight left into Albert St, then turn right into Cradock Street, and then turn right into St Mark's Square and back the same route.
36	171 Minibuses 2 Motorcars 1 Station Wagon 1 Midibus	880	THEMBALETHU	GEORGE	From points located within the Residential Area of Thembaletu, along Sandkraal Rd, left into Ngcakani St, right into Sandkraal Rd, left to new area without St names, left into Sandkraal Rd, into Albert St, right into Cradock St, right into Taxi Rank at Cradock St in George and back the same route provided no passengers are picked up along Sandkraal Rd.
37	23 Minibuses	P88	GEORGE	SEDFIELD	From Sedfield Taxi Rank, onto the N2, via Kleinkrans, via Wilderness, proceed to Cradock St, into George Taxi Rank, drop off and pick up and return via the same route.
38	53 Minibuses 1 Single Deck Bus 1 Motor Car	I58	MOSELBAAI	GEORGE	From Marlin St, left into Bill Jeffrey Avenue, right into Louis Fourie Rd, right onto the N2 to Klein Brak River to Groot Brak River, to Blanco, to George, to Pacaltsdorp and return to Mossel Bay.
39	3 Minibuses 1 Motor Car	933	GROOT BRAKRIVIER	GEORGE	From Green Haven Bus Stop at Amy Searle Rd in Groot Brak River, right into Amy Searle St, left into Lang St, into Charles St, right into Station Rd, left onto the R102, left into York St, right into Courtenay St (N12), up to Friendly Grocer Parking Area in George and back the same route provided no passengers may be picked up at George.
40	1 Minibus	909	GEORGE	PACALTSDORP	From Taxi Rank at Cradock St in George, right into Market St, left into York St, to residential area of Pacaltsdorp and return along the same route.
41	3 Minibuses	L91	THEMBALETHU	GEORGE	From Thembaletu, along Sandkraal Rd, left to new area without St names, left into Sandkraal Rd, into Albert St, right into Cradock St, right into taxi rank at Cradock St in George and return along the same route provided no passengers are allowed to be picked up along Sandkraal Rd.
42	67 Minibuses 1 Motor Car	N7	GEORGE	WILDERNESS	From Thembaletu Taxi Rank, into Sandkraal Rd, right onto the N2, via the N2 to the Holiday Inn Garage in Wilderness, and return along the same route.

No.	Mode	Route Code	Origin	Destination	Route Description
43	53 Minibuses 2 Station Wagons 1 Motor Car 1 Single Deck Bus	N64	GEORGE	WORCESTER	From Thembaletu Taxi Rank to Sandkraal Rd, onto the N2, via Mossel Bay, via Swellendam, via Ashton, via Robertson, proceed to Worcester, along High St, turn right at Baring St and proceed up to Tulbagh St, right to taxi rank in Tulbagh St, and return along the same route.
44	1 Minibus	948	PROTEA PARK GEORGE	GEORGE	From the Residential Area of Protea Park George along Park St, left into Kappokblom St, right into Daisy St, left into Knysna Rd (N12), left into Courtenay St (N12), left into York St, left into Hibernia St to Taxi Rank at Cradock St George and return via Mitchells St.
45	116 Minibuses 3 Station Wagons 3 Motor cars 1 Single Deck Bus	N63	GEORGE	EAST LONDON	From Thembaletu Taxi Rank, to Sandkraal Rd, onto the N2, via Knysna, via Plettenberg bay, via Humansdorp, via Port Elizabeth, via Port Alfred, proceed to East London, enter Buffalo St, left to Emthini Taxi Rank in East London and return back via the same route.
46	6 Minibuses	H64	BEAUFORT WES	GEORGE	From Beaufort West Taxi Rank the 0665 in Church St, turn right at robot in Donkin St, drive straight down Donkin St, onto the N1, then turn left onto the R29 that becomes Voortrekker St at Oudtshoorn and drive up to Baron Van Rheede St's robot in Oudtshoorn, then turn left into Langenhoven Rd and drive straight on the R62 Main Rd to George, turn right at the Hospital in C J Langenhoven Rd, cross York St's Robot, straight down Hibernia St, then drive across Meade St, at robot turn right into Cradock St and then at the first St, turn left into the Taxi Rank and return along the same route.
47	146 Minibuses 4 Station Wagons 4 Motor Cars 1 Single Deck Bus	M3	GEORGE	PORT ELIZABETH	Depart from Thembaletu, right into Sandkraal Rd, right onto the N2, via Knysna, via Plettenberg bay, via Humansdorp, via Jeffreys Bay, via Uitenhage Rd to Nbekish Rd, to Struandale Rd, to Dek Rd, to Njoli Taxi Rank at Port Elizabeth and return.
48	6 Minibuses 3 Single Deck Buses 2 Motor Cars	W64	GREAT BRAK RIVER	GEORGE	From Greenhaven Bus Station in Amy Searle Rd in Groot Brak River, left into Long St, into Charles St, left into Station Rd, over R102 into Glentana, onto the R102, into York St, right into Cathedral St, into Bus Terminus at St Mark's Square, off Load and load passengers and return via the same route.
49	8 Minibuses	O68	SMUTZVILLE	SEDGEFIELD GEORGE	From Sedgfield Taxi Rank to the N2, via Kleinerman's, via Wilderness, proceed to Cradock St Taxi Rank, drop off and pick up and return via the same route.



No.	Mode	Route Code	Origin	Destination	Route Description
50	9 Minibuses 1 Station Wagon	Y7	OUTDSHOORN	MOSSEL BAY VIA GEORGE, GREAT BRAK RIVER	From taxi rank at Union Square, Bond St in Oudtshoorn, right into Adderley St, right into Voortrekker Rd, left into Main St, left into Langenhoven Rd, onto the N12, right into unknown gravel Rd to Klipdrif, Doringrivier, Paardebont and return with the same route up to the R62, continue along the R62, left into Langehoven Rd, right into Hibernia St, right into Cradock St up to the rank at George, from George Taxi Rank right into Marx St, left into York St, left onto the R102, right into Groot Brak River, right onto the N2, right into Louise Fourie Rd, left into Marsh St, left into Matfield St, into taxi rank in Mossel Bay and return along the same route.
51	1 Minibus	T26	GEORGE	UNIONDALE	From George Taxi Rank through Michell St, left into Hibernia St, into N9, via Heroldstar via, Eensaamheid, via Nolsholte, right into N9, right into Avontuur station, left into Uniondale, into Lang St and return via the same route.
52	101 Minibuses 2 Single Deck Buses 1 Station Wagon	978	OUTDSHOORN	WABOOMSKRAAL	From Taxi Rank at Union St and Bond St in Oudtshoorn, right into Adderley St, right into Voortrekker Rd, left into Main St, left into Langenhoven Rd, onto N12, right into unknown dirt Rd to Klipdrif, Thorn River, Paardebont, back by the same Rd to R62, drive along R62, right into unknown dirt Rd to Klipdrif, Thorn River, Paardebont, back by the same Rd to R62, along R62, right into unknown dirt Rd to Waboomskraal, back on the same Rd to R62, drive along R62, left into Langenhoven Rd, right into Hibernia St, right into Cradock St up to Taxi Rank in George and return along the same route provided passengers are only dropped off in George and no passengers are picked up within the Municipal area of George.
53	80 Minibuses 3 Station Wagons 2 Motor Cars 1 Single Deck Bus	O66	GEORGE	CAPE TOWN/BELLVILLE	From Thembaletu Taxi Rank, right into Sandkraal Rd, left onto the N2, via Mossel Bay, via Riversdale, via Swellendam, via Riviersonderend, via Grabow, onto the N2, along Andries Pretorius to Somerset West Rank, drop off only, proceed along N2, onto the R300, left into Strand (Voortrekker Rd) and proceed to rank at Bellville, drop off and pick up and return via the same route.
54	2 Minibuses 1 Single Deck Bus	O56	FRIEMERSHEIM	GEORGE	From Kretzen St Friemersheim Bus Stop, past large, klein Sorgfontein, to Amy Searle Rd in Groot Brak River, left into Lang St, into Charles St, right into Station Rd, left onto the R102, left into York St, right into Hibernia St, left into Cradock St, up to George Taxi Rank and return along the same route.
55	1 Minibus	V19	GEORGE	UPINGTON	From George Taxi Rank in Cradock St in George, via Oudtshoorn, Dysselsdorp, De Rust, Beaufort West, Victoria West, N10 to Upington and return.

No.	Mode	Route Code	Origin	Destination	Route Description
56	8 Minibuses 1 Station Wagon	S66	GEORGE	DURBAN	From Thembaletu Taxi Rank , via N2, via Knysna, via Plettenberg Bay, via Humansdorp, via Port Elizabeth, via Grahamstown, via Peddie, via King Williams Town, via Komga, via Betterworth, via Idutywa, via Umtata, via Qumba, via Mount Frere, via Mount Ayliff, via Kokstad, via Harden, via Port Shepstone, proceed to Swintin St Taxi Rank, to Walmer hostel, drop off and pick up and return back via the same route.
57	70 Minibuses 4 Motor Cars 2 Station Wagons	I91	GEORGE	LADISMITH	From Cradock St in George, into Wellington St, left into Hibernia St, onto the R62, into Langhoven St and return right to High St and turn right again to Region St, to taxi rank at Oudtshoorn, onto the R62 to Calitzdorp, to Ruiters Padkafee in Zoar, to taxi rank in King St Ladismith and return.
58	3 Minibuses	M62	GEORGE	PLETTENBERG BAY	From taxi rank on Cradock St, left into Cradock St, right into Courtenay St (N12), left onto the N2, to Plettenberg Bay, to Marine Drive, to Main St, to taxi rank at Plettenber Bay and return subject to the condition that no passengers will be picked up at Plettenberf Bay.
59	3 Motor Cars 1 Minibus	N48	RIVERSDALE	GEORGE	From Riversdale Taxi Rank, into Michael St, left into van den Berg, right into Heidelberg St, left onto the n2, via Albertinia, Mossel Bay, via Groot Brak, left in York St, right into Market St, left into Cradock St, left into taxi rank in George, drop off only and return to Riversdale via the N2 on same route.
60	4 Minibuses	P58	DYSELSDORP	GEORGE	From Dysselsdorp Taxi Rank, left into Adonis Rd, right into Adonis Rd, left onto the N12 National Rd, onto Voortrekker Rd in Oudtshoorn, left into High St, into Langenhoven Rd, onto the N12, via Waboomskraal, over Outeniqua Berg pass, into Langenhoven Rd in George, into Hibernia St, right into Cradock St, to George Taxi Rank and back the same route.
61	139 Minibuses 4 Station Wagons 4 Motor Cars 1 Single Deck Bus	M5	GEORGE	WHITTLESEA	Depart from Thembaletu, right into Sandkraal Rd, onto the N2, via Plettenberg Bay, via Humansdorp, via Jeffreys Bay, via Port Elizabeth, via Grahamstown, via Fort Beaufort, via Seamore, to Whittlesea Taxi Rank and back.
62	9 Minibuses 1 Station Wagon	U50	GEORGE	JOHANNESBURG	From Thembaletu Taxi Rank, via Oudtshoorn, via Beaufort West, via Colesberg, via Kroonstad, via Grasmeer, proceed to the corner of Wanderous St and corner of North St Taxi Rank in Johannesburg, drop off and pick up at taxi rank and return along the same route.

No.	Mode	Route Code	Origin	Destination	Route Description
63	147 Minibuses 2 Midibuses 1 Single Bus Deck 1 Station Wagon	V50	NYANGA	GEORGE	From Nyanga Central Minibus Taxi Terminus situated at the corner of Emms Drive, right into Emms Drive, left into Terminus Rd, left into Great Dutch St which becomes Ntlangano Crescent, straight into Borchers Quarry Rd, right onto the N2, proceed straight along the N2 to Swellendam, Heidelberg, Riversdale and Mossel Bay towards George and return along the same route.
64	138 Minibuses 4 Motor Cars 3 Station Wagons 1 Single Deck Bus	N61	GEORGE	UMTATA	From Thembaletu Taxi Rank to Sandkraal Rd, onto the N2, via Knysna, via Plettenberg Bay, via Humansdorp, via Port Elizabeth, via Grahamstown, via King Williamstown, via Komga, via Butterworth to Umtata Taxi Rank and return via the same route.
65	133 Minibuses 3 Station Wagons 3 Motor Cars 1 Single Deck Bus	N62	GEORGE	UMQANDULI	From Thembaletu Taxi Rank to Sandkraal Rd, onto the N2, via Knysna, via Plettenberg bay, via Humansdorp, via Port Elizabeth, via Grahamstown, via King Williamstown, via Komga, via Butterworth, via Idutywa, right to Umqanduli and return via the same route.
66	143 Minibuses 4 Station Wagons 4 Motor Cars 1 Single Deck Bus	M2	GEORGE	QUEENSTOWN	Depart from Thembaletu Taxi Rank, right into Sandkraal Rd, to Albert St, right into York St, left into Langenhoven Rd, over to the N9 - to Uniondale, Willowmore, Aberdeen, Graaff Reinet, Middelburg, right onto the N10, to Cradock, then along the R61 to Queenstown and back.
67	127 Minibuses 4 Motor Cars 3 Station Wagons 1 Single Deck Bus	M4	GEORGE	GRAAFF REINETT	Depart from Thembaletu Taxi Rank, right into Sandkraal Rd, to Albert St, right into York St, left into Langenhoven Rd, to N9, via Uniondale, via willow more, via Aberdeen, Graaf Reinet and back.
68	1 Minibus	U33	GEORGE	JOUBERTINIA	From George taxi rank into Hibernia St, into Langenhoven St, onto the N9, into Waboomskraal, onto the N9, to Herold, onto the N9, to Nolls Holte, onto the N9, to Uniondale, to Avontuur, Haarlem, Ongelegen, Musgend, Louterwater to Joubertinia and return.

No.	Mode	Route Code	Origin	Destination	Route Description
69	23 Minibuses	W18	STELLENBOSCH	GEORGE	From Stellenbosch Kayamandi Taxi Rank, right onto the N1, Paarl, Worcester and Robertson to Ashton, Swellendam, Heidelberg, Riversdale and Mossel Bay to George, and return along the same route.
70	23 Minibuses 1 Midibus	W39	WITSAND	GEORGE	From Witsand (Saxonworld) Mini Bus Taxi Rank, situated c/o Ntlokokotshane and Mgxam St, right into Ntlokokotshane St, right into Reygersdal Drive (Old Mamre Darling Rd), left Klein Dassenberg Rd, right onto the N7, proceed straight along the N7, left onto the N1 Off-Ramp, onto the N1, proceed straight along the N1 towards Paarl, Worcester, Robertson, Ashton, Swellendam, Heidelberg, Riversdale, Mossel Bay, to George and return along the same route.
71	GO GEORGE Bus	1AExp	New Dawn Park	CBD Express	From Protea Bus Terminal (390D) in Fern St, left into Section St, left into Amaryllis St, right into Protea Rd Loop, right into Mission St, right into Beach Rd, over the N2 bridge into York St, continue along York St, right into Hibernia St, right into Mitchel St, right into Market St and return via York St, Beach Rd and Mission St to Protea Bus Terminal. (Stop sequence for route: PROTEA, VALK, FLAMINK, SIERRISIE, BEACH A, UNION A, MARKET, CRADOCK E, PROTEA)
72	GO GEORGE Bus	1A	New Dawn Park	CBD	From Protea Bus Terminal (390A) in Section St, east along Section St, left into Amaryllis St, right into Protea Rd loop, right into Mission St, right into Beach Rd, over the N2 bridge into York St, continue along York St, right into Courtenay St (N12), right into Memorium St, right into Market St, return via York St, Beach Rd and Mission St to Protea Bus Terminal. (Stop sequence for route: PROTEA, PETUNIA, PHALIDAS, VALK, FLAMINK, SIERRISIE, WILGER, TARENTAAL, PROTEA B, FERN, ALOE, MISSION/EAST, CLINIC, MISSION, OLYMPIC, BEACH A, DISCOVERY, HOPE, SKATELAB, TEMPORARY, UNION A, PALGRAVE, FICHAT A, MARTHINUS, MARKET, MARKET, CATHEDRAL A, MEADE, WELLINGTON, MERRIMAN, CATHEDRAL B, HIBERNIA, MERRIMAN, MISPEL A, MARKET, MARTHINUS, FICHAT A, PALGRAVE, UNION A, TEMPORARY, SKATELAB, HOPE, DISCOVERY, BEACH A, NOORD, CLINIC, MISSION/EAST, ALOE, PROTEA)



No.	Mode	Route Code	Origin	Destination	Route Description
73	GO GEORGE Bus	1B	Harmony Park	CBD	From Protea Bus Terminal (390B) in Section St, east along Section St, left into Amaryllis St, right into Protea Rd, right into Hibiscus St, right into Rose St, left into Haydn St, into Heather St, right into Beach Rd, left into Beukes St, right into Geelhout St, right into Cantley St, left into Beach Rd, over the N2 bridge into York St, continue along York St, right into Courtenay St (N12), right into Memorium St, right into Market St, return to Protea Terminal via York St, Beach Rd and Mission St. (Stop sequence for route: PROTEA, PETUNIA, DAFFODIL, PLANE A, ROSE, NORFOLK, JACARANDA, WAGNER, CHOPIN, CLINIC, BROWNS, HARMONY, GEELHOUT, FIR, CANTLEY, SHORT, MISSION, OLYMPIC, BEACH A, DISCOVERY, HOPE, SKATELAB, DEPOT, UNION A, PALGRAVE, FICHAT A, MARTHINUS, MARKET, CATHEDRAL A, MEADE, WELLINGTON, OUTENIQUA, CATHEDRAL B, HIBERNIA, MERRIMAN, MISPEL B, MARKET, MARTHINUS, FICHAT A, PALGRAVE, UNION A, DEPOT, SKATELAB, HOPE, DISCOVERY, BEACH A, NOORD, CLINIC, MISSION/EAST, ALOE, PROTEA)
74	GO GEORGE Bus	1C	Protea	CBD	From Protea Bus Terminal (390F) in Protea Rd, right into Fern St, left into Mission St, right into Beach Rd, over the N2 bridge into York St, Continue along York St, right into Hibernia St, right into Cradock St, right into Market St, return to Protea Bus Terminal via York St, Beach Rd and Mission St. (Stop sequence for route: PROTEA, FERN, ALOE, MISSION/EAST, CLINIC, MISSION, OLYMPIC, BEACH A, DISCOVERY, HOPE, SKATELAB, DEPOT, UNION A, PALGRAVE, FICHAT A, MARTHINUS, MARKET, CRADOCK E, PROTEA)

No.	Mode	Route Code	Origin	Destination	Route Description
75	GO GEORGE Bus	1E	Pacaltsdorp	Hospital	From Short Bus Terminal in Beach Rd, right into Cantley St, left into Geelhout St, left into Beukes St, right into Beach Rd, left into Heather St, into Haydn St, right into Rose St, left into Hibiscus St, right into Protea Rd Loop, right into Mission St, right into Beach Rd, over the N2 bridge into York St, continue along York St, left into C.J. Langenhoven Rd, right into Davidson St (N12), into Courtenay St (N12), right into Cradock St to Cradock (CBD) Terminal, right into Market St, left into York St, over the N2 bridge into Beach Rd, continue along Beach Rd, left into Mission St, right into Fern St, to Protea Bus Terminal (390C). (Stop sequence for route: SHORT, CANTLEY, FIR, GEELHOUT, HARMONY, BROWNS, CLINIC, CHOPIN, WAGNER, JACARANDA, NORFOLK, ROSE, DAFFODIL, PETUNIA, PHALIDAS, VALK, FLAMINK, SIERRISIE, WILGER, TARENTAAL, PROTEA B, FERN, ALOE, MISSION/EAST, CLINIC, MISSION, OLYMPIC, BEACH A, DISCOVERY, HOPE, SKATELAB, DEPOT, UNION A, PALGRAVE, FICHAT A, MARTHINUS, MARKET, PALM, HERRIE, SPORTS CLUB, HOSPITAL, ARBOUR, VALLEY, MEADE, CATHEDRAL C, CRADOCK CBD, MARKET, MARTHINUS, FICHAT A, PALGRAVE, UNION A, DEPOT, SKATELAB, HOPE, DISCOVERY, BEACH A, NOORD, CLINIC, MISSION/EAST, ALOE, PROTEA)
76	GO GEORGE Bus	2F	CBD	Blanco	From Cradock (CBD) Terminal, right into Cradock St, right into Market St, right into York St, left into C.J. Langenhoven Rd, left into C.J. Langenhoven Rd (N12), left into Witfontein Rd, into George St, left into Factory St, right into Voortrekker St, right into Montagu St (R404), to Montagu B Transfer Station. (Stop sequence for route: CRADOCK CBD, MARKET, PALM, HERRIE, SPORTS CLUB, STADIUM, MYRTLE B, HILLWOOD B, HEATHER, PINE, AALWYN, AIRWAY A, GEORGE B, FACTORY, PIETER THERON, VIOLET, FRYLINCK, NAPIER, MAITLAND, MONTAGU B)
77	GO GEORGE Bus	2R	Blanco	CBD	From Montagu B Transfer Station, right into George St, into Witfontein Rd, right into C.J. Langenhoven Rd (N12), right into C.J. Langenhoven Rd, into Hibernia St, right into Cradock St to Cradock (CBD) Terminal. (Stop sequence for route: MONTAGU B, GEORGE A, FACTORY, GEORGE B, AIRWAY A, AALWYN, PINE, HEATHER, HILLWOOD B, MYRTLE B, STADIUM, SPORTS CLUB, HERRIE, PALM, YORK D, CRADOCK CBD)

No.	Mode	Route Code	Origin	Destination	Route Description
78	GO GEORGE Bus	3	Blanco	Blanco	From Montagu B Transfer Station, right into Montagu St (R404), left into Crystal Ave, left into Maitland St, left into Montagu St (R404), right into Vrugte St, left into Flood St, left into Jonas St, into Fortuin St, right into George St, left into Montagu St (R404), right into Maitland St, right into Crystal Ave, right into Montagu St (R404), left into George St, left into Fortuin St, into Jonas St, right into Flood St, right into Vrugte St, left into Montagu St (R404), return to Montagu Transfer Station. (Stop sequence for route: MONTAGU B, CRYSTAL, GOLDEN VALLEY, GOLDEN VALLEY, GOEDEMOED, ESKOM, KERRIWOOD, SEARLE, MAITLAND, MONTAGU B, CRYSTAL, DU PLESSIS, VRUGTE, PROTEA CLOSE, SONOP, JONAS, MALGAS, CROWLEY, FORTUIN, FACTORY, GEORGE A, MONTAGU B, MONTAGU, SEARLE, KERRIWOOD, ESKOM, GOEDEMOED, GOLDEN VALLEY, GOLDEN VALLEY, MONTAGU B, GEORGE A, FACTORY, FORTUIN, CROWLEY, MALGAS, JONAS, SONOP, PROTEA CLOSE, FLOOD, DU PLESSIS, MONTAGU B)
79	GO GEORGE Bus	3A	Blanco	Blanco	From Montagu B Transfer Station, right into Montagu St (R404), left into Crystal Ave, left into Maitland St, left into Montagu St (R404), right into Vrugte St, left into Flood St, left into Jonas St, into Fortuin St, right into George St, left into Montagu St (R404), south along Montagu St (R404) and turn around at Gwayang Bus Stop, north along Montagu St (R404) to Montagu B Transfer Station, left into Montagu St (R404), right into Maitland St, right into Crystal St, right into Montagu St (R404), left into George St, left into Fortuin St, into Jonas St, right into Flood St, right into Vrugte St, left into Montagu St (R404), return to Montagu B Transfer Station. (Stop sequence for route: MONTAGU B, CRYSTAL, GOLDEN VALLEY, GOLDEN VALLEY, GOEDEMOED, ESKOM, KERRIWOOD, SEARLE, MAITLAND, CRYSTAL, DU PLESSIS, VRUGTE, PROTEA CLOSE, SONOP, JONAS, MALGAS, CROWLEY, FORTUIN, FACTORY, FACTORY, GEORGE A, MONTAGU B, MAITLAND, NAPIER, FRYLINCK, FANCOURT, HOP FARM, GWAYANG, HOP FARM, FANCOURT, FRYLINCK, NAPIER, MONTAGU, SEARLE, KERRIWOOD, ESKOM, GOEDEMOED, GOLDEN VALLEY, GOLDEN VALLEY, GEORGE A, FACTORY, FORTUIN, CROWLEY, MALGAS, JONAS, SONOP, PROTEA CLOSE, FLOOD, DU PLESSIS, MONTAGU B)

No.	Mode	Route Code	Origin	Destination	Route Description
80	GO GEORGE Bus	7	CBD	Garden Route Mall	From Cradock (CBD) Terminal, right into Cradock St, left into Market St, left into Memorium St, right into Courtenay St (N12), into Knysna Rd (N12), right to the Garden Route Mall Terminal, return along Knysna Rd and Courtenay St (N12), left into Cradock St and return to Cradock (CBD) Terminal. (Stop sequence for route: CRADOCK CBD, MITCHELL, STATION, MEMORIAM, MISSION, THIRD A, FOURTH B, SAASVELD, KRAAIBOSCH, GARDEN ROUTE, KRAAIBOSCH, SAASVELD, FOURTH B, THIRD A, MISSION, MEMORIAM, CATHEDRAL C, CRADOCK CBD)
81	GO GEORGE Bus	7 - 53	CBD	Garden Route Mall	From Cradock (CBD) Terminal, right into Cradock St, left into Market St, left into Memorium St, right into Courtenay St (N12), into Knysna Rd (N12), right to Garden Route Mall Terminal, right into Park Rd, left into 5th St, left into Beer St, right into Parson St, left into Niewoudt St, right into O'Connell St, right into Fotheringham St, left into Canary St, left into Beer St, right into Attakwas St, left into Mission Rd, left into Courtenay St (N12), left into York St, left into Market St, left into Cradock St and return to Cradock (CBD) Terminal. (Stop sequence for route: CRADOCK CBD, MITCHELL, STATION, MEMORIAM, MISSION, THIRD A, FOURTH B, SAASVELD, KRAAIBOSCH, GARDEN ROUTE, EDEN MEANDER, KALKOENTJIE, PROTEA VALLEY, TRIUMPH, SWAARDLELIE, PARK, MILLER, FRANCIS, WOLTEMADE, VINCENT, OERSON BUYS, O'CONNELL B, HURTER, O'CONNELL, WIDOM, KANARIE, GRENS B, ROSEMOOR, GEORGE HIGH, MUSEUM, MISSION, MEMORIAM, SYMONDS, WELLINGTON, MEADE, YORK, CATHEDRAL A, YORK C, CRADOCK CBD)
82	GO GEORGE Bus	9F	CBD	Industria	From Cradock (CBD) Terminal, left into Cradock St, right into Courtenay St (N12), right into Mission Rd, right into Industrial St, right into Nelson Mandela Blvd, left into Fabriek St, right into Fichat St, left into Foundry St, right into Rand St, into Ring St, right into Rand St, right into P.W. Botha Blvd, right into York St, right into Hope St, left into Market St, right into Cradock St and return to Cradock (CBD) Terminal. (Stop sequence for route: CRADOCK CBD, MEMORIAM, MISSION, SAAGMEAUL, HARDWARE, GRENS A, INDUSTRIAL, LAING, FICHAT C, CLAY, UNION B, RING CENTRE, BIDDULPHS, RING, ABATTOIR, RAND, MEUL, PW BOTHA, OSSIE URBAN, PEARL, DISCOVERY, YORK B, PALGRAVE B, FICHAT D, CRADOCK CBD)



No.	Mode	Route Code	Origin	Destination	Route Description
83	GO GEORGE Bus	9R	CBD	Industria	From Cradock (CBD) Terminal, right into Cradock St, left into Market St, right into Hope St, left into York St, left into P.W. Boulevard, left into Rand St, left into Ring St, into Rand St, left into Foundry St, right into Fichat St, left into Fabriek St, right into Nelson Mandela Blvd, left into Industrial St, left into Mission Rd, left into Courtenay St (N12), left into Cradock St and return to Cradock (CBD) Terminal. (Stop sequence for reverse route: CRADOCK CBD, MITCHELL, VICTORIA A, FICHAT D, PALGRAVE B, HOPE, MAIN, PEARL, OSSIE URBAN, PW BOTHA, MEUL, RAND, ABATTOIR, RING, BIDDULPHS, RING CENTRE, UNION B, CLAY, FOUNDRY, LAING, FABRIEK, GRENS A, HARDWARE, SAAGMEAUL, MUSEUM, MISSION, MEMORIAM, CATHEDRAL C, CRADOCK CBD)
84	GO GEORGE Bus	12	Garden Route Mall	Pacaltsdorp	From the Garden Route Mall Terminal, right into Knysna Rd (N12), right onto the N2 offramp, continue westwards along the N2, left onto the Beach Rd/N2 offramp, left into Beach Rd, left into Heather St, into Haydn St, right into Rose St, left into Hibiscus St, right into Protea Rd Loop, right into Mission St, right into Beach Rd and return to the Garden Route Mall Terminal via the N2 and Knysna Rd (N12). (Stop sequence for route: GARDEN ROUTE, BEACH A, NOORD, MISSION, BROWNS, CLINIC, CHOPIN, WAGNER, JACARANDA, NORFOLK, ROSE, DAFFODIL, PETUNIA, PHALIDAS, FLAMINK, SIERRISIE, WILGER, TARENTAAL, PROTEA B, FERN, ALOE, MISSION/EAST, CLINIC, MISSION, OLYMPIC, BEACH A, GARDEN ROUTE)
85	GO GEORGE Bus	13F	CBD	CBD (City Loop)	From Cradock (CBD) Terminal, right into Cradock St, left into Market St, right into Mitchell St, right into Union St, into Plattner Blvd, left into Victor Smith Cres, into Barkhuizen Dr, left into King George Dr, left into Augusta St, right into Davidson St (N12), right into Cradock St and return to Cradock (CBD) Terminal. (Stop sequence for route: CRADOCK CBD, NELSON MANDELA A, SONOP, PALGRAVE, CORRECTIONAL, LANG, YORK A, VICTOR SMITH, JOHAN HEUNIS, PLATTNER, BARKHUIZEN B, BARKHUIZEN A, KING GEORGE, AUGUSTA B, AUGUSTA A, BOWLS, STADIUM, HOSPITAL, ARBOUR, OUTENIQUA B, MEADE, CATHEDRAL C, CRADOCK CBD)

No.	Mode	Route Code	Origin	Destination	Route Description
86	GO GEORGE Bus	13R	CBD	CBD (City Loop)	From Cradock (CBD) Terminal, left into Cradock St, left into Davidson St (N12), left into Augusta St, right into King George Dr, right into Barkhuizen Dr, into Victor Smith Cres, right into Plattner Blvd, into Union St, left into Mitchell St, left into Market St, right into Cradock St and return to Cradock (CBD) Terminal. (Stop sequence for route: CRADOCK CBD, WELLINGTON, MEADE, VALLEY, ARBOUR, HOSPITAL, STADIUM, BOWLS, AUGUSTA A, AUGUSTA B, KING GEORGE, GEORGE REX, BARKHUIZEN B, PLATTNER, JOHAN HEUNIS, VICTOR SMITH, YORK A, LANG, CORRECTIONAL, PALGRAVE, FICHAT B, NELSON MANDELA A, CRADOCK CBD)
87	GO GEORGE Bus	14F	Pacaltsdorp	Industria	From Clinic Bus Stop in Clinic St, left into Heather St, into Haydn St, right into Rose St, left into Hibiscus St, right into Protea Rd Loop, right into Mission St, right into Beach Rd, over the N2 bridge into York St, right into P.W. Botha Blvd, left into Rand St, left into Ring St, into Rand St, left into Foundry St, right into Fichat St, left into Fabriek St, right into Nelson Mandela Blvd, right into P.W. Blvd, continue along P.W. Botha Blvd, left into York St, over the N2 bridge into Beach Rd, continue along Beach Rd, left into Heather St (Haydn St) and return to Clinic Bus Stop. (Stop sequence for route: CLINIC, CHOPIN, WAGNER, JACARANDA, NORFOLK, ROSE, DAFFODIL, PETUNIA, PHALIDAS, VALK, FLAMINK, SIERRISIE, WILGER, TARENTAAL, PROTEA B, FERN, ALOE, MISSION/EAST, CLINIC, MISSION, OLYMPIC, BEACH A, MAIN, PEARL, OSSIE URBAN, PW BOTHA, MEUL, RAND, ABATTOIR, RING, BIDDULPHS, RING CENTRE, UNION B, CLAY, FOUNDRY, LAING, FABRIEK, INDUSTRIAL, BRONS, AANLOOP, SCOTT, PIENAAR, BINNE, RAND, MEUL, PW BOTHA, OSSIE URBAN, PEARL, DISCOVERY, BEACH A, NOORD, MISSION, BROWNS, CLINIC)

No.	Mode	Route Code	Origin	Destination	Route Description
88	GO GEORGE Bus	14R	Pacaltsdorp	Industria	From Clinic Bus Stop in Clinic St, left into Heather St, into Haydn St, right into Rose St, left into Hibiscus St, right into Protea Rd Loop, right into Mission St, right into Beach Rd, over the N2 bridge into York St, right into P.W. Botha Blvd, continue along P.W. Botha Blvd, left into Nelson Mandela Blvd, left into Fabriek St, right into Fichat St, left into Foundry St, right into Rand St, into Ring St, right into Rand St, right into P.W. Blvd, left into York St, over the N2 bridge into Beach Rd, continue along Beach Rd, left into Heather St (Haydn St) and return to Clinic Bus Stop. (Stop sequence for reverse route: CLINIC, CHOPIN, WAGNER, JACARANDA, NORFOLK, ROSE, DAFFODIL, PETUNIA, PHALIDAS, VALK, FLAMINK, SIERRISIE, WILGER, TARENTAAL, PROTEA B, FERN, ALOE, MISSION/EAST, CLINIC, MISSION, OLYMPIC, BEACH A, MAIN, PEARL, OSSIE URBAN, PW BOTHA, MEUL, RAND, BINNE, PIENAAR, SCOTT, AANLOOP, BRONS, INDUSTRIAL, LAING, FICHAT C, CLAY, UNION B, RING CENTRE, BIDDULPHS, RING, ABATTOIR, RAND, MEUL, PW BOTHA, OSSIE URBAN, PEARL, DISCOVERY, BEACH A, NOORD, MISSION, BROWNS, CLINIC)
89	GO GEORGE Bus	15	CBD	Parkdene	From Cradock (CBD) Terminal, right into Cradock St, left into Nelson Mandela Blvd, left into Main St, right into Golf St, into Ballot St, left into Main St, right into Nelson Mandela Blvd and return to Cradock (CBD) Terminal. (Stop sequence for route: CRADOCK CBD, SERVICE STATION, FABRIEK, INDUSTRIAL, BRONS, AANLOOP, SCOTT, PIENAAR, THOMAS, STREEPKOPPIE, GOLF, ORION, LIBRA, KING B, BLESBOK, SCORPIO, SONOP, VENUS, PARKDENE HIGH, KING A, MAIN, S MANGALISO, V NCAMAZANA, STREEPKOPPIE, THOMAS, PIENAAR, SCOTT, AANLOOP, BRONS, INDUSTRIAL, FABRIEK, SERVICE STATION, CRADOCK CBD)
90	GO GEORGE Bus	16	Garden Route Mall	Parkdene	From the Garden Route Mall Terminal, right into Knysna Rd (N12), right onto the N2 offramp, continue west along the N2, left onto the Nelson Mandela Blvd offramp, right into Nelson Mandela Blvd, right into Main St, right into Golf St, into Ballot St, left into Main St, left into Nelson Mandela Blvd, return to the Garden Route Mall Terminal via the N2 and Knysna Rd (N12). (Stop sequence for route: CRADOCK CBD, SERVICE STATION, FABRIEK, INDUSTRIAL, BRONS, AANLOOP, SCOTT, PIENAAR, THOMAS, STREEPKOPPIE, GOLF, ORION, LIBRA, KING B, BLESBOK, SCORPIO, SONOP, VENUS, PARKDENE HIGH, KING A, MAIN, S MANGALISO, V NCAMAZANA, STREEPKOPPIE, THOMAS, PIENAAR, SCOTT, AANLOOP, BRONS, INDUSTRIAL, FABRIEK, SERVICE STATION, CRADOCK CBD)

No.	Mode	Route Code	Origin	Destination	Route Description
91	GO GEORGE Bus	18	Blanco	Parkdene	From Montagu B Transfer Station, right into George St, continue along George St, right into Witfontein Rd, left into Airway Rd, left at first roundabout, right at second roundabout, left at third roundabout, right at fourth roundabout, left into Plattner Blvd, over York St into Union St, cross underneath the railway line over to Rand St, continue along Rand St, left into P.W. Botha Blvd, right into Nelson Mandela Blvd, left into Main St, right into Golf St, into Ballot St, left into Main St, right into Nelson Mandela Blvd, left into P.W. Botha Blvd, right into Rand St, over to Union St, over to Plattner Blvd, right into Airway Rd, Continue along Airway Rd, right into Witfontein Rd, left into George St, left into Factory St, right into Voortrekker St, right onto Montagu St (R404), return to Montagu B Transfer Station. (Stop sequence for route: MONTAGU B, GEORGE A, FACTORY, GEORGE B, ROOIELS, YORK A, LANG, CORRECTIONAL, RING, ABATTOIR, RAND, BINNE, THOMAS, STREEPKOPPIE, GOLF, ORION, LIBRA, KING B, BLESBOK, SCORPIO, SONOP, VENUS, PARKDENE HIGH, KING A, MAIN, S MANGALISO, V NCAMAZANA, STREEPKOPPIE, THOMAS, BINNE, RAND, ABATTOIR, CORRECTIONAL, LANG, YORK A, MEENT A, KEYSER, GEORGE B, FACTORY, PIETER THERON, VIOLET, FRYLINCK, NAPIER, MAITLAND, MONTAGU B)
92	GO GEORGE Bus	24	CBD	Garden Route Mall	From Cradock (CBD) Terminal, right into Market St, right into Meade St, right into Courtenay St (N12), left into 1st St, right into Stander St, right into Van Kervel St, right into Madiba Dr, left into Knysna Rd (N12), right to Garden Route Mall Terminal, return via the same route, left into Cradock St from Courtenay St (N12) and return to Cradock (CBD) Terminal. (Stop sequence for route: CRADOCK CBD, CATHEDRAL B, MEADE, WELLINGTON, OUTENIQUA, MEMORIAM, FAIRVIEW, MANN, ROSE, SUIKERBOSSIE, THIRD, FOURTH A, HERIOT, STANDER, MEYER A, GLENWOOD, SAASVELD, KRAAIBOSCH, GARDEN ROUTE, KRAAIBOSCH, KNYSNA, LOERIE HAVEN, MEYER A, KAPKAPPIE, HARIOT, FOURTH A, THIRD, SUIKERBOSSIE, ROSE, MANN, MEMORIUM, CATHEDRAL C, CRADOCK CBD)



No.	Mode	Route Code	Origin	Destination	Route Description
93	GO GEORGE Bus	24-53B	CBD	Garden Route Mall	From Cradock (CBD) Terminal, right into Cradock St, right into Market St, right into Meade St, right into Courtenay St (N12), left into 1st St, right into Stander St, right into Van Kerwel St, right into Madiba Dr, left into Knysna Rd (N12), right to Garden Route Mall Terminal, right into Park Rd, left into Triumph Cl, right into Rietbok St, left into Woltemade St, right into Beer St, right into Attakwas St, left into Mission Rd, left into Courtenay St (N12), left into York St, left into Market St, left into Cradock St and return to Cradock (CBD) Terminal. (Stop sequence for route: CRADOCK CBD, CATHEDRAL B, MEADE, WELLINGTON, MERRIMAN, MEMORIAM, FAIRVIEW, MANN, ROSE, SUIKERBOSSIE, THIRD, FOURTH A, HERIOT, STANDER, MEYER A, GLENWOOD, SAASVELD, KRAAIBOSCH, GARDEN ROUTE, EDEN MEANDER, KALKOENTJIE, PROTEA VALLEY, RIETBOK, WOLTEMADE, FRANCIS, KANARIE, GRENS B, ROSEMOOR, GEORGE HIGH, MUSEUM, MISSION, MEORIAM, SYMONDS, WELLINGTON, MEADE, CATHEDRAL A, CATHEDRAL A, MARKET, YORK C, CRADOCK CBD)
94	GO GEORGE Bus	51A	Parkdene	Parkdene	From S Mangaliso Bus Stop on Main St, right into Nelson Mandela Blvd, left into Thomas St, right into Bellairs St, right into Versveld St, right into Bruce St, left into De Beer St, right into De Villiers St, left into Garcia St, right into Vuyani Ncamazana St, over Nelson Mandela Blvd, into Main St and return to S Mangaliso Bus Stop. (Stop sequence for route: S MANGALISO, V NCAMAZANA, STREEPKOPPIE, THOMAS, SCOTLAND, NOAG, BLOM, BRUCE, DE BEER, DE VILLIERS, GARCIA, CHARLIE HUGO, WILLIE SCHAAP, MELFORD, GOLF, S MANGALISO)
95	GO GEORGE Bus	51B	Parkdene	Parkdene	From Parkdene High Bus Stop on Main St, left into Main St, right into King St, right into Fiskaal St, left into, Peddie Muller St, right into Korhaan St, left into Mentz St, right into Troupant St, left Makou St, left into Tipol St, left into Swavel St, right into Suikerbekkie St, left into Kwartel St, left into Fiskaal St, into Rotary St, into Circular Dr, into Main St and return to Parkdene High Bus Stop. (Stop Sequence: PARKDENE HIGH, KLOOF, PEDDIE MULLER (86), KORHAAN, TIPTOL, LYSER, BONTROKKIE, PEDDIE MULLER (54), MAKOU, HERCULUS, PARKDENE HIGH)
96	GO GEORGE Bus	51C	Parkdene	Parkdene	From Parkdene High Bus Stop on Main St, left into Main St, left into King St, left into Golf St, right into Scorpio St, right into Crane St, left into Scorpio St, right into Golf St, right into Circular Drive Loop, into Main St and return to Parkdene High Bus Stop. (Stop Sequence: PARKDENE HIGH, KING A, SWAN, KING B, BLESBOK, CORONA, PARADISE, POLARUS, SCORPIO, SATURNUS, JUPITER, PARKDENE HIGH).

No.	Mode	Route Code	Origin	Destination	Route Description
97	GO GEORGE Bus	51F	Parkdene	Parkdene	From S Mangaliso Bus Stop (243B) on Main Rd, over Nelson Mandela Blvd to Vuyani Ncamazani St, left into Garcia St, right into De Villiers St, right into De Beer St, right into Bruce St, left into Versveld St, left into Bellairs St, Left into Thomas St, right into Nelson Mandela Blvd, left into Streepkoppie St, left into Kwartel St, right into Suikerbekkie St, left into Swavel St, right into Tiptol St, right into Makou St, right into Troupant St, left into Mentz St, right into Korhaan St, left into Peddie Muller St, left into Fiskaal St, into Rotary St, right into Kloof St, left into King St, left into Main St, into Circular Dr, left into Golf St, left into Scorpio St, left into Bontebok St, left into Golf St, right into King St, left into Main St, return to S Mangaliso Bus Stop. (Stop sequence for route: S MANGALISO (243B), S MANGALISO (243C), MELFORD, NTONDINI, ANDERSON, GARCIA, DE VILLIERS, DE BEER, BRUCE, BLOM, NOAG, SCOTLAND, THOMAS, STREEPKOPPIE, SWIFT, BONTROKKIE, LYSTER, TIPTOL, KORHAAN, PEDDIE MULLER, MAKOU, ROMAN, KLOOF, PARKDENE HIGH, JUPITER, SATURNUS, SCORPIO, CORONA, PARADISE, POLARUS, BUFFEL, BOSVARK, BLESBOK, KING B, SWAN, KING A, MAIN, S MANGALISO (242B))
98	GO GEORGE Bus	51R	Parkdene	Parkdene	From Golf Bus Stop in Main St, east along Main St, right into King St, left into Golf St, right into Bontebok St, right into Scorpio St, right into Golf St, right into Circular Dr, into Main St, right into King St, right into Kloof St, left into Rotary St, into Fiskaal St, right into Peddie Muller St, right into Korhaan St, left into Mentz St, right into Troupant St, left into Makou St, left into Tiptol St, left into Swavel St, right into Suikerbekkie St, left into Kwartel St, right into Streepkoppie St, right into Nelson Mandela Blvd, left into Thomas St, right into Bellairs St, right into Versveld St, right into Bruce St, right into De Beer St, left into De Villiers St, left into Garcia St, right into Vuyani Ncamazana St, over Nelson Mandela Blvd into Main St and return to Golf Bus Stop. (Stop sequence for route: GOLF, MAIN, KING A, SWAN, KING B, BLESBOK, BOSVARK, BUFFEL, POLARUS, PARADISE, CORONA, SCORPIO, SATURNUS, JUPITER, PARKDENE HIGH, KLOOF, UNKNOWN, MAKOU, PEDDIE MULLER, KORHAAN, TIPTOL, LYSTER, BONTROKKIE, SWIFT, STREEPKOPPIE, THOMAS, SCOTLAND, NOAG, BLOM, BRUCE, DE BEER, DE VILLIERS, GARCIA, CHARLIE HUGO, WILLIE SCHAAP, MELFORD, GOLF)

No.	Mode	Route Code	Origin	Destination	Route Description
99	GO GEORGE Bus	53	Garden Route Mall	CBD	From the Garden Route Mall Terminal, right into Park Rd, left into 5th St, left into Wolhuter St, into St Mary St, left into Beer St, right into Parson St, left into Niewoud St, right into O'Connell St, right into Fotheringham St, left into Canary St, left into Beer St, right into Attakwa St, left into Mission Rd, left into Courtenay St (N12), left into York St, left into Market St, left into Cradock St, to Cradock (CBD) Terminal, right into Courtenay St (N12) and return to the Garden Route Mall Terminal. (Stop sequence for route: GARDEN ROUTE, EDEN MEANDER, KALKOENTJIE, PROTEA VALEY, TRIUMPH, SWAARDLELIE, PARK, MILLER, FRANCIS, WOLTEMADE, VINCENT, OERSON BUYS, O'CONNELL B, HURTER, O'CONNELL, WIDOM, KANARIE, GRENS B, ROSEMOOR, GEORGE HIGH, MUSEUM, MISSION, MEMORIAM, SYMONDS, WELLINGTON, MEADE, YORK, CATHEDRAL A, MARKET, YORK C, CRADOCK CBD, WELLINGTON, MERRIMAN, MEMORIAM, MISSION, SAUER, GEORGE HIGH, ROSEMOOR, HARMONIE, BEER B, WIDOM, O'CONNELL, HURTER, O'CONNELL B, OERSON BUYS, VINCENT, WOLTEMADE, FRANCIS, MILLER, PARK, SWAARDLELIE, TRIUMPH, PROTEA VALLEY, KALKOENTJIE, EDEN MEANDER, GARDEN ROUTE)
100	GO GEORGE Bus	53B	CBD	Garden Route Mall	From Cradock (CBD) Terminal, left into Cradock St, right into Courtenay St (N12), into Knysna Rd (N12), right into Mission Rd, right into Attakwas St, left into Beer St, left into Woltemade St, right into Rietbok St, left into Triumph Cl, right into Park Rd, left to Garden Route Mall Terminal, return via Park Rd, left into Triumph Cl, right into Rietbok St, left into Woltemade St, right into Beer St, right into Attakwas St, left into Mission Rd, left into Knysna Rd (N12), into Courtenay St (N12), left into York St, left into Market St, left into Cradock St and return to Cradock (CBD) Terminal. (Stop sequence for route: CRADOCK CBD, WELLINGTON, MERRIMAN, MEMORIAM, MISSION, SAUER, GEORGE HIGH, ROSEMOOR, HARMONIE, FRANCIS, RIETBOK, PROTEA VALLEY, KALKOENTJIE, EDEN MEANDER, GARDEN ROUTE, EDEN MEANDER, KALKOENTJIE, PROTEA VALEY, RIETBOK, WOLTEMADE, FRANCIS, KANARIE, GRENS B, ROSEMOOR, GEORGE HIGH, MUSEUM, MISSION, MEMORIAM, SYMONDS, WELLINGTON, MEADE, YORK, CATHEDRAL A, MARKET, YORK C, CRADOCK CBD)

No.	Mode	Route Code	Origin	Destination	Route Description
101	GO GEORGE Bus	56F	CBD	Denneoord	From Cradock (CBD) Terminal, right into Cradock St, right into Market St, right into York St, left into Davidson St (N12), right into Caledon St, right into Berg St, left into Adderley St, into St Paul's St, left into Kerk St, right into 8th Ave, left into 5th Ave, right into 6th Ave, right into 9th Ave, left into 8th Ave, right into Blommekloof St, right into Outeniqua St, left into St Paul's St, right into Fountain St, right into Wallis St, left into Wellington St, into Cradock St, return to Cradock (CBD) Terminal. (Stop sequence for route: CRADOCK CBD, MARKET, CATHEDRAL A, SANDY MCGREGOR, DROSTDY, DARLING, GARDENS, BERG, CHURCH, FOURTH, FIFTH, SIXTH B, SEVENTH, EILAND, BLOMMEKLOOF, OUTENIQUA B, OUTENIQUA A, ST PAUL'S, JOHN, PORTER, STOCKENSTROM, CATHEDRAL C, CRADOCK CBD)
102	GO GEORGE Bus	56R	CBD	Denneoord	From Cradock (CBD) Terminal, left into Cradock St, into Wellington St, right into Wallis St, left into Fountain St, left into St Paul's St, right into Outeniqua St, left into Blommekloof St, left into 8th Ave, right into 9th Ave, left into 6th Ave, left into 5th Ave, right into 8th St, left into Kerk St, right into St Paul's St, into Adderley St, right into Berg St, left into Caledon St, left into Davidson St (N12), right into York St, left into Market St, left into Cradock St and return to Cradock (CBD) Terminal. (Stop sequence for route: CRADOCK CBD, COURTENAY, STOCKENSTROM, WALLIS, JOHN, BLOUBOK, BLUE BELL, OUTENIQUA B, EIGHTH, TIEKIEDRAAI, SEVENTH, NINTH, SIXTH A, FOURTH, CHURCH, ADDERLEY, GARDENS, ANLAND, DROSTDY, GEORGE LIBRARY, CATHEDRAL A, YORK C, CRADOCK CBD)
103	GO GEORGE Bus	58F	Heather Park	Heatherlands	From Tulip Bus Stop in Witfontein Rd, west along Witfontein Rd, left into Airway Rd, left into Meent St, left into Pine Rd, right into Witfontein Rd, right into C.J. Langenhoven Rd (N12), left into Heather Rd, right into Erica Rd, left into Myrtle Rd, right into Plantation Rd, left into Barrie Rd, right into Arbour Rd, right into Davidson St (N12), into C.J. Langenhoven Rd (N12), left into Witfontein Rd and return to Tulip Bus Stop. (Stop sequence for route: TULIP, AALWYN, AIRWAY A, ROOIELS, AIRWAY B, WATTLE, WILLOW, PROTEA, OLIENHOUT, LANGENHOVEN, MEADOW, HILLWOOD A, ERICA A, ASSEGAAI, ARUM, PLANE, BARRIE, MOUNTAIN, OAK, CAMPHERSDRIFT, ERCA B, ARBOUR, HOSPITAL, STADIUM, MYRTLE B, HILLWOOD B, HEATHER, TULIP)



No.	Mode	Route Code	Origin	Destination	Route Description
104	GO GEORGE Bus	58R	Heather Park	Heatherlands	From Airway A Bus Stop in Witfontein Rd, east along Witfontein Rd, right into C.J Langenhoven Rd (N12), into Davidson St (N12), left into Arbour Rd, left into Barrie Rd, right into Plantation Rd, left into Myrtle Rd, right into Erica Rd, left into Heather Rd, right into C. J Langenhoven Rd (N12), left into Witfontein Rd, left into Pine Rd, right into Meent St, right into Airway Rd, right into Witfontein Rd and return to Airway A Bus Stop. (Stop sequence for route: AIRWAY A, AALWYN, PINE, HEATHER, HILLWOOD B, MYRTLE B, STADIUM, HOSPITAL, DAVIDSON, ERICA B, CAMPHERSDRIFT, OAK, MOUNTAIN, VALLEY, PLANE, ARUM, ASSEGAAI, MYRTLE A, HILLWOOD A, MEADOW, HEATHER, OLIEHOUT, PROTEA, WILLOW, WATTLE, MEENT A, KEYSER, AIRWAY A)
105	GO GEORGE Bus	60	Rosedale	CBD	From Eve Bus Stop in Genesis Rd in Rosedale, north along Genesis Rd Loop, right into Rosedale Main, right into Beach Rd, over the N2 bridge into York St, continue along York St, right into Courtenay St (N12), right into Memorium St, right into Market St, return to Eve Bus Stop via York St, Beach Rd and Rosedale Main. (Stop sequence for route: EVE, CANE, ADAM, SARAH, GENESIS, GENESIS B, WORKS, TEMPORARY, BEACH A, BEACH A, DISCOVERY, HOPE, SKATELAB, DEPOT, UNION A, PALGRAVE, FICHAT A, MARTHINUS, MARKET, CATHEDRAL A, MEADE, WELLINGTON, OUTENIQUA, CATHEDRAL B, HIBERNIA, MISPEL C, MARKET, MARTHINUS, FICHAT A, PALGRAVE, UNION A, DEPOT, SKATELAB, HOPE, DISCOVERY, BEACH A, EVE)
106	GO GEORGE Bus	60A	Syferfontein/Rosedale	CBD	From Battalion Bus Stop in Battalion Rd, left into Olympic St, left into Beach Rd, right into Rosedale Main, left into Genesis Rd Loop, right into Rosedale Main, right into Beach Rd, over the N2 bridge into York St, continue along York St, right into Courtenay St (N12), right into Memorium St, right into Market St, return to Battalion Bus Stop via York St, Beach Rd and Olympic St. (Stop sequence for route: BATTALION, LLAMA, SPRINGBOK, SQUARE HILL B, OLYMPIC, BEACH A, EVE, CANE, ADAM, SARAH, GENESIS, GENESIS B, WORKS, TEMPORARY, BEACH A, DISCOVERY, HOPE, SKATELAB, DEPOT, UNION A, PALGRAVE, FICHAT A, MARTHINUS, MARKET, CATHEDRAL A, MEADE, WELLINGTON, OUTENIQUA, CATHEDRAL B, HIBERNIA, MISPEL C, MARKET, MARTHINUS, FICHAT A, PALGRAVE, UNION A, DEPOT, SKATELAB, HOPE, DISCOVERY, BEACH A, BEACH B, SQUARE HILL B, SPRINGBOK, LLAMA, BATTALION, BATTALION)

No.	Mode	Route Code	Origin	Destination	Route Description
107	GO GEORGE Bus	61A	Syferfontein	Syferfontein	From Syferfontein Bus Stop in Battalion Rd, Continue along Battalion Rd into Olympic St, left into Llama St, right into Lynx St, left into Corporation St, right into Infantry Rd, right into Veteran Rd, left into Stag St, right into Artillery Rd, right into Panther St, over Beach Rd to Rosedale Main, right into St Johannes St, left into Haran St, right into St James St, into Babylon Avenue, left into Topaz St, right into Emerald St, right into Copper St, right into, Babylon St, into St James St, left into Haran St, right into St Johannes St, left into Rosedale Main, over Beach Rd and left into Panther St, continue along Panther St, left into Square Hill St, right into Olympic St to Battalion Bus Stop. (Stop sequence for route: SYFERFONTEIN, BATTALION (41), ANTELOPE, INFANTRY, STAG, BEACH A, ROME, SUNSTONE, AMMON, COPPER, TOPAZ, CAMELIAN, TEMPORARY, PANTHER B, PANTHER C, DP PRIMARY, SQUARE HILL B, SPRINGBOK, LLAMA, BATTALION (39).
108	GO GEORGE Bus	61B	Rosedale	Rosedale	From Rome Bus Stop in St Johannes St, south along St Johannes St, left into Haran St, right into St James St, into Babylon Ave, left into Topaz St, right into Emerald St, right into Copper St, right into Babylon Ave, into St James St, left into Haran St, right into St Johannes St, left into Rosedale Main, over Beach Rd and right into Panther St, left into Artillery Rd, left into Square Hill St, left into Panther St, over Beach Rd into Rosedale Main, right into St Johannes St and return to Rome Bus Stop. (Stop sequence for route: ROME, SUNSTONE, AMMON, COPPER, TOPAZ, CAMELIAN, TEMPORARY, PANTHER A, SQUARE HILL B, PANTHER B, BEACH A, ROME)

No.	Mode	Route Code	Origin	Destination	Route Description
109	GO GEORGE Bus	61F	Pacaltsdorp	Pacaltsdorp	From Mission/East Terminal in Mission St, west along Mission St, right into Beach Rd, left into Olympic St, into Battalion Rd, turn around at Syferfontein Bus Stop, east along Battalion Rd, left into Llama St, right into Lynx St, left into Corporation St, right into Infantry Rd, right into Veteran Rd, left into Stag St, right into Artillery Rd, right into Panther St, over Beach Rd into Rosedale Main, left into Genesis Rd Loop, right into Rosedale Main, over Beach Rd and left into Panther St, left into Square Hill St, left into Olympic St, right into Beach Rd, left into North St, right into East St, right into Mission St and return to Mission/East Terminal. (Stop sequence for route: MISSION/EAST, CLINIC, MISSION, BEACH B, SQUARE HILL B, SPRINGBOK, LLAMA, BATTALION (39), SYFERFONTEIN, BATTALION (41), ANTELOPE, INFANTRY, STAG, BEACH A, EVE, CANE, ADAM, SARAH, GENESIS, GENESIS B, WORKS, TEMPORARY, PANTHER B, PANTHER C, DP PRIMARY, SQUARE HILL B, BEACH C, MOUNTVIEW, POPLAR, HILLCREST, RIVER, MISSION/EAST)
110	GO GEORGE Bus	61R	Pacaltsdorp	Pacaltsdorp	From Mission/East Terminal in Mission St, west along Mission St, right into Beach Rd, left into Olympic St, right into Square Hill, right into Panther St, right over Beach Rd into Rosedale Main, left into Genesis Rd Loop, right into Rosedale Main, over Beach Rd and right into Panther St, left into Artillery Rd, left into Stag St, right into Veteran Rd, left into Infantry Rd, left into Corporation St, right into Lynx St, left into Llama St, left into Battalion Rd to Syferfontein Bus Stop, turn around and head east along Battalion Rd, into Olympic St, right into Beach Rd, left into North St, right into East St, right into Mission St and return to Mission/East Terminal. (Stop sequence for route: MISSION/EAST, CLINIC, MISSION, BEACH B, DP PRIMARY, SQUARE HILL B, PANTHER B, BEACH A, EVE, CANE, ADAM, SARAH, GENESIS, GENESIS B, WORKS, BEACH A, PANTHER A, STAG, INFANTRY, ANTELOPE, LLAMA, BATTALION, SYFERFONTEIN, BATTALION, LLAMA, SPRINGBOK, SQUARE HILL B, BEACH C, MOUNTVIEW, POPLAR, HILLCREST, RIVER, MISSION/EAST)

### C.3 Routes as identified by facility

Table C-4: Routes as identified by facility for GO GEORGE Buses through their website for the morning peak. The letters F and R in the Route Codes refer to the Forward and Reverse direction of the routes. All the other routes except Route 2 are circular routes.

No	Mode	Origin Rank / Terminus Name	Origin Rank / Terminus Name Code	Destination Rank / Terminus Name	Destination Rank / Terminus Code	Route Code	Route Distance (km)	Trip Time (One way) [Minutes]	Turnaround Time (Cycle Time) [Minutes]
1	Bus	Protea	GG1	CBD	GG5	1A	22.89	66	66
2	Bus	Protea	GG2	CBD	GG5	1B	23.7	63	63
3	Bus	Protea	GG3	CBD	GG5	1C	21.67	51	51
4	Bus	Blanco	GG4	CBD	GG5	2F	7.03	15	30
5	Bus	CBD	GG5	Blanco	GG4	2R	5.68	15	30
6	Minibus	Blanco - Goedemoed	GG6	Blanco - Malgas	GG18	3	13.9	44	44
7	Minibus	Blanco - Goedemoed	GG6	Blanco - Malgas	GG18	3A	15.46	54	54
8	Bus	CBD	GG5	Garden Route Mall	GG19	7	11.67	27	27
9	Bus	CBD	GG5	Garden Route Mall	GG19	7-53	16.24	51	51
10	Bus	CBD	GG5	Industrial	GG7	9F	12.54	34	34
11	Bus	CBD	GG5	Industrial	GG7	9R	14.08	34	34
12	Bus	Garden Route Mall	GG19	Pacaltsdorp	GG8	12	25.56	45	45
13	Minibus	CBD	GG5	King George	GG20	13F	8.74	27	27
14	Minibus	CBD	GG5	King George	GG20	13R	8.84	27	27
15	Bus	Pacaltsdorp	GG8	Industrial	GG21	14F	22.6	65	65
16	Bus	Pacaltsdorp	GG8	Industrial	GG21	14R	21.81	65	65
17	Bus	Parkdene	GG9	CBD	GG5	15	11.5	40	40
18	Bus	Parkdene	GG9	Garden Route Mall	GG19	16	12.73	30	30
19	Bus	CBD	GG5	Garden Route Mall	GG19	24-53B	16.19	58	58
20	Bus	Blanco	GG4	Parkdene	GG9	18	22.69	73	73
21	Bus	CBD	GG5	Garden Route Mall	GG19	24	16.31	38	38
22	Minibus	Parkdene	GG9	Borchers/Lawaaikamp	GG22	51A	4.75	25	25
23	Minibus	Parkdene	GG9	Conville	GG12	51B	3.77	15	15
24	Minibus	Parkdene	GG9	Ballotsview	GG23	51C	3.93	15	15
25	Bus	CBD	GG5	Garden Route Mall	GG19	53B	14.01	46	46
26	Bus	Garden Route Mall	GG19	CBD	GG5	53	19.45	58	58
27	Bus	CBD	GG5	Denneoord	GG13	56F	8.84	26	26



No	Mode	Origin Rank / Terminus Name	Origin Rank / Terminus Name Code	Destination Rank / Terminus Name	Destination Rank / Terminus Code	Route Code	Route Distance (km)	Trip Time (One way) [Minutes]	Turnaround Time (Cycle Time) [Minutes]
28	Bus	CBD	GG5	Denneoord	GG13	56R	8.99	26	26
29	Minibus	Heather Park	GG14	Heatherlands	GG15	58F	9.89	28	28
30	Minibus	Heather Park	GG14	Heatherlands	GG15	58R	9.89	28	28
31	Bus	Pacaltsdorp	GG8	CBD	GG5	60A	21.7	60	60
32	Bus	Pacaltsdorp	GG8	CBD	GG5	60	16.71	48	48
33	Bus	Pacaltsdorp - Syferfontein	GG16	Rosedale	GG17	61A	7.51	17	17
34	Minibus	Rosedale	GG17	Eden Park	GG24	61B	3.67	20	20
35	Minibus	Pacaltsdorp	GG8	Pacaltsdorp	GG8	61F	11.82	35	35
36	Minibus	Pacaltsdorp	GG8	Pacaltsdorp	GG8	61R	11.64	35	35

Table C-5: Routes as identified by facility for Long Distance Buses through respective websites.

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
1	Bus	Cape Town	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	CA - PE - DBN CA - CBS - PE CA - PE - MTH CA - PE - EL CA - PE	434	NA	NA
2	Bus	Durban	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	DBN - PE - CA	1234	NA	NA
3	Bus	East London	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	EL - PE - CA	601	NA	NA
4	Bus	Mthata	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	MTH - PE - CA	788	NA	NA
5	Bus	Port Elizabeth	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	PE - CA PE - CBS - CA	323	NA	NA

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
6	Bus	Pretoria	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	PTA - BLM - PLT PTA - KIM - PLT	1226 to 1283	NA	NA
7	Bus	Queenstown	NA	N2 Sasol Garage and/or George Station	SG1 and/or GS1	QT - PE - CA	651	NA	NA
8	Bus	Cape Town	NA	George Station	GS1	13501	434	NA	NA
9	Bus	Johannesburg	NA	N2 Sasol Garage and/or St Mark's Square	SG1 and/or M2	13608	1172	NA	NA
10	Bus	East London	NA	George Station	GS1	13500	608	NA	NA

Table C-6: Routes as identified by facility for Minibus taxis during Facility Surveys. The trip time is the time taken (one way) to travel from the origin to the destination, and the turnaround time (cycle time) is the time taken to travel from the origin to the destination, and back to the origin.

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
1	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
2	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	17.5	35
3	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
4	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
5	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	752	10	10	20
6	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
7	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
8	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
9	Minibus taxi	St Marks Square Taxi Rank	M1	Hoekwil	H1	J67	40		
10	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
11	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
12	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
13	Minibus taxi	Thembaletu Taxi Rank	T1	Blanco	B1	T1B1	21	12.5	25
14	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	752	10	10	20
15	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
16	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	752	10	17.5	35
17	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
18	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
19	Minibus taxi	Thembaletu Taxi Rank	T1	Wilderness	W1	N7	12	20	40
20	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
21	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
22	Minibus taxi	Thembaletu Taxi Rank	T1	Wilderness	W1	N7	12	20	40
23	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
24	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
25	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	12.5	25
26	Minibus taxi	Thembaletu Taxi Rank	T1	Wilderness	W1	N7	12	22.5	45
27	Minibus taxi	Thembaletu Taxi Rank	T1	Wilderness	W1	N7	12	22.5	45
28	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
29	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	17.5	35

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
30	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
31	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
32	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
33	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
34	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	22.5	45
35	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
36	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
37	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
38	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
39	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
40	Minibus taxi	Thembaletu Taxi Rank	T1	Wilderness	W1	N7	12	20	40
41	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
42	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
43	Minibus taxi	Thembaletu Taxi Rank	T1	Thembaletu	C2	N2	4.6	7.5	15
44	Minibus taxi	Thembaletu Taxi Rank	T1	Thembaletu	C2	N2	4.6	5	10
45	Minibus taxi	St Marks Square Taxi Rank	M1	Hoekwil	H1	J67	40		
46	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
47	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
48	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
49	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
50	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
51	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	27	54



No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
52	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
53	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
54	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
55	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	752	10	15	30
56	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
57	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	22.5	45
58	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	752	10	15	30
59	Minibus taxi	Thembaletu Taxi Rank	T1	Blanco	B1	T1B1	21	15	30
60	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
61	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
62	Minibus taxi	Thembaletu Taxi Rank	T1	Blanco	B1	T1B1	21	15	30
63	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
64	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
65	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	22.5	45
66	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
67	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	880	17.2	15	30
68	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	17.5	35
69	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	10	20
70	Minibus taxi	Cradock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
71	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
72	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	22.5	45
73	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
74	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
75	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	P93	6.5	12.5	25
76	Minibus taxi	Thembaletu Taxi Rank	T1	Blanco	B1	T1B1	21	15	30
77	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
78	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
79	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
80	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
81	Minibus taxi	Thembaletu Taxi Rank	T1	Wilderness	W1	N7	12	17.5	35
82	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
83	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	12.5	25
84	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
85	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
86	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
87	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
88	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	22.5	45
89	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	17.5	35
90	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	752	10	15	30
91	Minibus taxi	Thembaletu Taxi Rank	T1	St Marks Square	C2	840	6.8	10	20
92	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
93	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
94	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
95	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
96	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
97	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
98	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
99	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
100	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
101	Minibus taxi	Thembaletu Taxi Rank	T1	Wilderness	W1	N7	12	20	40
102	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	P93	6.5	12.5	25
103	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
104	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
105	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
106	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	17.5	35
107	Minibus taxi	Thembaletu Taxi Rank	T1	Knysna	K1	W63	28.5	30	60
108	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
109	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	P93	6.5	12.5	25
110	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	P93	6.5	15	30
111	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
112	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
113	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	752	10	15	30
114	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
115	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
116	Minibus taxi	St Marks Square Taxi Rank	M1	Saasveld	S1	F63	9.5	40	80
117	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
118	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
119	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
120	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
121	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
122	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
123	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
124	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
125	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
126	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
127	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
128	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
129	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
130	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
131	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
132	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
133	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
134	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30



No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
135	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
136	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
137	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	22.5	45
138	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
139	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	12.5	25
140	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
141	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	7.5	15
142	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
143	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
144	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
145	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
146	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	P93	6.5	12.5	25
147	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
148	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
149	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
150	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	P93	6.5	12.5	25
151	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
152	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	7.5	15
153	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
154	Minibus taxi	Thembaletu Taxi Rank	T1	Blanco	B1	T1B1	21	15	30
155	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
156	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
157	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
158	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	7.5	15
159	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	22.5	45
160	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
161	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	10	20
162	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaalethu	C2	753	29	15	30
163	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
164	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
165	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	20	40
166	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
167	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	20	40
168	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	10	20
169	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
170	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
171	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
172	Minibus taxi	Thembaalethu Taxi Rank	T1	St Marks Square	C2	840	6.8	2	4
173	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
174	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
175	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	22.5	45
176	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	20	40
177	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	20	40

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
178	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
179	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
180	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
181	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
182	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	P93	6.5	10	20
183	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
184	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
185	Minibus taxi	Thembaletu Taxi Rank	T1	Thembaletu	C2	N2	4.6	12	24
186	Minibus taxi	Thembaletu Taxi Rank	T1	Wilderness	W1	N7	12	22.5	45
187	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
188	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	12.5	25
189	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
190	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	12.5	25
191	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
192	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
193	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
194	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
195	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
196	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
197	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
198	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
199	Minibus taxi	Thembaalethu Taxi Rank	T1	Garden Route Mall	G2	880	17.2	10	20
200	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
201	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
202	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
203	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	20	40
204	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
205	Minibus taxi	Thembaalethu Taxi Rank	T1	Garden Route Mall	G2	P93	6.5	12.5	25
206	Minibus taxi	Thembaalethu Taxi Rank	T1	Garden Route Mall	G2	880	17.2	10	20
207	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
208	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
209	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	22.5	45
210	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	10	20
211	Minibus taxi	Thembaalethu Taxi Rank	T1	Wilderness	W1	N7	12	22	44
212	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
213	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	10	20
214	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
215	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	10	20
216	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaalethu	C2	753	29	15	30
217	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
218	Minibus taxi	Thembaalethu Taxi Rank	T1	Blanco	B1	T1B1	21	15	30



No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
219	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
220	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
221	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	22.5	45
222	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	22.5	45
223	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	30	60
224	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
225	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
226	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
227	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
228	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
229	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
230	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	880	17.2	12.5	25
231	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
232	Minibus taxi	Thembaletu Taxi Rank	T1	Wilderness	W1	N7	12	20	40
233	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
234	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
235	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
236	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	22.5	45
237	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
238	Minibus taxi	St Marks Square Taxi Rank	M1	Hoekwil	H1	J67	40		
239	Minibus taxi	St Marks Square Taxi Rank	M1	Hoekwil	H1	J67	40	30	60
240	Minibus taxi	Thembaletu Taxi Rank	T1	Local	L1	N2	4.6	7.5	15

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
241	Minibus taxi	Thembaalethu Taxi Rank	T1	Wilderness	W1	N7	12	20	40
242	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaalethu	C2	753	29	15	30
243	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
244	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
245	Minibus taxi	Thembaalethu Taxi Rank	T1	Local	L1	N2	4.6	7.5	15
246	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
247	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
248	Minibus taxi	Thembaalethu Taxi Rank	T1	Garden Route Mall	G2	752	10	10	20
249	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
250	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	20	40
251	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
252	Minibus taxi	Thembaalethu Taxi Rank	T1	Thembaalethu	C2	N2	4.6	5	10
253	Minibus taxi	Thembaalethu Taxi Rank	T1	St Marks Square	C2	840	6.8	12.5	25
254	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	10	20
255	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
256	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
257	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
258	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	17.5	35
259	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaalethu	C2	880	17.2	15	30
260	Minibus taxi	Thembaalethu Taxi Rank	T1	Garden Route Mall	G2	P93	6.5	12.5	25
261	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaalethu	C2	753	29	15	30

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
262	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
263	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
264	Minibus taxi	Thembaletu Taxi Rank	T1	St Marks Square	C2	840	6.8	10	20
265	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	20	40
266	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
267	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
268	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	752	10	12.5	25
269	Minibus taxi	Thembaletu Taxi Rank	T1	Wilderness	W1	N7	12	22.5	45
270	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	10	20
271	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
272	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
273	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
274	Minibus taxi	Thembaletu Taxi Rank	T1	Wilderness	W1	N7	12	20	40
275	Minibus taxi	Thembaletu Taxi Rank	T1	Wilderness	W1	N7	12	20	40
276	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	22.5	45
277	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	22.5	45
278	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
279	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	880	17.2	12.5	25
280	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
281	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
282	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20

No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
283	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
284	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
285	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	752	10	10	20
286	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
287	Minibus taxi	Thembaletu Taxi Rank	T1	Garden Route Mall	G2	P93	6.5	15	30
288	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
289	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
290	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
291	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
292	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
293	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
294	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
295	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
296	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	10	20
297	Minibus taxi	Garden Route Mall Taxi Rank	G1	Thembaletu	C2	753	29	15	30
298	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	15	30
299	Minibus taxi	Craddock Street CBD Taxi Rank	C1	Thembaletu	C2	880	17.2	20	40
300	Minibus taxi	Thembaletu Taxi Rank	T1	Local	L1	N2	4.6	7.5	15
301	Minibus taxi	Thembaletu Taxi Rank	T1	Knysna	K1	W63	28.5	30	60
302	Minibus taxi	St Marks Square Taxi Rank	M1	Wilderness	W1	N7	12		
303	Minibus taxi	Thembaletu Taxi Rank	T1	Knysna	K1	W63	28.5	12.5	25



No	Mode	Origin Rank/Terminus Name	Origin Rank/Terminus Name Code	Destination Rank/Terminus Name	Destination Rank/Terminus Code	Route Code	Route Distance (km)	Trip Time (One way)	Turnaround Time (Cycle Time)
304	Minibus taxi	St Marks Square Taxi Rank	M1	Hoekwil	H1	J67	40		
305	Minibus taxi	Thembaletu Taxi Rank	T1	Local	L1	N2	4.6	7.5	15
306	Minibus taxi	Thembaletu Taxi Rank	T1	Thembaletu	C2	N2	4.6	15	30
307	Minibus taxi	Thembaletu Taxi Rank	T1	Thembaletu	C2	N2	4.6	19	38

#### C.4 Fares per route

The majority of GO GEORGE routes fall within the 0-15 km range in and around the main George urban area.

GO GEORGE has a stage-distance fare system, but it currently works as a flat fare system.

(There is a sliding scale of fares for increasing distances over 15km, but that is not presently being used. That system is based on a 15km base distance and then fare increments every 5km thereafter. This arrangement is intended to accommodate rural communities appropriately while not favouring inter-town commuting).

The number of trips taken are deducted from the GO GEORGE Smartcard. When buying trips, on the other hand, certain discounts

are applicable based on how many trips are purchased at a time, as seen in **Table C-7**.

*Table C-7: Costs per trips for the GO GEORGE bus service (GO GEORGE (George Integrated Public Transport Network), 2023).*

Trips loaded on your Smart Card	Cost per trip
10 and more trips per transaction	R11.00
2–8 trips per transaction	R12.25
1 trip per transaction	R15.00

Table C-8: Fares per route for Long distance buses.

No	Route Code	Mode	Operator	Route Origin	Route Destination	Route Distance (km)	Ave # Buses/ Weekday	Buses/Weekend	Ave Full Flexi (one-way)	Ave Flexi (one-way)
1	CA - PE - DBN CA - CBS - PE CA - PE - MTH CA - PE - EL CA - PE	Bus	Intercape	Cape Town	N2 Sasol Garage and/or George Station	434	5	7	R440.00	R408.00
2	DBN - PE - CA	Bus	Intercape	Durban	N2 Sasol Garage and/or George Station	1234	2	4	R819.00	R709.00
3	EL - PE - CA	Bus	Intercape	East London	N2 Sasol Garage and/or George Station	601	1	2	R620.00	R589.00
4	MTH - PE - CA	Bus	Intercape	Mthata	N2 Sasol Garage and/or George Station	788	1	2	R700.00	R665.00
5	PE - CA PE - CBS - CA	Bus	Intercape	Port Elizabeth	N2 Sasol Garage and/or George Station	323	1	2	R526.00	R466.00
6	PTA - BLM - PLT PTA - KIM - PLT	Bus	Intercape	Pretoria	N2 Sasol Garage and/or George Station	1226 to 1283	1	3	R898.00	R788.00
7	QT - PE - CA	Bus	Intercape	Queenstown	N2 Sasol Garage and/or George Station	651	0	0	R540.00	R470.00
8	13501	Bus	Citiliner	Cape Town	George Station	434	1	2	R630.00	NA
9	13608	Bus	Citiliner	Johannesburg	N2 Sasol Garagen and/or St Mark's Square	1172	1	2	R460.00	NA
10	13500	Bus	Citiliner	East London	George Station	608	1	2	R600.00	NA

Table C-9: Fares per route for Minibus taxis.

No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
1	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
2	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
3	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
4	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
5	752	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	10	12	N.A.	2022/02/09
6	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
7	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
8	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
9	J67	Minibus taxi	Bongani	St Marks Square Taxi Rank	Hoekwil	40	25	N.A.	2022/02/09
10	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
11	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
12	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
13	T1B1	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Blanco	21	15	N.A.	2022/02/09
14	752	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	10	12	N.A.	2022/02/09
15	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
16	752	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	10	12	N.A.	2022/02/09
17	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
18	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
19	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
20	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09

No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
21	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
22	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
23	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
24	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
25	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
26	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
27	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
28	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
29	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
30	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
31	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
32	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
33	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
34	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
35	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
36	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
37	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
38	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
39	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
40	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
41	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
42	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09



No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
43	N2	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Thembaalethu	4.6	8	N.A.	2022/02/09
44	N2	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Thembaalethu	4.6	8	N.A.	2022/02/09
45	J67	Minibus taxi	Grootboom	St Marks Square Taxi Rank	Hoekwil	40	25	N.A.	2022/02/09
46	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
47	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
48	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
49	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
50	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
51	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
52	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
53	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
54	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
55	752	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	10	12	N.A.	2022/02/09
56	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
57	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
58	752	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	10	12	N.A.	2022/02/09
59	T1B1	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Blanco	21	15	N.A.	2022/02/09
60	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
61	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
62	T1B1	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Blanco	21	15	N.A.	2022/02/09
63	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
64	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09

No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
65	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
66	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
67	880	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	17.2	12	N.A.	2022/02/09
68	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
69	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
70	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
71	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
72	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
73	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
74	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
75	P93	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	6.5	12	N.A.	2022/02/09
76	T1B1	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Blanco	21	15	N.A.	2022/02/09
77	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
78	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
79	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
80	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
81	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
82	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
83	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
84	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
85	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
86	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09

No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
87	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
88	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
89	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
90	752	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	10	12	N.A.	2022/02/09
91	840	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	St Marks Square	6.8	12	N.A.	2022/02/09
92	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
93	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
94	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
95	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
96	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
97	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
98	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
99	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
100	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
101	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
102	P93	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	6.5	12	N.A.	2022/02/09
103	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
104	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
105	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
106	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
107	W63	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Knysna	28.5	40	N.A.	2022/02/09
108	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09

No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
109	P93	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	6.5	12	N.A.	2022/02/09
110	P93	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	6.5	12	N.A.	2022/02/09
111	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
112	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
113	752	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	10	12	N.A.	2022/02/09
114	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
115	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
116	F63	Minibus taxi	Charter	St Marks Square Taxi Rank	Saasveld	9.5	30	N.A.	2022/02/09
117	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
118	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
119	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
120	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
121	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
122	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
123	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
124	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
125	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
126	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
127	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
128	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
129	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
130	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09



No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
131	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
132	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
133	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
134	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
135	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
136	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
137	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
138	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
139	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
140	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
141	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
142	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
143	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
144	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
145	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
146	P93	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	6.5	12	N.A.	2022/02/09
147	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
148	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
149	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
150	P93	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	6.5	12	N.A.	2022/02/09
151	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
152	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09

No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
153	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
154	T1B1	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Blanco	21	15	N.A.	2022/02/09
155	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
156	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
157	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
158	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
159	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
160	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
161	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
162	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
163	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
164	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
165	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
166	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
167	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
168	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
169	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
170	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
171	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
172	840	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	St Marks Square	6.8	12	N.A.	2022/02/09
173	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
174	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09

No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
175	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
176	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
177	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
178	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
179	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
180	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
181	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
182	P93	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	6.5	12	N.A.	2022/02/09
183	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
184	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
185	N2	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Thembaalethu	4.6	8	N.A.	2022/02/09
186	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
187	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
188	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
189	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
190	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
191	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
192	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
193	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
194	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
195	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
196	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09

No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
197	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
198	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
199	880	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	17.2	12	N.A.	2022/02/09
200	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
201	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
202	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
203	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
204	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
205	P93	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	6.5	12	N.A.	2022/02/09
206	880	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	17.2	12	N.A.	2022/02/09
207	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
208	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
209	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
210	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
211	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
212	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
213	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
214	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
215	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
216	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
217	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
218	T1B1	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Blanco	21	15	N.A.	2022/02/09



No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
219	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
220	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
221	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
222	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
223	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
224	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
225	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
226	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
227	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
228	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
229	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
230	880	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	17.2	12	N.A.	2022/02/09
231	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
232	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
233	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
234	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
235	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
236	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
237	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
238	J67	Minibus taxi	Bongani	St Marks Square Taxi Rank	Hoekwil	40	25	N.A.	2022/02/09
239	J67	Minibus taxi	Bongani	St Marks Square Taxi Rank	Hoekwil	40	25	N.A.	2022/02/09
240	N2	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Local	4.6	8	N.A.	2022/02/09

No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
241	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
242	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
243	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
244	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
245	N2	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Local	4.6	8	N.A.	2022/02/09
246	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
247	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
248	752	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	10	12	N.A.	2022/02/09
249	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
250	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
251	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
252	N2	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Thembaalethu	4.6	8	N.A.	2022/02/09
253	840	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	St Marks Square	6.8	12	N.A.	2022/02/09
254	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
255	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
256	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
257	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
258	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
259	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
260	P93	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	6.5	12	N.A.	2022/02/09
261	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
262	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09

No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
263	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
264	840	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	St Marks Square	6.8	12	N.A.	2022/02/09
265	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
266	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
267	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
268	752	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	10	12	N.A.	2022/02/09
269	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
270	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
271	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
272	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
273	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
274	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
275	N7	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Wilderness	12	20	N.A.	2022/02/09
276	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
277	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
278	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
279	880	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	17.2	12	N.A.	2022/02/09
280	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
281	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
282	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
283	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
284	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09

No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
285	752	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	10	12	N.A.	2022/02/09
286	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
287	P93	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Garden Route Mall	6.5	12	N.A.	2022/02/09
288	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
289	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
290	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
291	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
292	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
293	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
294	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
295	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
296	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
297	753	Minibus taxi	Uncedo	Garden Route Mall Taxi Rank	Thembaalethu	29	12	N.A.	2022/02/09
298	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
299	880	Minibus taxi	Uncedo	Cradock Street CBD Taxi Rank	Thembaalethu	17.2	12	N.A.	2022/02/09
300	N2	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Local	4.6	8	N.A.	2022/02/09
301	W63	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Knysna	28.5	40	N.A.	2022/02/09
302	N7	Minibus taxi	Bongani	St Marks Square Taxi Rank	Wilderness	12	17	N.A.	2022/02/09
303	W63	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Knysna	28.5	40	N.A.	2022/02/09
304	J67	Minibus taxi	Bongani	St Marks Square Taxi Rank	Hoekwil	40	25	N.A.	2022/02/09
305	N2	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Local	4.6	8	N.A.	2022/02/09
306	N2	Minibus taxi	Uncedo	Thembaalethu Taxi Rank	Thembaalethu	4.6	8	N.A.	2022/02/09



No.	Route Code	Mode	Operator (Taxi Association or Bus Company)	Route Origin	Route Destination	Route Distance	Single Trip Fare	Weekly Fare per Trip	Date
307	N2	Minibus taxi	Uncedo	Thembaletu Taxi Rank	Thembaletu	4.6	8	N.A.	2022/02/09

## C.5 Road-based vehicle supply and utilisation in peak period per route

Table C-10: Road-based vehicle supply and utilisation in peak direction in peak period per route.

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
1	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	St Marks Square	840	Uncedo	CAW71557	15	15	07:24:00	2022/02/09	AM Peak (6h-9h)
2	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Wilderness	N7	Uncedo	CAW95511	15	15	07:26:00	2022/02/09	AM Peak (6h-9h)
3	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Wilderness	N7	Uncedo	CAW94210	15	15	07:50:00	2022/02/09	AM Peak (6h-9h)
4	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	752	Uncedo	CAW94130	15	15	07:10:00	2022/02/09	AM Peak (6h-9h)
5	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	St Marks Square	840	Uncedo	CAW93894	15	15	07:30:00	2022/02/09	AM Peak (6h-9h)
6	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	752	Uncedo	CAW29311	15	15	07:20:00	2022/02/09	AM Peak (6h-9h)
7	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	P93	Uncedo	CAW92720	15	15	08:40:00	2022/02/09	AM Peak (6h-9h)
8	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	752	Uncedo	CAW30172	15	15	07:05:00	2022/02/09	AM Peak (6h-9h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
9	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Blanco	T1B1	Uncedo	CAW30172	15	15	07:40:00	2022/02/09	AM Peak (6h-9h)
10	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Blanco	T1B1	Uncedo	CAW31700	15	15	07:20:00	2022/02/09	AM Peak (6h-9h)
11	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Garden Route Mall	P93	Uncedo	CAW80054	15	15	07:22:00	2022/02/09	AM Peak (6h-9h)
12	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Garden Route Mall	880	Uncedo	CAW33239	15	15	07:25:00	2022/02/09	AM Peak (6h-9h)
13	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Garden Route Mall	880	Uncedo	CAW80054	15	15	08:14:00	2022/02/09	AM Peak (6h-9h)
14	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	St Marks Square	840	Uncedo	CAW92283	15	15	08:55:00	2022/02/09	AM Peak (6h-9h)
15	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Blanco	T1B1	Uncedo	CAW35405	15	15	07:34:00	2022/02/09	AM Peak (6h-9h)
16	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Garden Route Mall	752	Uncedo	CAW90510	15	15	07:12:00	2022/02/09	AM Peak (6h-9h)
17	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Wilderness	N7	Uncedo	CAW83239	15	15	07:42:00	2022/02/09	AM Peak (6h-9h)
18	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Wilderness	N7	Uncedo	CAW37419	15	15	06:57:00	2022/02/09	AM Peak (6h-9h)
19	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Wilderness	N7	Uncedo	CAW89083	15	15	07:39:00	2022/02/09	AM Peak (6h-9h)
20	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Blanco	T1B1	Uncedo	CAW83920	15	15	07:14:00	2022/02/09	AM Peak (6h-9h)
21	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Garden Route Mall	752	Uncedo	CAW39851	15	15	06:55:00	2022/02/09	AM Peak (6h-9h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
22	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	St Marks Square	840	Uncedo	CAW39851	15	15	08:50:00	2022/02/09	AM Peak (6h-9h)
23	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	752	Uncedo	CAW46283	15	15	07:40:00	2022/02/09	AM Peak (6h-9h)
24	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	P93	Uncedo	CAW45983	15	15	08:10:00	2022/02/09	AM Peak (6h-9h)
25	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	P93	Uncedo	CAW45983	15	15	07:12:00	2022/02/09	AM Peak (6h-9h)
26	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Wilderness	N7	Uncedo	CAW86599	15	15	08:02:00	2022/02/09	AM Peak (6h-9h)
27	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	880	Uncedo	CAW86370	15	15	07:00:00	2022/02/09	AM Peak (6h-9h)
28	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW85535	14	14	08:40:00	2022/02/09	AM Peak (6h-9h)
29	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Wilderness	N7	Uncedo	CAW42038	16	16	06:34:00	2022/02/09	AM Peak (6h-9h)
30	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	P93	Uncedo	CAW42038	15	15	07:35:00	2022/02/09	AM Peak (6h-9h)
31	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Wilderness	N7	Uncedo	CAW95563	15	15	07:14:00	2022/02/09	AM Peak (6h-9h)
32	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	P93	Uncedo	CAW58981	15	15	07:51:00	2022/02/09	AM Peak (6h-9h)
33	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	880	Uncedo	CAW78491	15	15	07:47:00	2022/02/09	AM Peak (6h-9h)
34	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	P93	Uncedo	CAW75219	15	15	08:00:00	2022/02/09	AM Peak (6h-9h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
35	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Wilderness	N7	Uncedo	CAW21000	15	15	08:17:00	2022/02/09	AM Peak (6h-9h)
36	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Wilderness	N7	Uncedo	CAW14564	15	15	07:21:00	2022/02/09	AM Peak (6h-9h)
37	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Blanco	T1B1	Uncedo	CAW63627	13	13	07:05:00	2022/02/09	AM Peak (6h-9h)
38	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Garden Route Mall	P93	Uncedo	CAW96284	15	15	08:20:00	2022/02/09	AM Peak (6h-9h)
39	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Wilderness	N7	Uncedo	CAW16733	15	15	06:48:00	2022/02/09	AM Peak (6h-9h)
40	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Garden Route Mall	752	Uncedo	CAW12843	15	15	07:57:00	2022/02/09	AM Peak (6h-9h)
41	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Wilderness	N7	Uncedo	CAW16733	15	15	07:45:00	2022/02/09	AM Peak (6h-9h)
42	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Wilderness	N7	Uncedo	CAW75695	15	15	07:57:00	2022/02/09	AM Peak (6h-9h)
43	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Garden Route Mall	752	Uncedo	CAW96283	15	15	06:57:00	2022/02/09	AM Peak (6h-9h)
44	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Garden Route Mall	752	Uncedo	CAW12368	15	15	08:15:00	2022/02/09	AM Peak (6h-9h)
45	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Blanco	T1B1	Uncedo	CAW12368	15	15	06:45:00	2022/02/09	AM Peak (6h-9h)
46	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Wilderness	N7	Uncedo	CAW13674	15	15	07:35:00	2022/02/09	AM Peak (6h-9h)
47	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Garden Route Mall	P93	Uncedo	CAW62481	15	15	07:32:00	2022/02/09	AM Peak (6h-9h)



No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
48	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	880	Uncedo	CAW95888	15	15	07:27:00	2022/02/09	AM Peak (6h-9h)
49	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Garden Route Mall	752	Uncedo	CAW102474	15	15	07:30:00	2022/02/09	AM Peak (6h-9h)
50	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW83239	15	15	15:02:00	2022/02/09	PM Peak (15h-18h)
51	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW83239	15	15	16:45:00	2022/02/09	PM Peak (15h-18h)
52	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW71739	15	15	17:11:00	2022/02/09	PM Peak (15h-18h)
53	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW83299	15	15	16:31:00	2022/02/09	PM Peak (15h-18h)
54	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW71880	15	15	16:14:00	2022/02/09	PM Peak (15h-18h)
55	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW75097	15	15	16:20:00	2022/02/09	PM Peak (15h-18h)
56	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW73120	15	15	16:24:00	2022/02/09	PM Peak (15h-18h)
57	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW73292	15	15	15:34:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
58	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW83433	15	15	16:43:00	2022/02/09	PM Peak (15h-18h)
59	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW83631	15	15	16:14:00	2022/02/09	PM Peak (15h-18h)
60	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW73292	15	15	17:39:00	2022/02/09	PM Peak (15h-18h)
61	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW73829	15	15	16:27:00	2022/02/09	PM Peak (15h-18h)
62	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW75219	15	15	15:31:00	2022/02/09	PM Peak (15h-18h)
63	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW83920	15	15	16:59:00	2022/02/09	PM Peak (15h-18h)
64	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW85370	15	15	16:48:00	2022/02/09	PM Peak (15h-18h)
65	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW76854	15	15	17:14:00	2022/02/09	PM Peak (15h-18h)
66	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW80907	15	15	17:14:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
67	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW82929	15	15	17:18:00	2022/02/09	PM Peak (15h-18h)
68	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW76923	15		15:26:00	2022/02/09	PM Peak (15h-18h)
69	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW76923	15	15	17:32:00	2022/02/09	PM Peak (15h-18h)
70	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW77075	15	15	17:21:00	2022/02/09	PM Peak (15h-18h)
71	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW77229	15	15	17:10:00	2022/02/09	PM Peak (15h-18h)
72	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW76510	15	15	17:35:00	2022/02/09	PM Peak (15h-18h)
73	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW75941	15	15	16:29:00	2022/02/09	PM Peak (15h-18h)
74	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW77850	15	15	16:19:00	2022/02/09	PM Peak (15h-18h)
75	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW78116	15	15	17:24:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
76	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW85535	15	14	15:27:00	2022/02/09	PM Peak (15h-18h)
77	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW78539	15	15	16:02:00	2022/02/09	PM Peak (15h-18h)
78	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW75695	15	15	17:25:00	2022/02/09	PM Peak (15h-18h)
79	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW78539	15	15	17:59:00	2022/02/09	PM Peak (15h-18h)
80	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW75695	15	15	15:25:00	2022/02/09	PM Peak (15h-18h)
81	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW79084	15	15	16:43:00	2022/02/09	PM Peak (15h-18h)
82	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW79884	15	15	16:07:00	2022/02/09	PM Peak (15h-18h)
83	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW80045	15	15	17:00:00	2022/02/09	PM Peak (15h-18h)
84	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW80734	15	15	16:42:00	2022/02/09	PM Peak (15h-18h)
85	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Thembaletu	N2	Uncedo	CAW75337	7	7	16:36:00	2022/02/09	PM Peak (15h-18h)



No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
86	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW82929	15	15	15:06:00	2022/02/09	PM Peak (15h-18h)
87	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW75219	15	15	17:45:00	2022/02/09	PM Peak (15h-18h)
88	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW85535	15	15	16:53:00	2022/02/09	PM Peak (15h-18h)
89	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW101125	15	15	16:34:00	2022/02/09	PM Peak (15h-18h)
90	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW86262	15	15	15:32:00	2022/02/09	PM Peak (15h-18h)
91	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW94385	15	15	15:50:00	2022/02/09	PM Peak (15h-18h)
92	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW95273	15	15	15:11:00	2022/02/09	PM Peak (15h-18h)
93	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW95273	15	15	17:13:00	2022/02/09	PM Peak (15h-18h)
94	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW95563	15	15	16:29:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
95	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW95685	15	15	15:57:00	2022/02/09	PM Peak (15h-18h)
96	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW95888	14	4	15:57:00	2022/02/09	PM Peak (15h-18h)
97	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW95920	15	15	15:18:00	2022/02/09	PM Peak (15h-18h)
98	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW95920	15	15	17:23:00	2022/02/09	PM Peak (15h-18h)
99	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW96182	15	15	15:13:00	2022/02/09	PM Peak (15h-18h)
100	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW96182	15	15	17:18:00	2022/02/09	PM Peak (15h-18h)
101	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW96283	15	15	16:12:00	2022/02/09	PM Peak (15h-18h)
102	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW96317	15	15	15:54:00	2022/02/09	PM Peak (15h-18h)
103	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW96469	15	15	16:42:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
104	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW97919	15	15	17:06:00	2022/02/09	PM Peak (15h-18h)
105	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW98063	15	15	17:15:00	2022/02/09	PM Peak (15h-18h)
106	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW98210	15	15	15:30:00	2022/02/09	PM Peak (15h-18h)
107	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW9921	15	15	16:39:00	2022/02/09	PM Peak (15h-18h)
108	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW99364	15	15	16:49:00	2022/02/09	PM Peak (15h-18h)
109	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW99788	15	15	16:27:00	2022/02/09	PM Peak (15h-18h)
110	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Local	N2	Uncedo	CG6569	7	7	17:38:00	2022/02/09	PM Peak (15h-18h)
111	St Marks Square Taxi Rank	M1	St Marks Square Taxi Rank	Wilderness	N7	Bongani	CX58419	15	12	15:30:00	2022/02/09	PM Peak (15h-18h)
112	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Knysna	W63	Uncedo	CX61542	13	13	15:53:00	2022/02/09	PM Peak (15h-18h)
113	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Local	N2	Uncedo	FSV334EC	7	7	17:15:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
114	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW94210	15	15	15:38:00	2022/02/09	PM Peak (15h-18h)
115	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW94062	15	15	17:30:00	2022/02/09	PM Peak (15h-18h)
116	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW94062	15	15	15:21:00	2022/02/09	PM Peak (15h-18h)
117	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW93894	15	15	17:29:00	2022/02/09	PM Peak (15h-18h)
118	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW86262	15	15	17:34:00	2022/02/09	PM Peak (15h-18h)
119	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW86379	15	15	16:43:00	2022/02/09	PM Peak (15h-18h)
120	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW86599	15	15	16:22:00	2022/02/09	PM Peak (15h-18h)
121	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW86696	15	15	16:27:00	2022/02/09	PM Peak (15h-18h)
122	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW87131	15	15	16:50:00	2022/02/09	PM Peak (15h-18h)



No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
123	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW88111	15	15	15:20:00	2022/02/09	PM Peak (15h-18h)
124	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW88111	15	15	17:24:00	2022/02/09	PM Peak (15h-18h)
125	St Marks Square Taxi Rank	M1	St Marks Square Taxi Rank	Hoekwil	J67	Bongani	CAW88565	15		17:08:00	2022/02/09	PM Peak (15h-18h)
126	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW71557	15	15	16:40:00	2022/02/09	PM Peak (15h-18h)
127	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW89350	15	15	15:44:00	2022/02/09	PM Peak (15h-18h)
128	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Local	N2	Uncedo	CAW89778	7	7	17:32:00	2022/02/09	PM Peak (15h-18h)
129	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW86082	15	15	16:10:00	2022/02/09	PM Peak (15h-18h)
130	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW90101	15	15	15:44:00	2022/02/09	PM Peak (15h-18h)
131	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW91546	15	15	16:16:00	2022/02/09	PM Peak (15h-18h)
132	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW91651	15	15	16:56:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
133	Themba lethu Taxi Rank	T1	Themba lethu Taxi Rank	Themba lethu	N2	Uncedo	CAW91910	7	7	17:04:00	2022/02/09	PM Peak (15h-18h)
134	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Themba lethu	880	Uncedo	CAW92291	15	15	16:23:00	2022/02/09	PM Peak (15h-18h)
135	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Themba lethu	880	Uncedo	CAW92534	15	15	15:18:00	2022/02/09	PM Peak (15h-18h)
136	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Themba lethu	880	Uncedo	CAW92534	15	15	17:27:00	2022/02/09	PM Peak (15h-18h)
137	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Themba lethu	880	Uncedo	CAW92606	15	15	16:27:00	2022/02/09	PM Peak (15h-18h)
138	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Themba lethu	880	Uncedo	CAW92628	15	15	15:35:00	2022/02/09	PM Peak (15h-18h)
139	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Themba lethu	880	Uncedo	CAW92628	15	15	17:46:00	2022/02/09	PM Peak (15h-18h)
140	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Themba lethu	753	Uncedo	CAW92726	15	15	17:05:00	2022/02/09	PM Peak (15h-18h)
141	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Themba lethu	880	Uncedo	CAW92754	15	15	16:54:00	2022/02/09	PM Peak (15h-18h)
142	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Themba lethu	880	Uncedo	CAW90101	15	15	17:41:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
143	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Local	N2	Uncedo	CAW88880	7	7	17:40:00	2022/02/09	PM Peak (15h-18h)
144	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW63627	15	15	16:18:00	2022/02/09	PM Peak (15h-18h)
145	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW70476	15	15	16:01:00	2022/02/09	PM Peak (15h-18h)
146	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW25849	15	15	16:48:00	2022/02/09	PM Peak (15h-18h)
147	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW26858	15	15	17:55:00	2022/02/09	PM Peak (15h-18h)
148	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW27682	15	15	15:13:00	2022/02/09	PM Peak (15h-18h)
149	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW27682	15	15	17:21:00	2022/02/09	PM Peak (15h-18h)
150	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW28014	15	15	15:40:00	2022/02/09	PM Peak (15h-18h)
151	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW28014	15	15	17:51:00	2022/02/09	PM Peak (15h-18h)
152	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW29311	15	15	17:08:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
153	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW30171	15	15	16:16:00	2022/02/09	PM Peak (15h-18h)
154	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW30172	15	15	16:38:00	2022/02/09	PM Peak (15h-18h)
155	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW30755	15	15	17:37:00	2022/02/09	PM Peak (15h-18h)
156	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW31706	15	15	17:30:00	2022/02/09	PM Peak (15h-18h)
157	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW32884	15	15	16:51:00	2022/02/09	PM Peak (15h-18h)
158	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW33239	15	15	17:44:00	2022/02/09	PM Peak (15h-18h)
159	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW34037	15	15	16:46:00	2022/02/09	PM Peak (15h-18h)
160	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW34505	15	15	16:07:00	2022/02/09	PM Peak (15h-18h)
161	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW34828	15	15	17:03:00	2022/02/09	PM Peak (15h-18h)



No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
162	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW35405	15	15	16:32:00	2022/02/09	PM Peak (15h-18h)
163	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW36692	15	15	16:14:00	2022/02/09	PM Peak (15h-18h)
164	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW36692	15	15	17:04:00	2022/02/09	PM Peak (15h-18h)
165	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW37227	15	15	17:20:00	2022/02/09	PM Peak (15h-18h)
166	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW37419	15	15	15:13:00	2022/02/09	PM Peak (15h-18h)
167	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW37419	15	15	17:19:00	2022/02/09	PM Peak (15h-18h)
168	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW37928	15	15	17:40:00	2022/02/09	PM Peak (15h-18h)
169	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW38678	14	14	15:11:00	2022/02/09	PM Peak (15h-18h)
170	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW38678	14	14	17:13:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
171	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW25466	15	15	15:06:00	2022/02/09	PM Peak (15h-18h)
172	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW25114	15	15	17:59:00	2022/02/09	PM Peak (15h-18h)
173	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW25114	15	15	15:12:00	2022/02/09	PM Peak (15h-18h)
174	St Marks Square Taxi Rank	M1	St Marks Square Taxi Rank	Hoekwil	J67	Grootboom	CAW24394	15	6	17:34:00	2022/02/09	PM Peak (15h-18h)
175	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW101950	15	15	17:02:00	2022/02/09	PM Peak (15h-18h)
176	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW102434	15	15	16:05:00	2022/02/09	PM Peak (15h-18h)
177	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW102474	15	15	17:12:00	2022/02/09	PM Peak (15h-18h)
178	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW102593	15	15	17:10:00	2022/02/09	PM Peak (15h-18h)
179	St Marks Square Taxi Rank	M1	St Marks Square Taxi Rank	Hoekwil	J67	Bongani	CAW102721	15	15	16:25:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
180	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW11275	15	15	15:57:00	2022/02/09	PM Peak (15h-18h)
181	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW11752	15	15	16:10:00	2022/02/09	PM Peak (15h-18h)
182	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW12368	15	15	16:20:00	2022/02/09	PM Peak (15h-18h)
183	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW12843	15	15	15:28:00	2022/02/09	PM Peak (15h-18h)
184	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW13111	15	15	17:00:00	2022/02/09	PM Peak (15h-18h)
185	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW14300	15	15	17:06:00	2022/02/09	PM Peak (15h-18h)
186	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW14564	15	15	16:47:00	2022/02/09	PM Peak (15h-18h)
187	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW39026	15	15	16:55:00	2022/02/09	PM Peak (15h-18h)
188	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW15197	15	15	16:59:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
189	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW16733	15	15	16:44:00	2022/02/09	PM Peak (15h-18h)
190	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW16768	15	15	16:38:00	2022/02/09	PM Peak (15h-18h)
191	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW17994	15	15	15:51:00	2022/02/09	PM Peak (15h-18h)
192	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW17994	15	15	17:48:00	2022/02/09	PM Peak (15h-18h)
193	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW19269	15	15	17:06:00	2022/02/09	PM Peak (15h-18h)
194	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW20086	15	15	17:07:00	2022/02/09	PM Peak (15h-18h)
195	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW20984	15	15	15:21:00	2022/02/09	PM Peak (15h-18h)
196	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW20984	15	15	17:22:00	2022/02/09	PM Peak (15h-18h)
197	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW21573	15	15	15:50:00	2022/02/09	PM Peak (15h-18h)



No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
198	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW22017	15	15	17:15:00	2022/02/09	PM Peak (15h-18h)
199	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Thembaletu	N2	Uncedo	CAW23651	7	7	17:20:00	2022/02/09	PM Peak (15h-18h)
200	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Thembaletu	N2	Uncedo	CAW24286	7	7	17:30:00	2022/02/09	PM Peak (15h-18h)
201	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW16733	15	15	15:13:00	2022/02/09	PM Peak (15h-18h)
202	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW39698	15	15	17:01:00	2022/02/09	PM Peak (15h-18h)
203	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW40534	15	15	15:10:00	2022/02/09	PM Peak (15h-18h)
204	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW40534	15	15	17:14:00	2022/02/09	PM Peak (15h-18h)
205	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW56321	15	15	17:26:00	2022/02/09	PM Peak (15h-18h)
206	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW56532	15	15	16:07:00	2022/02/09	PM Peak (15h-18h)
207	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW56867	15	15	17:08:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
208	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW56943	15	15	15:03:00	2022/02/09	PM Peak (15h-18h)
209	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW56943	15	15	17:12:00	2022/02/09	PM Peak (15h-18h)
210	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW57371	15	15	17:13:00	2022/02/09	PM Peak (15h-18h)
211	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW573711	12	16	15:03:00	2022/02/09	PM Peak (15h-18h)
212	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW58486	15	15	16:33:00	2022/02/09	PM Peak (15h-18h)
213	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW58981	15	15	15:40:00	2022/02/09	PM Peak (15h-18h)
214	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW58981	15	15	17:48:00	2022/02/09	PM Peak (15h-18h)
215	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW59480	15	15	15:49:00	2022/02/09	PM Peak (15h-18h)
216	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW62481	15	15	15:20:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
217	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW56321	15	15	15:24:00	2022/02/09	PM Peak (15h-18h)
218	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW62481	15	15	17:22:00	2022/02/09	PM Peak (15h-18h)
219	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Thembaletu	N2	Uncedo	FXX610EC	7	7	17:00:00	2022/02/09	PM Peak (15h-18h)
220	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW65158	15	15	16:40:00	2022/02/09	PM Peak (15h-18h)
221	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW65705	13	13	15:19:00	2022/02/09	PM Peak (15h-18h)
222	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW65705	15	15	17:21:00	2022/02/09	PM Peak (15h-18h)
223	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW65909	15	15	16:41:00	2022/02/09	PM Peak (15h-18h)
224	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW66772	15	15	15:44:00	2022/02/09	PM Peak (15h-18h)
225	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW67255	15	15	16:05:00	2022/02/09	PM Peak (15h-18h)
226	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW67617	15	15	16:22:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
227	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW68511	15	15	17:03:00	2022/02/09	PM Peak (15h-18h)
228	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW68614	15	15	16:38:00	2022/02/09	PM Peak (15h-18h)
229	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW68990	15	15	17:41:00	2022/02/09	PM Peak (15h-18h)
230	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW69977	15	15	16:12:00	2022/02/09	PM Peak (15h-18h)
231	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW62593	15	15	15:05:00	2022/02/09	PM Peak (15h-18h)
232	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW71022	15	15	16:47:00	2022/02/09	PM Peak (15h-18h)
233	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW56066	15	15	16:59:00	2022/02/09	PM Peak (15h-18h)
234	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW52442	15	15	17:28:00	2022/02/09	PM Peak (15h-18h)
235	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW40750	15	15	15:50:00	2022/02/09	PM Peak (15h-18h)



No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
236	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW41199	15	15	15:30:00	2022/02/09	PM Peak (15h-18h)
237	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW41199	15	15	17:37:00	2022/02/09	PM Peak (15h-18h)
238	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW41371	14	14	15:30:00	2022/02/09	PM Peak (15h-18h)
239	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW41371	15	15	16:21:00	2022/02/09	PM Peak (15h-18h)
240	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW41371	15	15	17:28:00	2022/02/09	PM Peak (15h-18h)
241	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW42081	15	10	15:29:00	2022/02/09	PM Peak (15h-18h)
242	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW42081	15	15	17:32:00	2022/02/09	PM Peak (15h-18h)
243	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW42693	15	15	16:45:00	2022/02/09	PM Peak (15h-18h)
244	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW43502	15	15	16:48:00	2022/02/09	PM Peak (15h-18h)
245	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Knysna	W63	Uncedo	CAW44480	15	15	16:40:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
246	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW45487	15	15	16:55:00	2022/02/09	PM Peak (15h-18h)
247	Garden Route Mall Taxi Rank	G1	Garden Route Mall Taxi Rank	Thembaletu	753	Uncedo	CAW53351	0	15	16:43:00	2022/02/09	PM Peak (15h-18h)
248	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW45983	15	15	17:17:00	2022/02/09	PM Peak (15h-18h)
249	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW49890	15	13	15:24:00	2022/02/09	PM Peak (15h-18h)
250	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW50627	15	15	15:16:00	2022/02/09	PM Peak (15h-18h)
251	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW50627	15	15	17:20:00	2022/02/09	PM Peak (15h-18h)
252	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW50629	15	15	15:11:00	2022/02/09	PM Peak (15h-18h)
253	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW50737	15	7	15:26:00	2022/02/09	PM Peak (15h-18h)
254	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW50737	15	15	17:40:00	2022/02/09	PM Peak (15h-18h)

No.	Facility name	Facility code	Route Origin	Route Destination	Route Code	Operator (Taxi or Bus company)	Vehicle Reg. No.	Vehicle Capacity (Seats)	No. of passengers on departure	Time of departure	Date	Peak
255	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW50962	15	14	16:03:00	2022/02/09	PM Peak (15h-18h)
256	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW51362	15	15	16:06:00	2022/02/09	PM Peak (15h-18h)
257	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW51512	15	15	15:57:00	2022/02/09	PM Peak (15h-18h)
258	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW51849	15	15	16:32:00	2022/02/09	PM Peak (15h-18h)
259	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW52328	15	15	17:41:00	2022/02/09	PM Peak (15h-18h)
260	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW52442	14	14	15:33:00	2022/02/09	PM Peak (15h-18h)
261	Cradock Street CBD Taxi Rank	C1	Cradock Street CBD Taxi Rank	Thembaletu	880	Uncedo	CAW46298	15	15	16:05:00	2022/02/09	PM Peak (15h-18h)
262	Thembaletu Taxi Rank	T1	Thembaletu Taxi Rank	Thembaletu	N2	Uncedo	HTS142EC	7	7	16:42:00	2022/02/09	PM Peak (15h-18h)

## C.6 Cordon Count Capacities Data

Table C-11: Data for the occupancy, capacities and utilisation measured at the cordon counts during the three-hour AM peak period.

Location No	Location Nr	Direction	Peak Status	Vehicle Count	No Passengers	Max Capacity	Lat	Lon
1	1	Southbound	AM	12	7	28	33°56'37.35"S	22°25'35.49"E
2	2	Northbound	AM	164	0	454	33°57'2.48"S	22°25'24.19"E
2	2	Southbound	AM	130	334	520	33°57'2.48"S	22°25'24.19"E
3	3	Eastbound	AM	62	404	880	33°59'1.90"S	22°25'54.80"E
4	4	Northbound	AM	185	808	1004	34° 0'3.75"S	22°26'47.19"E
4	4	Southbound	AM	250	270	798	34° 0'3.75"S	22°26'47.19"E
5	5	Northbound	AM	11	0	14	34° 0'51.65"S	22°22'53.26"E
5	5	Southbound	AM	19	66	122	34° 0'51.65"S	22°22'53.26"E
7	7	Northbound	AM	8	14	28	34° 1'53.46"S	22°23'14.86"E
7	7	Southbound	AM	16	24	42	34° 1'53.46"S	22°23'14.86"E
8	8	Northbound	AM	893	2530	3064	33°59'57.43"S	22°28'38.13"E
8	8	Southbound	AM	1004	14	2264	33°59'57.43"S	22°28'38.13"E
9	9	Eastbound	AM	90	164	508	33°59'24.99"S	22°31'3.54"E
9	9	Westbound	AM	78	61	286	33°59'24.99"S	22°31'3.54"E
10	10	Eastbound	AM	207	475	862	33°57'44.60"S	22°28'22.48"E
10	10	Westbound	AM	181	137	484	33°57'44.60"S	22°28'22.48"E
11	11	Eastbound	AM	124	77	224	33°57'22.75"S	22°27'5.68"E
11	11	Westbound	AM	129	48	278	33°57'22.75"S	22°27'5.68"E

Table C-12: Data for the occupancy, capacities and utilisation measured at the cordon counts during the three-hour PM peak period.

Location No	Location Nr	Direction	Peak Status	Vehicle Count	No Passengers	Max Capacity	Lat	Lon
1	1	Northbound	PM	8	51	108	33°56'37.35"S	22°25'35.49"E
2	2	Northbound	PM	164	56	276	33°57'2.48"S	22°25'24.19"E
2	2	Southbound	PM	130	30	180	33°57'2.48"S	22°25'24.19"E



Location No	Location Nr	Direction	Peak Status	Vehicle Count	No Passengers	Max Capacity	Lat	Lon
3	3	Westbound	PM	30	11	56	33°59'1.90"S	22°25'54.80"E
4	4	Northbound	PM	185	4	152	34° 0'3.75"S	22°26'47.19"E
4	4	Southbound	PM	250	432	432	34° 0'3.75"S	22°26'47.19"E
5	5	Southbound	PM	19	0	14	34° 0'51.65"S	22°22'53.26"E
6	6	Northbound	PM	7	0	14	34° 1'48.70"S	22°19'3.78"E
7	7	Southbound	PM	16	7	14	34° 1'53.46"S	22°23'14.86"E
8	8	Northbound	PM	893	93	1506	33°59'57.43"S	22°28'38.13"E
8	8	Southbound	PM	1004	2209	2484	33°59'57.43"S	22°28'38.13"E
9	9	Eastbound	PM	90	130	154	33°59'24.99"S	22°31'3.54"E
9	9	Westbound	PM	78	28	292	33°59'24.99"S	22°31'3.54"E
10	10	Eastbound	PM	207	126	488	33°57'44.60"S	22°28'22.48"E
10	10	Westbound	PM	181	188	456	33°57'44.60"S	22°28'22.48"E
11	11	Westbound	PM	129	39	84	33°57'22.75"S	22°27'5.68"E

Table C-13: Data for the occupancy, capacities and utilisation measured at the cordon counts during the off-peak period.

Location No	Location Nr	Direction	Peak Status	Vehicle Count	No Passengers	Max Capacity	Lat	Lon
1	1	Northbound	Off-peak	8	49	70	33°56'37.35"S	22°25'35.49"E
1	1	Southbound	Off-peak	12	77	140	33°56'37.35"S	22°25'35.49"E
2	2	Northbound	Off-peak	164	847	4484	33°57'2.48"S	22°25'24.19"E
2	2	Southbound	Off-peak	130	461	2884	33°57'2.48"S	22°25'24.19"E
3	3	Eastbound	Off-peak	62	321	1052	33°59'1.90"S	22°25'54.80"E
3	3	Westbound	Off-peak	30	205	496	33°59'1.90"S	22°25'54.80"E
4	4	Northbound	Off-peak	185	1866	4898	34° 0'3.75"S	22°26'47.19"E
4	4	Southbound	Off-peak	250	2199	5178	34° 0'3.75"S	22°26'47.19"E
5	5	Northbound	Off-peak	11	122	272	34° 0'51.65"S	22°22'53.26"E
5	5	Southbound	Off-peak	19	118	262	34° 0'51.65"S	22°22'53.26"E
6	6	Northbound	Off-peak	7	4	84	34° 1'48.70"S	22°19'3.78"E
6	6	Southbound	Off-peak	8	28	112	34° 1'48.70"S	22°19'3.78"E

Location No	Location Nr	Direction	Peak Status	Vehicle Count	No Passengers	Max Capacity	Lat	Lon
7	7	Northbound	Off-peak	8	32	84	34° 1'53.46"S	22°23'14.86"E
7	7	Southbound	Off-peak	16	71	168	34° 1'53.46"S	22°23'14.86"E
8	8	Northbound	Off-peak	893	3902	11636	33°59'57.43"S	22°28'38.13"E
8	8	Southbound	Off-peak	1004	5789	13012	33°59'57.43"S	22°28'38.13"E
9	9	Eastbound	Off-peak	90	492	1128	33°59'24.99"S	22°31'3.54"E
9	9	Northbound	Off-peak	61	646	2206	33°59'24.99"S	22°31'3.54"E
9	9	Southbound	Off-peak	41	297	1178	33°59'24.99"S	22°31'3.54"E
9	9	Westbound	Off-peak	78	194	978	33°59'24.99"S	22°31'3.54"E
10	10	Eastbound	Off-peak	207	716	3714	33°57'44.60"S	22°28'22.48"E
10	10	Westbound	Off-peak	181	1699	4224	33°57'44.60"S	22°28'22.48"E
11	11	Eastbound	Off-peak	124	970	3062	33°57'22.75"S	22°27'5.68"E
11	11	Westbound	Off-peak	129	1105	2726	33°57'22.75"S	22°27'5.68"E

## C.7 Formalised Associations Routes and Capacities

Table C-14: The Formalised Associations' number of vehicles, vehicle capacities and average vehicle age for the various areas / routes of service within George Local Municipality.

Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
<b>GEORGE HUURMOTOR VERENIGING</b>	<b>18</b>	<b>254</b>	<b>12</b>	
	7	103	6	Not Available
	2	30	12	721 - GEORGE - KLEINKRANTZ, 736 - GEORGE - DIEPRIVIER GELEE TE GEORGE
	1	14	30	759 - UNIONDALE - GEORGE, E44 - UNIONDALE - UNIONDALE

Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	2	30	18	886 - BORCHARDS - GEORGE, 887 - BORCHARDS - GEORGE
	1	9	26	888 - PARKDENE - GEORGE
	1	12	33	914 - GEORGE - PACALTS DORP, 915 - GEORGE - PACALTS DORP
	1	15	4	I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI
	1	15	4	I88 - GEORGE - OUDTSHOORN, I90 - GEORGE - BEAUFORT WES, I91 - GEORGE - LADISMITH, M62 - GEORGE - PLETTENBERG BAY
	1	13	12	I90 - GEORGE - BEAUFORT WES
	1	13	11	J19 - GEORGE - WABOOMSKRAAL, J20 - GEORGE - HEROLD
<b>GEORGE TAXI OWNERS FRONT</b>	<b>9</b>	<b>120</b>	<b>26</b>	
	1	9	31	885 - BORCHARDS - GEORGE, 886 - BORCHARDS - GEORGE, 887 - BORCHARDS - GEORGE
	1	15	10	I89 - GEORGE - MOSSELBAAI
	7	96	28	V21 - BLANCO - GEORGE
<b>UNCEDO GEORGE TAXI ASSOCIATION</b>	<b>224</b>	<b>3264</b>	<b>6</b>	
	56	826	7	Not Available
	6	89	9	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE

Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	2	30	7	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, 971 - THEMBALETHU - GEORGE, 188 - GEORGE - OUDTSHOORN, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL, S40 - THEMBALETHU - KINGSWOOD
	1	15	8	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, 971 - THEMBALETHU - GEORGE, 189 - GEORGE - MOSSELBAAI, O66 - GEORGE TO CAPE TOWN/BELLVILLE
	1	15	9	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, 188 - GEORGE - OUDTSHOORN
	1	15	6	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, 188 - GEORGE - OUDTSHOORN, 189 - GEORGE - MOSSELBAAI, 190 - GEORGE - BEAUFORT WES



Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	1	15	4	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N64 - GEORGE - WORCESTER, N7 - GEORGE - WILDERNESS, O66 - GEORGE TO CAPE TOWN/BELLVILLE, S40 - THEMBALETHU - KINGSWOOD, S41 - THEMBALETHU - HEROLDS BAY, W63 - GEORGE - KNYSNA
	21	311	5	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N64 - GEORGE - WORCESTER, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL, S40 - THEMBALETHU - KINGSWOOD, S41 - THEMBALETHU - HEROLDS BAY, W63 - GEORGE - KNYSNA

Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	1	15	4	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N64 - GEORGE - WORCESTER, N7 - GEORGE - WILDERNESS, W63 - GEORGE - KNYSNA
	1	15	3	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES, P93 - THEMBALETHU - GARDEN ROUTE MALL

Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	1	15	2	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N64 - GEORGE - WORCESTER, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL, S40 - THEMBALETHU - KINGSWOOD, S41 - THEMBALETHU - HEROLDS BAY, W63 - GEORGE - KNYSNA
	1	13	10	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL

Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	1	15	2	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N64 - GEORGE - WORCESTER, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL, S40 - THEMBALETHU - KINGSWOOD, S41 - THEMBALETHU - HEROLDS BAY, W63 - GEORGE - KNYSNA
	4	60	3	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL
	1	15	2	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL, S40 - THEMBALETHU - KINGSWOOD



Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	1	15	3	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL, S40 - THEMBALETHU - KINGSWOOD, S41 - THEMBALETHU - HEROLDS BAY
	1	14	12	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, I90 - GEORGE - BEAUFORT WES, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL
	4	60	5	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS
	7	105	7	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL

Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	2	29	9	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL, S40 - THEMBALETHU - KINGSWOOD
	9	124	8	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL, S40 - THEMBALETHU - KINGSWOOD, S41 - THEMBALETHU - HEROLDS BAY
	1	15	7	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, P93 - THEMBALETHU - GARDEN ROUTE MALL
	1	15	6	752 - THEMBALETHU - GEORGE, 880 - THEMBALETHU - GEORGE, P93 - THEMBALETHU - GARDEN ROUTE MALL
	1	15	1	752 - THEMBALETHU - GEORGE, 971 - THEMBALETHU - GEORGE, L91 - THEMBALETHU - GEORGE

Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	1	15	1	752 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N64 - GEORGE - WORCESTER, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL, S40 - THEMBALETHU - KINGSWOOD, S41 - THEMBALETHU - HEROLDS BAY
	34	493	9	880 - THEMBALETHU - GEORGE
	1	15	6	880 - THEMBALETHU - GEORGE, 971 - THEMBALETHU - GEORGE
	1	15	2	880 - THEMBALETHU - GEORGE, 971 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS
	3	45	4	880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN
	1	15	5	880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI

Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	1	15	2	880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES
	1	15	2	880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES, I91 - GEORGE - LADISMITH
	6	88	7	880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES, N64 - GEORGE - WORCESTER, W63 - GEORGE - KNYSNA
	1	15	2	880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, N64 - GEORGE - WORCESTER
	1	15	6	880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, O66 - GEORGE TO CAPE TOWN/BELLVILLE
	1	15	4	880 - THEMBALETHU - GEORGE, I88 - GEORGE - OUDTSHOORN, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS



Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	1	15	7	880 - THEMBALETHU - GEORGE, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES, N64 - GEORGE - WORCESTER, W63 - GEORGE - KNYSNA
	1	15	7	880 - THEMBALETHU - GEORGE, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, N7 - GEORGE - WILDERNESS, P93 - THEMBALETHU - GARDEN ROUTE MALL
	1	15	3	880 - THEMBALETHU - GEORGE, N44 - THEMBALETHU - OUBAAI GOLF CLUB, N45 - THEMBALETHU - BLANCO, P93 - THEMBALETHU - GARDEN ROUTE MALL
	1	15	5	880 - THEMBALETHU - GEORGE, P93 - THEMBALETHU - GARDEN ROUTE MALL
	1	15	2	971 - THEMBALETHU - GEORGE
	14	201	5	I88 - GEORGE - OUDTSHOORN
	1	15	6	I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI
	1	15	2	I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES
	1	7	8	I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES, I91 - GEORGE - LADISMITH

Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	7	86	7	I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES, N64 - GEORGE - WORCESTER, W63 - GEORGE - KNYSNA
	1	8	11	I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES, O66 - GEORGE TO CAPE TOWN/BELLVILLE
	1	15	3	I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, N64 - GEORGE - WORCESTER, W63 - GEORGE - KNYSNA
	2	30	5	I88 - GEORGE - OUDTSHOORN, I89 - GEORGE - MOSSELBAAI, W63 - GEORGE - KNYSNA
	2	30	4	I88 - GEORGE - OUDTSHOORN, N7 - GEORGE - WILDERNESS
	1	15	3	I88 - GEORGE - OUDTSHOORN, P93 - THEMBALETHU - GARDEN ROUTE MALL
	1	15	9	I88 - GEORGE - OUDTSHOORN, W63 - GEORGE - KNYSNA
	1	15	2	I89 - GEORGE - MOSSELBAAI
	1	15	7	I89 - GEORGE - MOSSELBAAI, I90 - GEORGE - BEAUFORT WES, N64 - GEORGE - WORCESTER, W63 - GEORGE - KNYSNA

Formalised Association	No. Vehicles	Veh. Capacity	Avg. Veh. Age	Areas of service
	1	15	2	I90 - GEORGE - BEAUFORT WES
	3	45	7	I90 - GEORGE - BEAUFORT WES, N64 - GEORGE - WORCESTER, W63 - GEORGE - KNYSNA
	2	30	11	N64 - GEORGE - WORCESTER
	1	15	7	P88 - GEORGE - SEDGEFIELD
<b>Grand Total</b>	<b>251</b>	<b>3638</b>	<b>8</b>	

## C.8 Additional Databases

### C.8.1 GO GEORGE Fleet Database

Table C-15: GO GEORGE Fleet Database as of August 2022.

Fleet No	Registration Number	Vehicle Type	Passengers Seated	Passengers Standing	Wheelchair Bay
100	CAW 74779	Std - 12m	44	40	2
101	CAW 92070	Std - 12m	44	40	2
102	CAW 41466	Std - 12m	44	40	2
103	CAW 69246	Std - 12m	44	40	2
104	CAW 53274	Std - 12m	44	40	2
105	CAW 67342	Std - 12m	44	40	2
106	CAW 92068	Std - 12m	44	40	2
107	CAW 72786	Std - 12m	44	40	2
108	CAW 92071	Std - 12m	44	40	2
109	CAW 51435	Std - 12m	44	40	2
110	CAW 29472	Std - 12m	44	40	2
112	CAW 36125	Std - 12m	44	40	2
113	CAW 19107	Std - 12m	44	40	2
114	CAW 92714	Std - 12m	44	40	2
115	CAW 45622	Std - 12m	44	40	2
116	CAW 41544	Std - 12m	44	40	2
117	CAW 44169	Std - 12m	44	40	2
118	CAW 38482	Std - 12m	44	40	2
119	CAW 43011	Std - 12m	44	40	2
121	CAW 83701	Std - 12m	44	40	2
122	CAW 73935	Std - 12m	44	40	2
123	CAW 71293	Std - 12m	44	40	2

Fleet No	Registration Number	Vehicle Type	Passengers Seated	Passengers Standing	Wheelchair Bay
124	CAW 92328	Std - 12m	44	40	2
125	CAW 92331	Std - 12m	44	40	2
127	CAW 86110	Std - 12m	44	40	2
128	CAW 92332	Std - 12m	44	40	2
129	CAW 92329	Std - 12m	44	40	2
130	CAW 92330	Std - 12m	44	40	2
131	CAW 65148	Std - 12m	44	40	2
132	CAW 83223	Std - 12m	44	40	2
133	CAW 83557	Std - 12m	44	40	2
134	CAW 82826	Std - 12m	44	40	2
135	CAW 78115	Std - 12m	44	40	2
136	CAW 92545	Std - 12m	44	40	2
137	CAW 92459	Std - 12m	44	40	2
138	CAW 92544	Std - 12m	44	40	2
201	CAW 76221	Midi - 10.5m	39	40	1
202	CAW 63454	Midi - 10.5m	39	40	1
204	CAW 74173	Midi - 10.5m	39	40	1
205	CAW 92333	Midi - 10.5m	39	40	1
206	CAW 92334	Midi - 10.5m	39	40	1
207	CAW 92541	Midi - 10.5m	39	40	1
208	CAW 92546	Midi - 10.5m	39	40	1
209	CAW 92474	Midi - 10.5m	39	40	1
210	CAW 71936	Midi - 10.5m	39	40	1
211	CAW 69961	Midi - 10.5m	39	40	1
212	CAW 84690	Midi - 10.5m	39	40	1
213	CAW 92715	Midi - 10.5m	39	40	1
214	CAW 75621	Midi - 10.5m	39	40	1



Fleet No	Registration Number	Vehicle Type	Passengers Seated	Passengers Standing	Wheelchair Bay
215	CAW 58332	Midi - 10.5m	39	40	1
216	CAW 67181	Midi - 10.5m	39	40	1
217	CAW 53374	Midi - 10.5m	39	40	1
218	CAW52237	Midi - 10.5m	39	40	1
219	CAW 78365	Midi - 10.5m	39	40	1
220	CAW 73937	Midi - 10.5m	39	40	1
221	CAW 79285	Midi - 10.5m	39	40	1
222	CAW 79519	Midi - 10.5m	39	40	1
223	CAW 38289	Midi - 10.5m	39	40	1
224	CAW 78185	Midi - 10.5m	39	40	1
225	CAW 37155	Midi - 10.5m	39	40	1
226	CAW 96504	Midi - 10.5m	39	40	1
227	CAW 96499	Midi - 10.5m	39	40	1
228	CAW 96501	Midi - 10.5m	39	40	1
229	CAW 96509	Midi - 10.5m	39	40	1
230	CAW 30961	Midi - 10.5m	39	40	1
231	CAW 30767	Midi - 10.5m	39	40	1
232	CAW 66508	Midi - 10.5m	39	40	1
233	CAW 96507	Midi - 10.5m	39	40	1
234	CAW 96503	Midi - 10.5m	39	40	1
301	CAW 93825	Sprinter	14	0	1
302	CAW 93589	Sprinter	14	0	1
303	CAW 93586	Sprinter	14	0	1
304	CAW 93596	Sprinter	14	0	1
305	CAW 93595	Sprinter	14	0	1
306	CAW 76256	Sprinter	14	0	1
307	CAW 93593	Sprinter	14	0	1

Fleet No	Registration Number	Vehicle Type	Passengers Seated	Passengers Standing	Wheelchair Bay
308	CAW 73831	Sprinter	14	0	1
309	CAW 93584	Sprinter	14	0	1
310	CAW 93582	Sprinter	14	0	1
311	CAW 93588	Sprinter	14	0	1
312	CAW 47249	Sprinter	14	0	1
313	CAW 93587	Sprinter	14	0	1
314	CAW 40075	Sprinter	14	0	1
315	CAW 93729	Sprinter	14	0	1
316	CAW 36364	Sprinter	14	0	1
317	CAW 93731	Sprinter	14	0	1
318	CAW 93612	Sprinter	14	0	1
319	CAW 76083	Sprinter	14	0	1
320	CAW 81221	Sprinter	14	0	1
321	CAW 93684	Sprinter	14	0	1
322	CAW 72857	Sprinter	14	0	1
323	CAW 81248	Sprinter	14	0	1
324	CAW 39607	Sprinter	14	0	1
325	CAW 70938	Sprinter	14	0	1
326	CAW 93733	Sprinter	14	0	1
328	CAW 93727	Sprinter	14	0	1
329	CAW 82416	Sprinter	14	0	1
330	CAW 81318	Sprinter	14	0	1
331	CAW 35763	Sprinter	14	0	1
332	CAW 58998	Sprinter	14	0	1
333	CAW 76540	Sprinter	14	0	1
334	CAW 71004	Sprinter	14	0	1
335	CAW 76295	Sprinter	14	0	1

Fleet No	Registration Number	Vehicle Type	Passengers Seated	Passengers Standing	Wheelchair Bay
336	CAW 95232	Sprinter	14	0	1
401	CAW 78560	Std - 12m	42	41	1
402	CAW 78477	Std - 12m	42	41	1
403	CAW 78580	Std - 12m	42	41	1
404	CAW 78527	Std - 12m	42	41	1
405	CAW 78475	Std - 12m	42	41	1
406	CAW 78606	Std - 12m	42	41	1
407	CAW 78522	Std - 12m	42	41	1
408	CAW 78524	Std - 12m	42	41	1
409	CAW 78600	Std - 12m	42	41	1

Fleet No	Registration Number	Vehicle Type	Passengers Seated	Passengers Standing	Wheelchair Bay
410	CAW 84731	Std - 12m	42	41	1
411	CAW 16963	Std - 12m	42	41	1
412	CAW 17060	Std - 12m	42	41	1
413	CAW 16975	Std - 12m	42	41	1
414	CAW 16906	Std - 12m	42	41	1
415	CAW 16920	Std - 12m	42	41	1
416	CAW 17039	Std - 12m	42	41	1
417	CAW 17037	Std - 12m	42	41	1
418	CAW 16966	Std - 12m	42	41	1

## C.8.2 School Locations

Table C-16: Names, types, suburb, and GPS coordinates for schools in GM.

Emis	Institution Name	Type	Suburb	Longitude	Latitude
118350656	PARKDENE PRIMÈRE SKOOL (GEORGE)	Primary School	Ballotsview	22.48442367	-33.9904832
118353426	PARKDENE SEKONDÊR	Secondary School	Ballotsview	22.48219054	-33.98958867
100000603	LE BONHE'R COTTAGE SCHOOL	LSEN	Bergsig	22.48650555	-33.95999261
118109218	BLANCO LAERSKOOL	Primary School	Blanco	22.40970025	-33.94582975
118356336	KRETZENSHOOP PRIMÈRE SKOOL	Primary School	Blanco	22.41847934	-33.94558889
100000570	MCKINLAY REID INTERNATIONAL ACADEMY	Combined School	Blanco	22.402118	-33.962944
100000323	UP WITH DOWNS SCHOOL	LSEN	Blanco	22.41420817	-33.94829751
118007194	THE VINE CHRISTIAN SCHOOL	Combined School	Bodorp	22.467672	-33.953912
118350109	HEIDEDAL PRIMÈRE SKOOL	Primary School	Borcherds	22.46998756	-33.99019347
118456233	CARPE DIEM SKOOL	LSEN	Bos En Dal	22.44890962	-33.97793031

Emis	Institution Name	Type	Suburb	Longitude	Latitude
118103202	EDEN TECHNICAL HIGH SCHOOL	Secondary School	Bos En Dal	22.44748542	-33.97359055
100000632	STUDY HOUSE	Combined School	Campher'S Drift	22.463431	-33.947859
118350117	CONVILLE PRIMARY SCHOOL	Primary School	Conville	22.47483001	-33.9825
100000765	LIFE CHRISTIAN ACADEMY	Primary School	Conville	22.475287	-33.987566
118109236	DENNEOORD LAERSKOOL	Primary School	Denneoord	22.47467807	-33.94462835
118350370	DELLVILLE PARK PRIMARY SCHOOL	Primary School	Denville Park	22.44581675	-34.00725215
118447846	OLYMPIA SKOOL	LSEN	Denville Park	22.4330779	-34.00900189
118110257	OUTENIQUA HOËRSKOOL	Secondary School	Eastern Ext	22.46776449	-33.95878858
118102203	VAN KERVEL SPESIALE SKOOL	LSEN	Eastern Ext	22.47637981	-33.95749564
100000016	EDEN AND CENTRAL KAROO EDUCATION DISTRICT	EMDC_DISTRICT	George	22.454825	-33.960155
100000329	HEATHERLANDS HIGH SCHOOL	Secondary School	George	22.44807295	-33.95541517
118325686	THEMALETU PRIMARY SCHOOL	Primary School	George	22.50757497	-34.0094739
118101012	MOUNTAINVIEW GEORGE PRE-PRIM.	Pre-Primary School	George	22.461763	-33.96493
100000697	CURRO GEORGE	Primary School	George Central	22.462752	-33.966116
118101008	DIE VINKNES ACVV PREPRIMARY SCHOOL	Pre-Primary School	George Central	22.460167	-33.963239
118108207	GEORGE VOORBEREIDINGSKOOL	Primary School	George Central	22.46354803	-33.95830237
118104601	HOLY CROSS PRIMARY SCHOOL (GEORGE)	Primary School	George Central	22.45990289	-33.95943491
100000744	LAERSKOOL MOUNTVIEW	Primary School	George Central	22.461584	-33.964979
118109294	OUTENIQUA PRIMARY SCHOOL	Primary School	George Central	22.46264753	-33.95896669
100000218	SKULPIELAND KLEUTERSKOOL	Pre-Primary School	George Central	22.458644	-33.965334
100000745	SONSKYNLAND KLEUTERSKOOL	Pre-Primary School	George Central	22.465503	-33.965912
100000319	YOUNG AMBASSADORS PRIMARY SCHOOL	Primary School	George Central	22.458888	-33.96568
100000763	GEORGE ROYAL ACADEMY	Combined School	George South	22.455197	-33.965975
118109247	GEORGE-SUID LAERSKOOL	Primary School	George South	22.4552372	-33.96771997
100000264	HEELTYD SPEELTYD KLEUTERSKOOL	Pre-Primary School	George South	22.454262	-33.96702
100000405	KINGSLEY PRIVATE SCHOOL	Combined School	George South	22.460535	-33.9682

Emis	Institution Name	Type	Suburb	Longitude	Latitude
118110288	YORK HIGH SCHOOL	Secondary School	George South	22.45092561	-33.97076161
120007429	GLENWOOD HOUSE	Combined School	Glenwood Ah	22.491367	-33.969368
100000732	COUNTRY HOUSE SCHOOL	Primary School	Heather Park	22.430119	-33.951387
100000313	RUNDLE COLLEGE	Combined School	Kingswood Estate Golf	22.429901	-33.965803
118041337	MZOXOLO PRIMARY SCHOOL	Primary School	Lawaaikamp	22.47389367	-33.9928514
118007765	LAWAAIKAMP PRE-PRIM.	Pre-Primary School	Lawaaikamp	22.470368	-33.99406
118353310	GEORGE SEKONDÊR	Secondary School	Levallia	22.4765	-33.9675
118356301	HIBERNIA VGK PRIMÊRE SKOOL	Primary School	Levallia	22.47780105	-33.96787883
118008215	SONNEBLOMLAND CRECHE	Pre-Primary School	Levallia	22.49164	-33.978371
118356360	ST. PAUL'S EK PRIMÊRE SKOOL (GEORGE)	Primary School	Levallia	22.47490057	-33.96553826
100000035	KLOUTER KABOUTER KLEUTERSKOOL	Pre-Primary School	Nu Dawn	22.478189	-34.014062
100000687	EDEN SHINE CHRISTIAN SCHOOL	Combined School	Pacaltsdorp	22.450742	-34.011489
118008008	NEW DAWN PARK PRIMÊRE SKOOL	Primary School	Pacaltsdorp	22.47658255	-34.01634539
118350206	PACALTSDORP PRIMÊRE SKOOL	Primary School	Pacaltsdorp	22.46332096	-34.01900022
118353345	PACALTSDORP SEKONDÊR	Secondary School	Pacaltsdorp	22.45072562	-34.01008222
100000043	SOETE UURTIJES DAGSORG	Pre-Primary School	Pacaltsdorp	22.475404	-34.021016
118008384	AKKERTJIE PREPRIM.	Pre-Primary School	Pacaltsdorp	22.452613	-34.014408
100000470	HAPPY FEET LEARNING CENTRE	Pre-Primary School	Parkdene	22.475812	-33.991832
118354422	PARKDENE PREPRIM.	Pre-Primary School	Parkdene	22.476823	-33.992837
118354880	JOEY'S BABIES PREPRIM.	Pre-Primary School	Rosemoor	22.476994	-33.97488
118350400	ROSEMOOR PRIMÊRE SKOOL	Intermediate School	Rosemore	22.47833771	-33.97551175
118356425	ST. MARY'S RK PRIMÊRE SKOOL (GEORGE)	Primary School	Rosemore	22.47909483	-33.97406214
118008194	NIKIWE EDUCARE CENTRE	Pre-Primary School	Themabletu	22.488127	-34.001611
118041302	IMIZAMO YETHU SECONDARY SCHOOL	Secondary School	Thembaletu	22.4884945	-34.00248799



Emis	Institution Name	Type	Suburb	Longitude	Latitude
100000648	JONGA STREET SECONDARY SCHOOL	Secondary School	Thembaletu	22.50593933	-34.01154533
118041306	M M MATEZA PRIMARY SCHOOL	Primary School	Thembaletu	22.48078416	-34.00093572
118008309	SIYAZAMA EDUCARE	Pre-Primary School	Thembaletu	22.481846	-33.998484
100000661	TABATHA PRIMARY SCHOOL	Primary School	Thembaletu	22.47588658	-34.00407351
118353485	THEMBALETHU SECONDARY SCHOOL	Secondary School	Thembaletu	22.47463199	-34.00088204
118041330	TYHOLORA PRIMARY SCHOOL	Primary School	Thembaletu	22.49130183	-34.00673708
118008322	NOMPUMELELO EDUCARE (GEORGE)	Pre-Primary School	Thembaletu	22.4702	-33.997691
Not Available	Pophuis Pre Primary Centre	Pre-Primary School	Parkdene	22.484122	-33.988113

## ANNEXURE D FACILITY ASSESSMENT SURVEYS

D.1	GO GEORGE Bus Depot.....	301
D.2	GO GEORGE Transport Hub .....	303
D.3	Thembaletu Taxi Rank Facility Survey .....	305
D.4	Garden Route Mall Taxi Rank Facility Survey .....	310
D.5	Cradock Street Taxi Rank Facility Survey .....	313
D.6	St Mark's Square Taxi Rank Facility Survey .....	315

## D.1 GO GEORGE Bus Depot

Table D-17: GO GEORGE Bus Depot Facility Survey

Public Transport Facility Survey – GO GEORGE Bus Depot	
Techso (PTY) Ltd - Western Cape	
Survey Date	Thursday, 17 March 2022
Province	Western Province
Municipal District	Garden Route
Municipality	George
Facility	
Name	GO GEORGE Bus Depot
Code	NA
Location	
Town /Village	George
Longitude	33°58'29.72"S
Latitude	22°26'32.90"E
Type	
Terminal	
Rank	
Holding	✓
Status	
Formal	✓
Informal	

Amenities			
Item	(yes/no)	Item	(yes/no)
Shelter	✓	Rubbish bins	✓
Ablution (Toilets)	✓	Telephones	✓
Offices	✓	Electricity	✓
Washing bays	✓	Lights	✓
Holding area	✓	Water taps	✓
Loading area	✗	Fire hose	✗
Pavement/Lay-by	✗	Information signage	✓
Shelter/Waiting area	✗	Benches	✗
Hawker/trading area	✗	Camera Security	✓
Rank roof structure	✗	Surfaced Area	✓
NMT Facility Access			
Item	Info	Item	Info
Walked / sand path		Approx. Ped Vol/hr	
Gravel Path		Length	
Premix/brick paving	✓	Condition / Suitability	good

Table D-18: Comments pertaining to Table D-17

Comments:
1. The facility is neat and is well maintained.





*Figure D-3: GO GEORGE Bus Depot Locality.*



## D.2 GO GEORGE Transport Hub

Table D-19: GO GEORGE Transport Hub Facility Survey

Public Transport Facility Survey – GO GEORGE Bus Depot	
Techso (PTY) Ltd - Western Cape	
Survey Date	Thursday, 17 March 2022
Province	Western Province
Municipal District	Garden Route
Municipality	George
Facility	
Name	GO GEORGE Transport Hub
Code	NA
Location	
Town /Village	George
Longitude	33°57'43.44"S
Latitude	22°27'40.01"E
Type	
Terminal	
Rank	✓
Holding	
Status	
Formal	✓
Informal	

Amenities			
Item	(yes/no)	Item	(yes/no)
Shelter	✓	Rubbish bins	✓
Ablution (Toilets)	✓	Telephones	✓
Offices	✓	Electricity	✓
Washing bays	✗	Lights	✓
Holding area	✓	Water taps	✓
Loading area	✓	Fire hose	✗
Pavement/Lay-by	✗	Information signage	✓
Shelter/Waiting area	✓	Benches	✓
Hawker/trading area	✓	Camera Security	✓
Rank roof structure	✓	Surfaced Area	✓
NMT Facility Access			
Item	Info	Item	Info
Walked / sand path		Approx. Ped Vol/hr	
Gravel Path		Length	
Premix/brick paving	✓	Condition / Suitability	good

Table D-20: Comments pertaining to Table D-19

Comments:
<ol style="list-style-type: none"> <li>1. The facility is sheltered and is well maintained.</li> <li>2. GO GEORGE Bus Tickets may be bought at a Kiosk at this premises.</li> </ol>



*Figure D-4: GO GEORGE Transport Hub Locality.*

### D.3 Thembalethu Taxi Rank Facility Survey

Table D-21: Thembalethu Taxi Rank Facility Survey.

Public Transport Facility Survey - George CITP	
Techso (PTY) Ltd - Western Cape	
Survey Date	Thursday, 17 March 2022
Province	Western Province
Municipal District	Garden Route
Municipality	George
Facility	
Name	Thembalethu Taxi Rank
Code	T1
Location	
Town /Village	Thembalethu, George
Longitude	34° 00' 01" S
Latitude	22° 28' 45" E
Type	
Terminal	
Rank	✓
Holding	
Status	
Formal	✓
Informal	

Amenities			
Item	(yes/no)	Item	(yes/no)
Shelter	✓	Rubbish bins	✓
Ablution (Toilets)	✓	Telephones	✗
Offices	✓	Electricity	✓
Washing bays	✗	Lights	✓
Holding area	✓	Water taps	✓
Loading area	✓	Fire hose	✗
Pavement/Lay-by	✗	Information signage	✓
Shelter/Waiting area	✓	Benches	✗
Hawker/trading area	✓	Camera Security	✗
Rank roof structure	✓	Surfaced Area	✓
NMT Facility Access			
Item	Info	Item	Info
Walked / sand path		Approx. Ped Vol/hr	
Gravel Path		Length	
Premix/brick paving	✓	Condition / Suitability	average

Table D-22: Comments pertaining to Table D-21.

Comments:
<ol style="list-style-type: none"> <li>1. The existing office space is too small considering the rank volume and the approximately up to 300 people that use the office space as a community meeting room. A suggestion is to build a second storey or move the community meeting to another venue (or hire an alternate venue when such meetings are held). This should be reconsidered after the GO GEORGE Phase 4A has been rolled out.</li> <li>2. The existing office space has a meeting room, kitchen, and toilet. Sections of the gutters of the office building (rank roof structure) are broken.</li> <li>3. The gutters above the paved island area where commuters queue are broken, therefore the office haul space serves as a waiting area for commuters during rain, increasing the volume of people utilising the office space at any given time.</li> <li>4. One of the existing drain covers on site is broken and potentially dangerous for pedestrians.</li> <li>5. The office facility has a broken barge board and window.</li> <li>6. The toilet stalls have no electricity.</li> <li>7. There are approximately five Avanza Taxis that does about six to seven trips per day providing a shuttle service between Thembaletu residential area and Thembaletu taxi rank.</li> <li>8. NMT access conditions must be improved (universal access). For example: The narrow NMT access from Nelson Mandela Boulevard to the rank (see <b>Figure D-5</b> and <b>Figure D-8</b>) has no hard surfaced ramp for wheelchairs. In addition, sections of the existing sidewalks in the vicinity of the rank are missing pavement bricks that could prove hazardous for pedestrians in wheelchairs.</li> </ol>



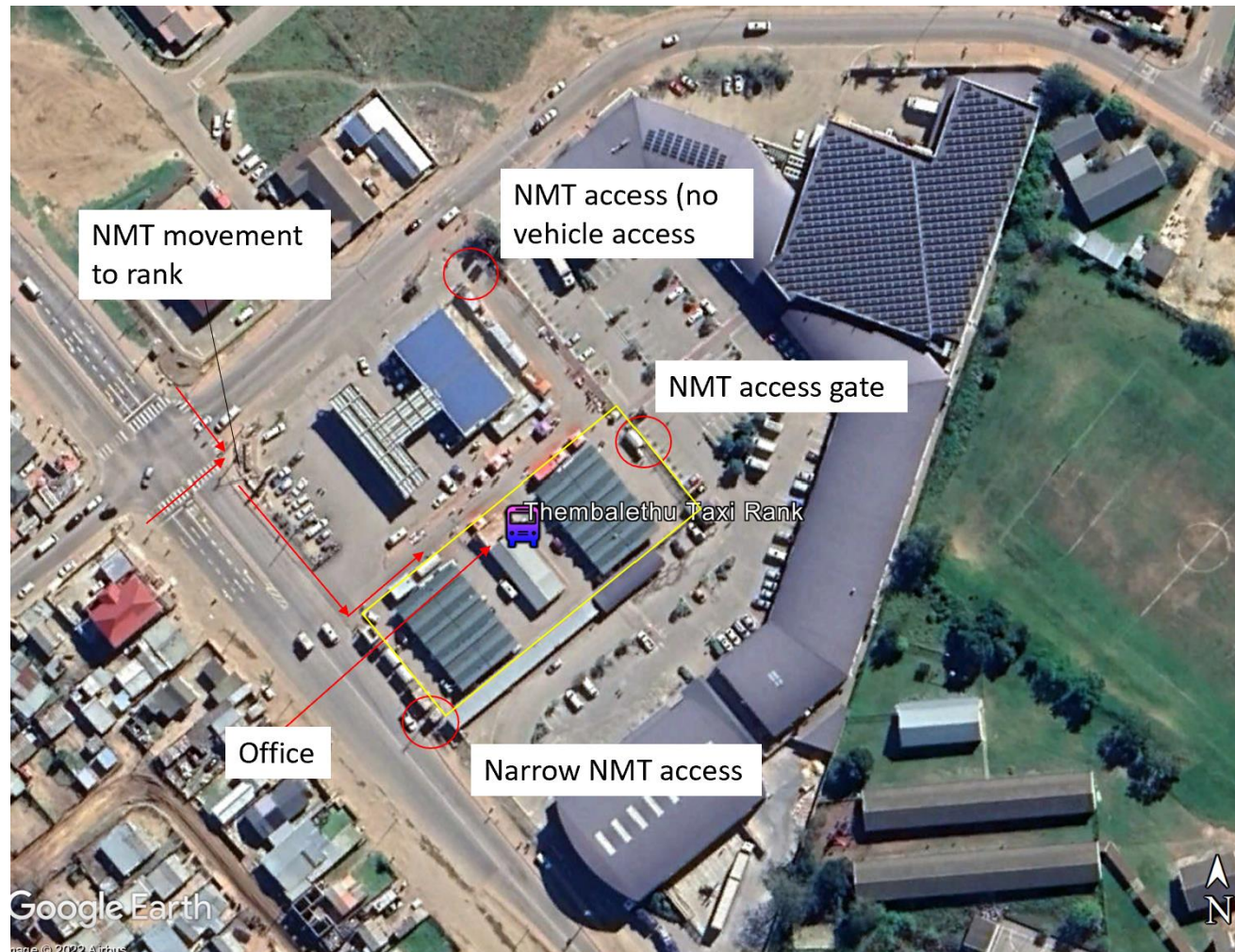


Figure D-5: Thembalethu Taxi Rank Locality and NMT Movement





*Figure D-6: Thembaletu Taxi Rank Office Facility*



*Figure D-7: Avanza Loading Area*



(a)



(b)

Figure D-8: Narrow NMT Access from Nelson Mandela Boulevard (a) and looking towards narrow NMT access on Nelson Mandela Boulevard (b).

## D.4 Garden Route Mall Taxi Rank Facility Survey

Table D-23: Garden Route Mall Informal Taxi Rank Facility Survey

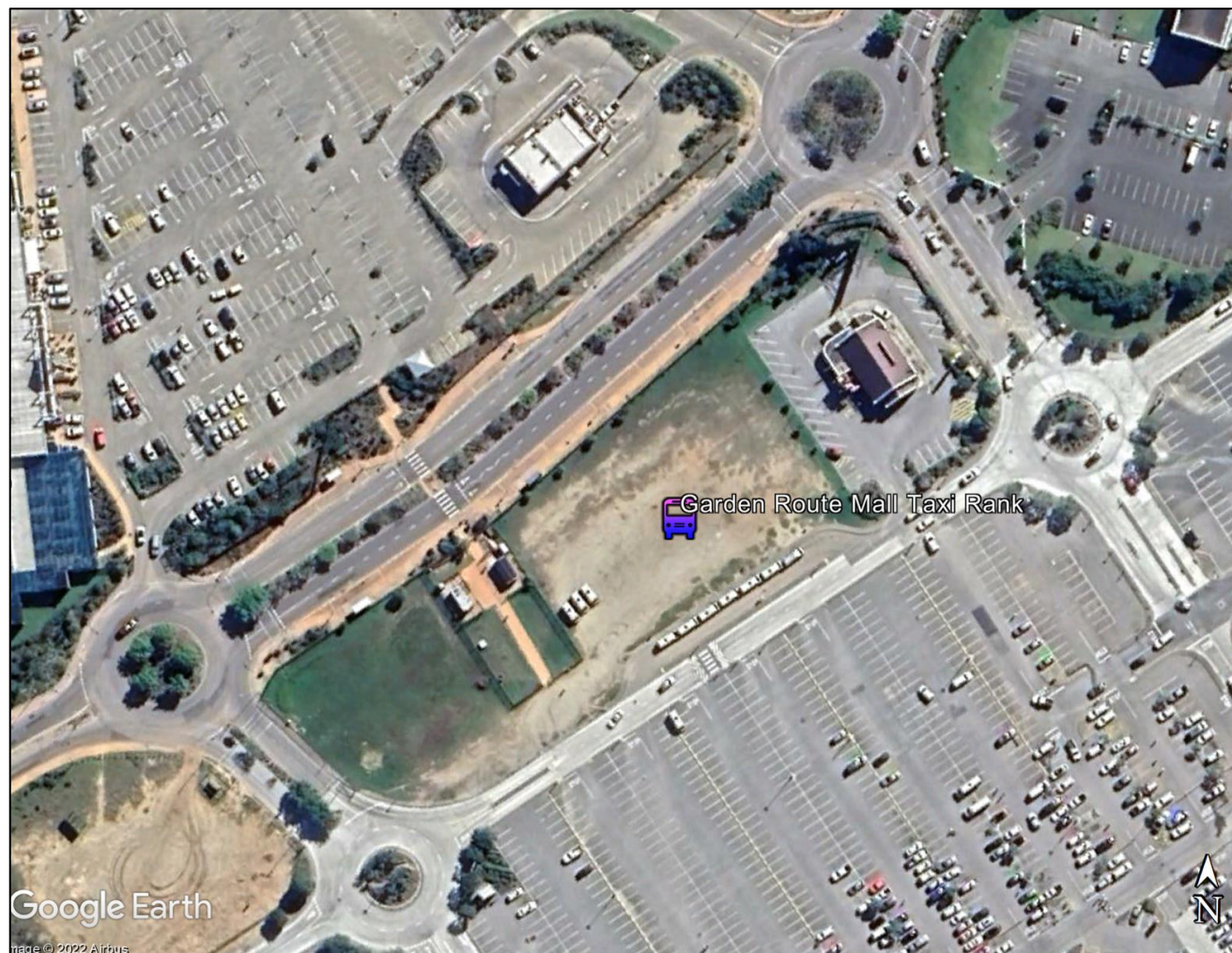
Public Transport Facility Survey - George CIP	
Techso (PTY) Ltd - Western Cape	
Survey Date	Thursday, 17 March 2022
Province	Western Province
Municipal District	Garden Route
Municipality	George
Facility	
Name	Garden Route Mall Taxi Rank
Code	G1
Location	
Town /Village	George
Longitude	33° 59' 10" S
Latitude	22° 30' 05" E
Type	
Terminal	
Rank	✓
Holding	
Status	
Formal	
Informal	✓

Amenities			
Item	(yes/no)	Item	(yes/no)
Shelter	✗	Rubbish bins	✓
Ablution (Toilets)	✗	Telephones	✗
Offices	✗	Electricity	✗
Washing bays	✗	Lights	✗
Holding area	✓	Water taps	✗
Loading area	✓	Fire hose	✗
Pavement/Lay-by	✓	Information signage	✗
Shelter/Waiting area	✗	Benches	✗
Hawker/trading area	✗	Camera Security	✓
Rank roof structure	✗	Surfaced Area	✓
NMT Facility Access			
Item	Info	Item	Info
Walked / sand path		Approx. Ped Vol/hr	
Gravel Path		Length	
Premix/brick paving	✓	Condition / Suitability	Good

Table D-24: Comments pertaining to Table D-23

Comments:
<ol style="list-style-type: none"> <li>1. The holding area is an open area that is hardened but unsurfaced.</li> <li>2. The taxi rank utilises the camera security of the neighbouring McDonald's.</li> <li>3. The taxi rank is on Garden Route Mall property, and not municipal property.</li> </ol>





*Figure D-9: Garden Route Mall Taxi Rank Locality.*





*Figure D-10: Garden Route Mall Taxi Rank.*

## D.5 Cradock Street Taxi Rank Facility Survey

Table D-25: Cradock Street Taxi Rank Facility Survey

Public Transport Facility Survey - George CIP	
Techso (PTY) Ltd - Western Cape	
Survey Date	Thursday, 17 March 2022
Province	Western Province
Municipal District	Garden Route
Municipality	George
Facility	
Name	Cradock Street Taxi Rank
Code	C1
Location	
Town /Village	George CBD
Longitude	33°57'46.45"S
Latitude	22°27'43.41"E
Type	
Terminal	
Rank	✓
Holding	
Status	
Formal	✓
Informal	

Amenities			
Item	(yes/no)	Item	(yes/no)
Shelter	✓	Rubbish bins	✗
Ablution (Toilets)	✓	Telephones	✗
Offices	✓	Electricity	✗
Washing bays	✗	Lights	✗
Holding area	✓	Water taps	✗
Loading area	✓	Fire hose	✗
Pavement/Lay-by	✗	Information signage	✓
Shelter/Waiting area	✓	Benches	✗
Hawker/trading area	✗	Camera Security	✓
Rank roof structure	✓	Surfaced Area	✓
NMT Facility Access			
Item	Info	Item	Info
Walked / sand path		Approx. Ped Vol/hr	
Gravel Path		Length	
Premix/brick paving	✓	Condition / Suitability	average

Table D-26: Comments pertaining to Table D-25

### Comments:

1. There is no access signage.
2. Lights at the ablution facility are broken.
3. Lighting in covered taxi parking/ holding area not working.
4. There ablution facility is poorly maintained.
5. There is no flashing on the roof and wall of the ablution facility to prevent water from leaking through the joints.
6. The stormwater gully located at the site access is too small.
7. Illegal parking and broken gulleys in the vicinity of the rank could be hazardous for pedestrians.
8. NMT access must be improved (universal access). The existing sidewalks are not wheelchair friendly and some of the sidewalk paving bricks are missing.



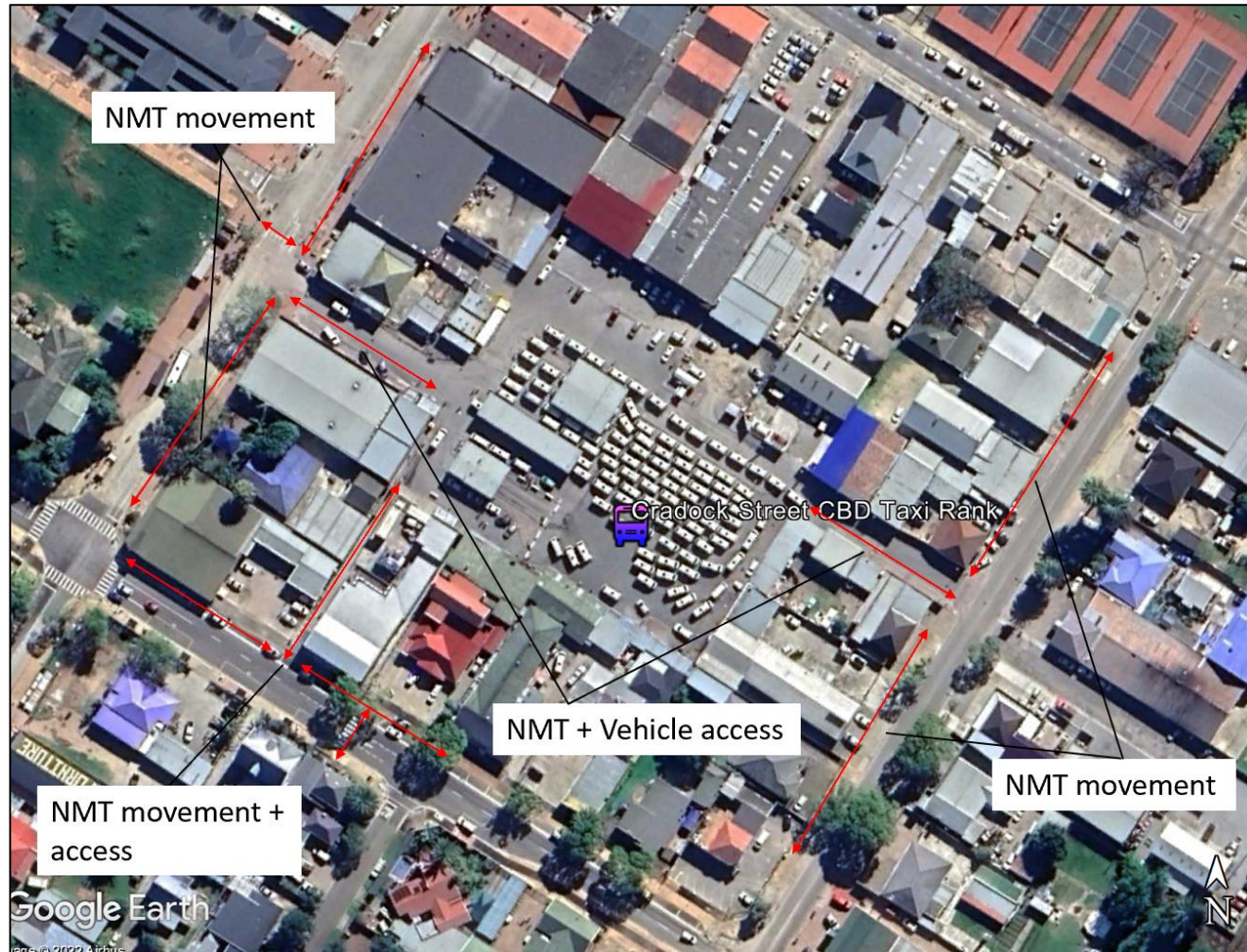


Figure D-11: Cradock Street Taxi Rank Locality and NMT Movement.



## D.6 St Mark's Square Taxi Rank Facility Survey

Table D-27: St Mark's Square Taxi Rank Facility Survey.

Public Transport Facility Survey - George CIP	
Techso (PTY) Ltd - Western Cape	
Survey Date	Thursday, 17 March 2022
Province	Western Province
Municipal District	Garden Route
Municipality	George
Facility	
Name	St Mark's Square Taxi Rank
Code	M1
Location	
Town /Village	George
Longitude	33° 57' 31" S
Latitude	22° 27' 32" E
Type	
Terminal	
Rank	✓
Holding	
Status	
Formal	✓
Informal	

Amenities			
Item	(yes/no)	Item	(yes/no)
Shelter	✓	Rubbish bins	✓
Ablution (Toilets)	✓	Telephones	✗
Offices	✗	Electricity	✗
Washing bays	✗	Lights	✓
Holding area	✓	Water taps	✓
Loading area	✓	Fire hose	✗
Pavement/Lay-by	✗	Information signage	✗
Shelter/Waiting area	✓	Benches	✓
Hawker/trading area	✗	Camera Security	✗
Rank roof structure	✗	Surfaced Area	✓
NMT Facility Access			
Item	Info	Item	Info
Walked / sand path		Approx. Ped Vol/hr	
Gravel Path		Length	
Premix/brick paving	✓	Condition / Suitability	Good

Table D-28: Comments pertaining to Table D-27.

Comments:
1. There are very few benches.
2. There is a NMU student shuttle service with 2 buses every 2 hours as well as a sprinter bus. The shuttle runs from this rank to the Garden Route Mall and then to Nelson Mandela Bay University (NMU)
3. There is no municipal lighting between 05.30 and 06.00 at the rank.
4. The rank utilises the surrounding municipal bins.

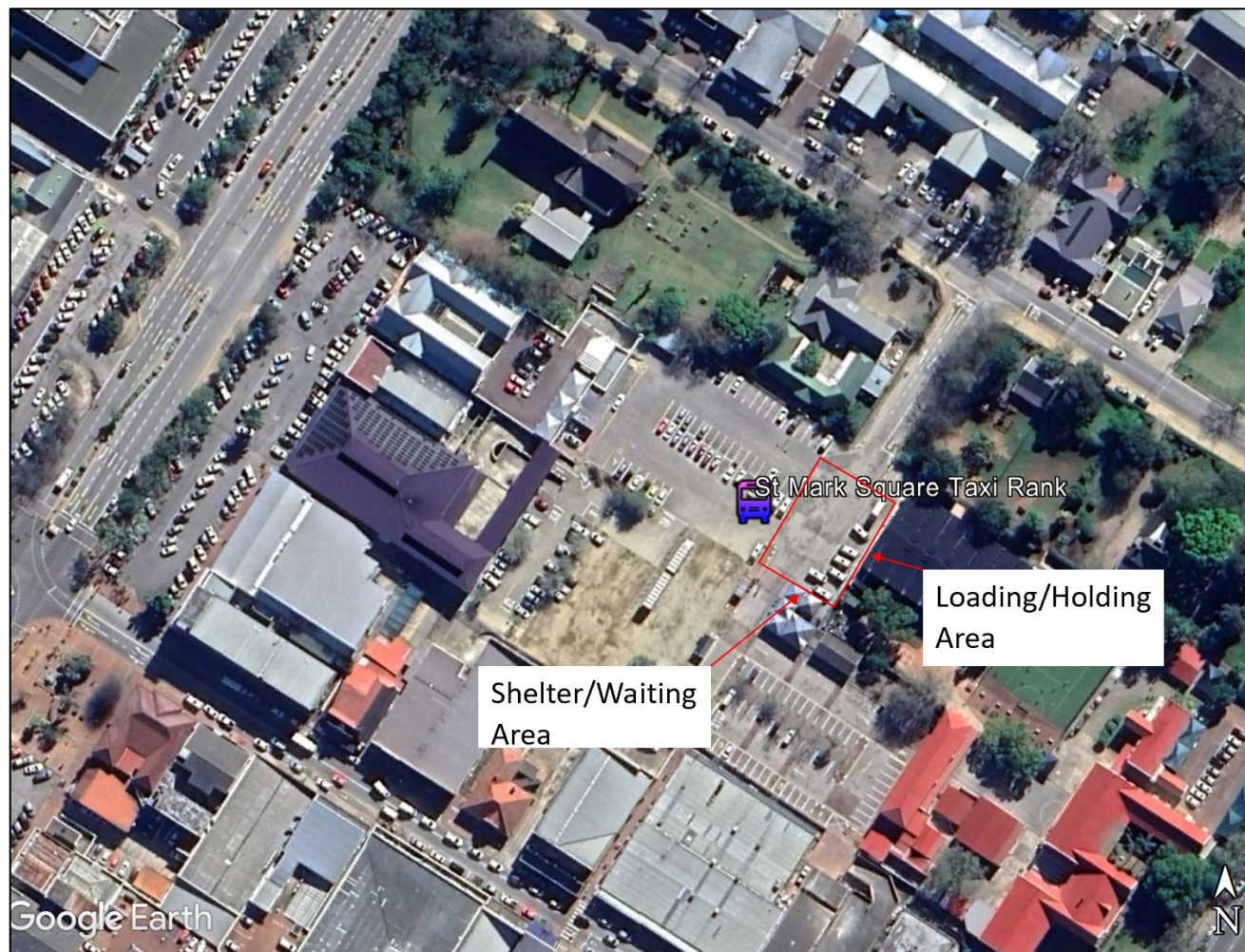


Figure D-12: St Mark's Square Taxi Rank Locality.





*Figure D-13: St Mark's Square Taxi Rank.*

## ANNEXURE E FINANCIAL INFORMATION - TRANSPORT

E.1	Financial Performance .....	318
E.2	George Municipality Budget .....	320

### E.1 Financial Performance

**Table E-29** and **Table E-30** contains the GM Adjustments Budget Financial Performance revenue and expenditure by municipal vote, respectively.

*Table E-29: GM Adjustments Budget Financial Performance (revenue by municipal vote) - 20/04/2023 (George Municipality, 2023).*

Vote Description  [Insert departmental structure etc]	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	A1	B	C	D	E	F	G	H		
<b>R thousands</b>												
<b>Revenue by Vote</b>	<b>1</b>											
Vote 1 - Office of the Municipal Manager		-	-	-	-	-	-	-	-	-	-	-
Vote 2 - Corporate Services		-	18 282	-	-	-	-	-	-	18 282	13 016	13 353
Vote 3 - Corporate Services		-	3 322	-	-	-	-	-	-	3 322	2 316	2 210
Vote 4 - Corporate Services		-	2 314	-	-	-	-	-	-	2 314	3 393	3 166
Vote 5 - Community Services		-	11 138	-	-	-	-	-	-	11 138	16 366	6 459
Vote 6 - Community Services		-	300 139	-	-	-	-	-	-	300 139	295 890	315 502
Vote 7 - Community Services		-	1 038	-	-	-	-	-	-	1 038	1 093	953
Vote 8 - Civil Engineering Services		-	1 236 345	-	-	-	-	-	-	1 236 345	1 041 675	854 231
Vote 9 - Civil Engineering Services		-	448 113	-	-	-	-	-	-	448 113	393 083	417 175
Vote 10 - Electro-technical Services		-	975 139	-	-	-	-	-	-	975 139	1 067 619	1 122 102
Vote 11 - Financial Services		-	394 751	-	-	-	-	-	-	394 751	414 242	446 037
Vote 12 - Financial Services		-	41 831	-	-	-	-	-	-	41 831	53 908	55 996
Vote 13 - Human Settlements, Planning and Development and		-	45 221	-	-	-	-	-	-	45 221	100 443	63 169
Vote 14 - [NAME OF VOTE 14]		-	-	-	-	-	-	-	-	-	-	-
Vote 15 - [NAME OF VOTE 15]		-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue by Vote</b>	<b>2</b>	-	3 477 634	-	-	-	-	-	-	3 477 634	3 403 043	3 300 352



Table E-30: GM Adjustments Budget Financial Performance (expenditure by municipal vote) - 20/04/2023 (George Municipality, 2023).

Vote Description  [Insert departmental structure etc] R thousands	Ref	Budget Year 2022/23									Budget Year +1 2023/24	Budget Year +2 2024/25
		Original Budget	Prior Adjusted	Accum. Funds	Multi-year capital	Unfore. Unavoid.	Nat. or Prov. Govt	Other Adjusts.	Total Adjusts.	Adjusted Budget	Adjusted Budget	Adjusted Budget
		A	A1	B	C	D	E	F	G	H		
<b>Expenditure by Vote</b>	1											
Vote 1 - Office of the Municipal Manager		-	28 702	-	-	-	-	-	-	28 702	28 702	29 924
Vote 2 - Corporate Services		-	74 136	-	-	-	-	-	-	74 136	71 830	73 801
Vote 3 - Corporate Services		-	42 774	-	-	-	-	-	-	42 774	41 175	43 137
Vote 4 - Corporate Services		-	95 994	-	-	-	-	-	-	95 994	101 018	105 162
Vote 5 - Community Services		-	71 160	-	-	-	-	-	-	71 160	70 516	71 932
Vote 6 - Community Services		-	302 935	-	-	-	-	-	-	302 935	301 833	312 769
Vote 7 - Community Services		-	967	-	-	-	-	-	-	967	914	951
Vote 8 - Civil Engineering Services		-	751 962	-	-	-	-	-	-	751 962	699 463	696 612
Vote 9 - Civil Engineering Services		-	484 780	-	-	-	-	-	-	484 780	430 525	453 202
Vote 10 - Electro-technical Services		-	850 468	-	-	-	-	-	-	850 468	931 201	1 012 123
Vote 11 - Financial Services		-	133 782	-	-	-	-	-	-	133 782	105 555	106 312
Vote 12 - Financial Services		-	55 392	-	-	-	-	-	-	55 392	89 576	121 919
Vote 13 - Human Settlements, Planning and Development ar		-	113 150	-	-	-	-	-	-	113 150	166 386	128 132
Vote 14 - [NAME OF VOTE 14]		-	-	-	-	-	-	-	-	-	-	-
Vote 15 - [NAME OF VOTE 15]		-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenditure by Vote</b>	2	-	3 006 202	-	-	-	-	-	-	3 006 202	3 038 693	3 155 976
<b>Surplus/ (Deficit) for the year</b>	2	-	471 432	-	-	-	-	-	-	471 432	364 350	144 376

## E.2 George Municipality Budget

**Table E-31** contains the budget for George Municipality, spanning 15 pages in total. It contains the original budget for 2022/2023, as well as the amended budget that occurred 20 April 2023.

*Table E-31: George Municipality Budget 2022/2023 (George Municipality, 2023).*

GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>OFFICE OF THE MUNICIPAL MANAGER</b>					
<b>INTERNAL AUDIT UNIT</b>					
FURNITURE & FITTINGS - INTERNAL AUDIT (IN HOUSE UNIT)	CRR	50 000	30 000		30 000
COMPUTER HARDWARE - INTERNAL AUDIT	CRR	25 000	25 000		25 000
<b>Sub-total</b>		<b>75 000</b>	<b>55 000</b>	<b>0</b>	<b>55 000</b>
<b>RISK MANAGEMENT UNIT</b>					
FURNITURE & FITTINGS - INTERNAL AUDIT (IN HOUSE UNIT)	CRR	40 000	40 000		40 000
COMPUTER HARDWARE - INTERNAL AUDIT	CRR	30 000	25 000		25 000
<b>INVESTIGATIONS</b>					
BODY CAMERA FOR SAFETY (INVESTIGATIONS)	CRR	20 000	20 000		20 000
RECORDING DEVICE (INVESTIGATIONS)	CRR	10 000	10 000		10 000
EXTERNAL HARDDRIVE	CRR	5 000	5 000		5 000
COVERT CAMERAS	CRR	15 000	15 000		15 000
<b>Sub-total</b>		<b>120 000</b>	<b>115 000</b>	<b>0</b>	<b>115 000</b>
<b>COMMUNICATION UNIT</b>					
PC'S, LAPTOPS AND PERIPHERAL DEVICES (REPLACEMENT)	CRR	20 000	40 000		40 000
<b>Sub-total</b>		<b>20 000</b>	<b>40 000</b>	<b>0</b>	<b>40 000</b>
<b>TOTAL: OFFICE OF THE MUNICIPAL MANAGER</b>		<b>215 000</b>	<b>210 000</b>	<b>0</b>	<b>210 000</b>
<b>FINANCIAL SERVICES</b>					
<b>CFO</b>					
UPGRADE OF BATHROOMS AND KITCHENS	CRR		0		0
TROLLEY	CRR		0		0
CHAIRS	CRR	35 000	210 000		210 000
AFS	CRR		0		0
LAPTOPS	CRR	380 000	530 000		530 000
LAPTOPS	CRR	20 000	0		0
	CRR		0		0
<b>CREDIT CONTROL</b>					
CHAIRS FOR CLIENTS - CREDIT CONTROL			0		0
BLINDS -CREDIT CONTROL	CRR		0		0
OFFICE FURNITURE	CRR	35 000	15 000		15 000
BAKKIE - CREDIT CONTROL - Replace GM0695 (CAW11289)	EFF	250 000	287 000		287 000
LOUD HAILING EQUIPMENT	CRR	32 000	27 000		27 000
<b>REMUNERATION SECTION</b>					
CHAIRS	CRR	40 000	40 000		40 000
SHREDDER	CRR	12 000	11 700		11 700
			0		0
			0		0
<b>SCM</b>					
COMPUTER SCREENS			0		0
LAPTOPS.SCM	CRR	70 000	66 000		66 000
FILING CABINETS.SCM	CRR	10 000	9 800		9 800
CHAIRS.SCM	CRR	5 000	5 000		5 000
SCREEN	CRR	4 000	4 000		4 000
AIR CONDITIONER SCM	CRR	15 000	15 000		15 000
<b>STORES - VEHICLE</b>					
FORK LIFT: STORES	CRR		0		0
CARPORT FOR FORKLIFT	CRR	100 000	90 000		90 000
BAKKIE - STORES - Replace GM2018 (CAW11827)	EFF	250 000	213 000		213 000
ALARM SYSTEM.STORES	CRR	60 000	70 000		70 000
MOTORISED GATE FOR STORES	CRR	70 000	70 000		70 000
			0		0
<b>CREDITORS SECTION</b>					
COMPUTER SCREENS : CREDITORS	CRR	4 000	4 000		4 000
LAPTOP	CRR	20 000	16 500		16 500
CHAIRS	CRR	5 000	4 150		4 150
			0		0
<b>Sub-total: Finance</b>		<b>1 417 000</b>	<b>1 688 150</b>	<b>0</b>	<b>1 688 150</b>

GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>IT</b>					
NEW SERVER	CRR	500 000	0		0
INTERNET OF THINGS PROJECT	CRR	500 000	400 000		400 000
BIOMETRICS	CRR	250 000	250 000		250 000
OFFICE CHAIRS	CRR		0		0
FIBRE CONNECTION AND SWITCHES	CRR	100 000	600 000		600 000
<b>Sub-total: IT</b>		<b>1 350 000</b>	<b>1 250 000</b>	<b>0</b>	<b>1 250 000</b>
<b>TOTAL: FINANCIAL SERVICES</b>		<b>2 767 000</b>	<b>2 938 150</b>	<b>0</b>	<b>2 938 150</b>
<b>CORPORATE SERVICES</b>					
<b>ADMINISTRATION</b>					
VACUUM CLEANERS	CRR	20 000	5 000		5 000
FURNITURE AND FITTINGS	CRR	100 000	39 431		39 431
END USER EQUIPMENT (PC'S LAPTOPS AND PERIPHERAL DEVICES)	CRR	120 000	295 489		295 489
<b>Sub-total</b>		<b>240 000</b>	<b>339 920</b>	<b>0</b>	<b>339 920</b>
<b>CIVIC CENTRE</b>					
REPLACE ROOF - CIVIC CENTRE	EFF	0	0		0
SECURITY/ALARM SYSTEM - COMMUNITY HALLS	CRR	0	0		0
WOODEN FLOOR	CRR	250 000	250 000		250 000
BETA FENCING	CRR	0	0		0
UPGR AIR CONDITIONER: CIVIC CENTRE & MAIN BUILDING	CRR	0	0		0
REPLACE 2 STOVES: CIVIC CENTRE	CRR	75 000	75 000		75 000
FREEZER/FRIDGE	CRR	60 000	16 428		16 428
FLOORING - INSURANCE REPAYMENT	CRR	67 000	67 000		67 000
BIOMETRIX - INSURANCE REPAYMENT	CRR		21 000		21 000
<b>Sub-total</b>		<b>385 000</b>	<b>429 428</b>	<b>0</b>	<b>429 428</b>
<b>THEMBALETHU COMMUNITY HALL</b>					
BETA FENCING INCL PEDESTRIAN PATHWAY	CRR	600 000	809 498		809 498
UPGRADING OF COMMUNITY HALL	CRR	0	0		0
<b>Sub-total</b>		<b>600 000</b>	<b>809 498</b>	<b>0</b>	<b>809 498</b>
<b>THEMBALETHU ZONE 9 COMMUNITY HALL</b>					
BETA FENCING INCL PEDESTRIAN PATHWAY	CRR	600 000	540 523		540 523
PAVING AND ENTRANCE	CRR	0	0		0
<b>Sub-total</b>		<b>600 000</b>	<b>540 523</b>	<b>0</b>	<b>540 523</b>
<b>CONVILLE COMMUNITY HALL</b>					
BETA FENCING OF HALL FRONTAGE	CRR	290 000	599 772		599 772
UPGRADING OF COMMUNITY HALL	CRR	0	0		0
REPLACEMENT OF CURTAINS AND BLINDS	CRR	0	0		0
<b>Sub-total</b>		<b>290 000</b>	<b>599 772</b>	<b>0</b>	<b>599 772</b>
<b>TOUWSRANTEN COMMUNITY HALL</b>					
TABLES AND CHAIRS: TOUWSRANTEN HALL	CRR	0	0		0
BETA FENCING	CRR	600 000	335 000		335 000
<b>Sub-total</b>		<b>600 000</b>	<b>335 000</b>	<b>0</b>	<b>335 000</b>
<b>PACALTS DORP COMMUNITY HALL</b>					
UPGRADING OF KITCHEN	CRR	0	0		0
BETA FENCING	CRR	290 000	185 500		185 500
<b>Sub-total</b>		<b>290 000</b>	<b>185 500</b>	<b>0</b>	<b>185 500</b>
<b>HUMAN RESOURCES</b>					
LAMINATING MACHINE	CRR	4 000	4 000		4 000
PORTABLE COLLAPSABLE FREE STANDING SCREEN	CRR	6 000	6 000		6 000
PROXIMA PORTABLE	CRR	16 000	16 000		16 000
COLLAPSABLE FOLDING NOSE STEEL TROLLEY	CRR	3 000	3 000		3 000
FURNITURE	CRR	80 000	80 000		80 000
<b>Sub-total</b>		<b>109 000</b>	<b>109 000</b>	<b>0</b>	<b>109 000</b>
<b>DMA ADMINISTRATION</b>					
SHREDDER	CRR	6 000	4 119		4 119
SEDAN VEHICLE	EFF	0	0		0
<b>Sub-total</b>		<b>6 000</b>	<b>4 119</b>	<b>0</b>	<b>4 119</b>

GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>LEGAL SERVICES</b>					
FURNITURE AND FITTINGS	CRR	60 000	20 569		20 569
COURT RECORDING TRANSCRIPTION - CRT MACHINE	CRR	220 000	0		0
LAPTOPS	CRR	20 000	17 016		17 016
<b>Sub-total</b>		<b>300 000</b>	<b>37 585</b>	<b>0</b>	<b>37 585</b>
<b>SOCIAL SERVICES</b>					
LAPTOPS / DESKTOPS	CRR	90 000	78 083		78 083
FURNITURE AND OFFICE EQUIPMENT	CRR		0		0
1X STEP LADDER			0		0
1X DATA PROJECTOR	CRR	0	0		0
1X SCREEN	CRR	0	0		0
BAKKIE (REPLACE HIRED VEHICLE)	EFF	300 000	299 761		299 761
CANOPY FOR BAKKIE	CRR		30 000		30 000
<b>CRECHES</b>					
SONNEBLOEM CRECHE UPGRADING	CRR	20 000	16 900		16 900
PURCHASE OF CONTAINERS - TOUWSRANTEN CRECHE	CRR	400 000	400 000		400 000
PURCHASE OF CONTAINERS - LABULALO CRECHE	CRR	400 000	400 000		400 000
BLANCO CRECHE - CLEARVIEW FENCING	CRR	300 000	588 000		588 000
SIEMBAMBA CRECHE - INSTALLATION OF ELECTRICAL FENCING	CRR	200 000	17 400		17 400
MASIZAKI CRECHE - REPLACE OF ASBESTOS ROOF	CRR	400 000	328 500		328 500
MASIZAKI CRECHE - BURGLAR PROOFING	CRR	150 000	161 500		161 500
ILINGULETHU CRECHE - PROVISION OF PAVING	CRR	30 000	30 000		30 000
<b>YOUTH CAFÉ - GEORGE</b>			0		0
<b>Sub-total</b>		<b>2 290 000</b>	<b>2 350 144</b>	<b>0</b>	<b>2 350 144</b>
<b>LIBRARIES</b>					
THEMBALETHU LIBRARY NO2 - Establishment			0		0
4X DESKTOPS			0		0
FURNITURE AND OFFICE EQUIPMENT: CONVILLE LIBRARY	CRR	50 000	50 000		50 000
FURNITURE AND OFFICE EQUIPMENT: PACALTS DORP LIBRARY	CRR	50 000	50 000		50 000
FENCING BLANCO LIBRARY	GRANTS	0	167 500		167 500
FURNITURE AND FITTINGS BLANCO LIBRARY	GRANTS	0	87 275		87 275
MODULAR LIBRARY - TOUWSRANTEN	GRANTS	820 000	820 000		820 000
MODULAR LIBRARY - TOUWSRANTEN	CRR	0	203 000		203 000
<b>Sub-total</b>		<b>920 000</b>	<b>1 377 775</b>	<b>0</b>	<b>1 377 775</b>
<b>TOTAL: CORPORATE SERVICES</b>		<b>6 630 000</b>	<b>7 118 264</b>	<b>0</b>	<b>7 118 264</b>
<b>HUMAN SETTLEMENTS, PLANNING &amp; DEVELOPMENT &amp; PROPERTY MANAGEMENT</b>					
<b>HOUSING - ADMIN</b>					
<b>SERVICES/INFRASTRUCTURE</b>					
ACCESS TO BASIC SERVICES: INFORMAL AREAS (TOILET CONNECTIONS)	CRR	1 000 000	677 485	0	677 485
INSTALLATION OF TAPS	CRR		250 000	0	250 000
PROVISION OF SERVICES: GAP HOUSING- DELLVILLE PARK	CRR	1 000 000	0		0
CONSTRUCTION OF BUILDING: OFFICE SPACE (INDUSTRIAL AREA)	CRR	510 000	123 000		123 000
ERECTION OF FENCE: INDUSTRIAL AREA	CRR		660 000		660 000
<b>FURNITURE</b>			0		0
FURNITURE : INFORMAL HOUSING (CHAIRS & CABINETS)	CRR	3 000	2 568		2 568
FURNITURE : NEW HOUSING	CRR	3 000	2 608		2 608
FURNITURE : EXISTING HOUSING	CRR	3 000	3 000		3 000
VISITOR CHAIRS REPLACEMENT - EXISTING HOUSING	CRR	4 000	3 069		3 069
CHAIRS REPLACEMENT - EXISTING HOUSING	CRR	2 000	1 810		1 810
FILING CABINETS - EXISTING HOUSING	CRR	3 000	3 000		3 000
FURNITURE: OFFICE OF DIRECTOR	CRR	0	0		0
CHAIRS - MAINTENANCE SECTION	CRR	4 000	4 000		4 000
CHAIRS NEW HOUSING	CRR		0		0
FURNITURE - MAINTENANCE SECTION	CRR	3 000	3 000		3 000
BUILDING EQUIPMENT AND TOOLS	CRR	50 000	60 000		60 000
<b>IT EQUIPMENT</b>			0		0
3X PORTABLE PRINTERS	CRR	50 000	13 038		13 038
PC'S LAPTOPS AND PERIPHERAL DEVICES	CRR	35 000	163 962		163 962



GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>VEHICLES</b>			0		0
1x BAKKIE: MAINTENANCE - Replace hired vehicle	EFF	258 000	366 850		366 850
1x BAKKIE: WATER LEAKAGES - Replace hired vehicle	EFF	258 000	79 150		79 150
1 TON SC 4X2 LDV	EFF	0	370 000		370 000
1X BAKKIE : NEW HOUSING	EFF		0		
1X SEDAN: EXISTING HOUSING	EFF		0		
<b>Sub-total</b>		<b>3 186 000</b>	<b>2 786 540</b>	<b>0</b>	<b>2 786 540</b>
<b>PLANNING AND BUILDING CONTROL</b>					
<b>FURNITURE</b>					
FURNITURE: PLANNING	CRR	40 000	100 500		100 500
FILING CABINETS: BUILDING CONTROL	CRR		0		0
CHAIRS: BUILDING CONTROL	CRR	5 000	5 000		5 000
CHAIRS: PROPERTY SECTION	CRR	5 000	5 000		5 000
CHAIRS: PLANNING SECTION	CRR	5 000	35 000		35 000
FURNITURE AND FITTING: PROPERTY SECTION	CRR	5 000	5 000		5 000
<b>OTHER ASSETS</b>			0		0
CAMERA: PLANNING			0		0
MICROWAVE	CRR	3 000	2 596		2 596
<b>BUILDINGS</b>			0		0
RENOVATIONS OFFICE SPACES 5TH FLOOR	CRR		0		0
UPGRADING OF OFFICES	CRR	1 000 000	400 000		400 000
ADDITIONAL OFFICE SPACE 4TH FLOOR			0		0
<b>UPGRADING OF YORK HOSTEL</b>	<b>CRR</b>	<b>5 000 000</b>	<b>5 000 000</b>		<b>5 000 000</b>
<b>LAND</b>			0		0
SERVICES PROVISION STUDY: GWAING AREA	CRR	750 000	760 000		760 000
OSSIE URBAN INDUSTRIAL ERVEN PROJECT	CRR	500 000	238 000		238 000
METRO GROUNDS INDUSTRIAL	CRR	500 000	611 000		611 000
PAVING: CBD PARKING : ST AUGUSTINE	CRR		0		0
PAVING: CBD PARKING : ST MARKS	CRR	250 000	250 000		250 000
CBD WALKWAY: ACQUISITION OF LAND	CRR		0		0
DELVILLE PARK RESIDENTIAL ERVEN - PHASE 2	CRR	490 000	567 740		567 740
PROVISION OF SERVICES: GAP HOUSING- DELLVILLE PARK	CRR	0	0		0
<b>IT EQUIPMENT</b>			0		0
END USER EQUIPMENT (PC'S LAPTOPS AND PERIPHERAL DEVICES)	CRR	50 000	79 996		79 996
AUDIO VISUAL (MONITORS/SCREENS/MICROPHONES/SOUND ETC)					
HIGH RESOLUTION	CRR	80 000	96 829		96 829
COMPUTER SOFTWARE			0		0
TABLETS FOR BC AND LUP	CRR	40 000	80 000		80 000
DATA PROJECTOR (PLANNING SECTION)	CRR	10 000	0		0
<b>VEHICLES</b>			0		0
4 x 4 BAKKIE: PLANNING SECTION			0		0
<b>Sub-total</b>		<b>8 733 000</b>	<b>8 236 661</b>	<b>0</b>	<b>8 236 661</b>
<b>TOURISM OFFICES</b>					
FURNITURE AND FITTINGS- TOURISM OFFICES	CRR	30 000	3 340		3 340
<b>OTHER</b>			0		0
SECURITY CAMERAS	CRR	50 000	40 675		40 675
TELESCOPIC FLAGS	CRR	50 000	45 272		45 272
DIRECTIONAL SIGNAGE	CRR	15 000	14 068		14 068
GAZEBOS - BRANDED	CRR	30 000	27 001		27 001
UMBRELLA'S AND STANDS - BRANDED	CRR	12 000	10 881		10 881
SHADING'S PHOTO AND VOLTAIC - GEORGE	CRR		0		0
GENERATOR	CRR		10 000		10 000
<b>Sub-total</b>		<b>187 000</b>	<b>151 237</b>	<b>0</b>	<b>151 237</b>
<b>IDP</b>					
LAPTOPS	CRR	20 000	15 999		15 999
FURNITURE AND FITTINGS	CRR	10 000	207 973		207 973
VEHICLE LOADHAILING EQUIPMENT	CRR	10 000	6 225		6 225
PORTABLE SREEN	CRR	10 000	0		0
OFFICE EQUIPMENT	CRR	5 000	0		0
<b>Sub-total</b>		<b>55 000</b>	<b>230 197</b>	<b>0</b>	<b>230 197</b>

GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>LOCAL ECONOMIC DEVELOPMENT</b>					
LAPTOPS	CRR	50 000	50 000		50 000
PACALTS DORP SMME TRADING SITE	CRR	300 000	0		0
PACALTS DORP SMME TRADING SITE (DDAT)	GRANTS	1 000 000	1 000 000		1 000 000
UPGRADING OF MASAKHANE MALL	CRR	30 000	0		0
FURNITURE AND FITTINGS	CRR	20 000	20 000		20 000
<b>Sub-total</b>		<b>1 450 000</b>	<b>1 070 000</b>	<b>0</b>	<b>1 070 000</b>
<b>TOTAL: HUMAN SETTLEMENT, PLANNING &amp; DEVELOPMENT &amp; PROPERTY MANAGEMENT</b>		<b>13 611 000</b>	<b>12 474 635</b>	<b>0</b>	<b>12 474 635</b>
<b>CIVIL ENGINEERING SERVICES</b>					
<b>CIVIL ADMIN</b>					
FURNITURE & FITTINGS - CIVIL ADMIN	CRR	80 000	118 750		118 750
END USER EQUIPMENT (PC'S LAPTOPS AND PERIPHERAL DEVICES)	CRR	70 000	89 325		89 325
<b>Sub-total</b>		<b>150 000</b>	<b>208 075</b>	<b>0</b>	<b>208 075</b>
<b>DMA ADMINISTRATION</b>					
TOOLS AND EQUIPMENT (DMA)	CRR	25 000	25 000		25 000
STONE PITCHING (LANG AND DU PREEZ STREETS)	CRR	75 000	75 000		75 000
PAVING OF STREETS	CRR	1 500 000	1 500 000		1 500 000
UPGRADE OF SIDEWALKS - LONG STREET (UNIONDALE)	CRR	250 000	250 000		250 000
<b>Sub-total</b>		<b>1 850 000</b>	<b>1 850 000</b>	<b>0</b>	<b>1 850 000</b>
<b>GIPITN UNIT</b>					
OFFICE EQUIPMENT - PTOO	CRR				
OFFICE EQUIPMENT	GRANTS	20 000	20 000		20 000
OFFICE EQUIPMENT	GRANTS	50 000	50 000		50 000
OPTIC BUS CAMERA EQUIPMENT			0		0
INVEHICLE TECHNOLOGY (PTNG)	GRANTS	1 400 000	900 000		900 000
CCTV CAMERAS	GRANTS		500 000		500 000
BODY CAMERAS (PTNG)	GRANTS	144 000	144 000		144 000
RADIO'S (PTNG)	GRANTS	90 000	90 000		90 000
VEHICLE (PTNG)	GRANTS	1 300 000	1 300 000		1 300 000
UPGRADING OF FACILITIES (PTNG)	GRANTS		0		0
GAZEBOS AND EQUIPMENT	GRANTS		0		0
IT EQUIPMENT (PTNG)	GRANTS	50 000	50 000		50 000
GIPITN ROADS REHABILITATION - PTNG GRANTS	GRANTS	33 606 959	40 446 959		40 446 959
GIPITN ROADS REHABILITATION - EFF	EFF		0		0
UPGRADING OF FACILITIES (PTNG)	GRANTS	400 000	400 000		400 000
<b>Sub-total</b>		<b>37 060 959</b>	<b>43 900 959</b>	<b>0</b>	<b>43 900 959</b>
<b>STREETS AND STORMWATER</b>					
BUILDING OF CONCRETE CANALS & DRAINS - AD HOC	CRR	300 000	300 000		300 000
<b>GIPITN ROADS REHABILITATION - CRR</b>	<b>CRR</b>	<b>0</b>	<b>10 160 000</b>		<b>10 160 000</b>
MARKET STREET UPGRADING	CRR	540 000	551 317		551 317
RESEAL OF STREETS	EFF	10 000 000	10 000 000		10 000 000
UPGRADING OF STREETS HAARLEM	CRR	3 000 000	3 000 000		3 000 000
PROPERTY DEVELOPMENT - SWEATPEA STREET RESIDENTIAL					
ERVEN PROJECT -ROADS FROM	CRR	3 957 680	200 000		200 000
RAND STREET EXTENTION	CRR		350 000		350 000
UPGRADING STREETS UNIONDALE	CRR		0		0
UPGRADING OF EXISTING STORMWATER INFRASTRUCTURE	EFF	4 500 000	4 906 629		4 906 629
UPGRADING OF EXISTING STORMWATER INFRASTRUCTURE (GEORGE SOUTH)	EFF	4 500 000	500 000		500 000
UPGRADING OF EXISTING STORMWATER INFRASTRUCTURE (GEORGE SOUTH)	GRANTS		43 043 478		43 043 478
NEW DAWN PARK (PHASE 4): STORM WATER UPGRADE (MIG)	GRANTS	4 808 867	4 808 867		4 808 867
NEW DAWN PARK (PHASE 4): STORM WATER UPGRADE (CRR)	CRR	450 000	450 000		450 000
UPGRADE MBEWU STREET (THEMBALETHU) STORMWATER (MIG)	GRANTS	599 006	599 006		599 006
UPGRADE MBEWU STREET (THEMBALETHU) STORMWATER (CRR)	CRR	178 000	178 000		178 000
UPGRADE DICK STREET (THEMBALETHU) STORMWATER (MIG)	GRANTS	8 843 977	7 539 629		7 539 629
UPGRADE DICK STREET (THEMBALETHU) STORMWATER (CRR)	CRR	450 000	718 860		718 860
UPGRADE SPETOSE STREET (THEMBALETHU) STORMWATER (MIG)	GRANTS	987 496	2 291 844		2 291 844
UPGRADE SPETOSE STREET (THEMBALETHU) STORMWATER (CRR)	CRR	250 000	250 000		250 000
THEMBALETHU ROADS - MIG	GRANTS	15 476 626	2 735 762		2 735 762
TABATA STREET SECTION 3-5	GRANTS		0	14 297 500	14 297 500
TABATA STREET SECTION 3-5	CRR		752 500		752 500
NGCANI STREET SECTION 2-4	GRANTS		0	19 807 500	19 807 500
NGCANI STREET SECTION 2-4	CRR		1 042 500		1 042 500
GOLF STREET	GRANTS		0	6 935 000	6 935 000
GOLF STREET	CRR		0	365 000	365 000
GOLF STREET (additional)	GRANTS		0	1 150 000	1 150 000



GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
GARDEN ROUTE TRANSFER STATION	GRANTS		0	3 500 000	3 500 000
<b>STREETS AND STORMWATER (cont.)</b>			0		0
THEMBALETHU ROADS - CRR	CRR	1 434 783	0		0
UPGRADE MQWEMESHA STREET (THEMBALETHU) STORMWATER (MIG)	GRANTS		2 347 826		2 347 826
UPGRADE MQWEMESHA STREET (THEMBALETHU) STORMWATER (CRR)	CRR		173 913		173 913
UPGRADING G OF SAAGMEUL STREET	CRR		2 500 000		2 500 000
ROODRAAI ROAD: REPAIRS TO SLIP FAILURE	EFF	18 000 000	0		0
ROODRAAI ROAD: REPAIRS TO SLIP FAILURE	GRANTS		11 521 826		11 521 826
STREETS AND STORMWATER (GENERAL)	GRANTS		11 333 374		11 333 374
STREETS AND STORMWATER (SPECIFIC PROJECTS)	GRANTS		81 572 640		81 572 640
PETERS ROAD: REPAIRS TO SLIP FAILURE AND ASSOCIATED STORMWATER	EFF	1 500 000	0		0
PETERS ROAD: REPAIRS TO SLIP FAILURE AND ASSOCIATED STORMWATER	GRANTS		16 521 739		16 521 739
UPGRADING OF WHITES ROAD	EFF	2 000 000	1 000 000		1 000 000
UPGRADING OF BINNE & BUTTE STREET INTERSECTION	EFF	8 500 000	8 500 000		8 500 000
UPGRADING OF SAAGMEUL STREET	CRR	0	0		0
UPGRADING OF RUBY STREET	CRR	0	0		0
STABILIZATION OF EMBANKMENT: BORCHARDS	CRR	3 500 000	1 000 000		1 000 000
STABILIZATION OF EMBANKMENT: MOLEN CLOSE	GRANTS		1 043 478		1 043 478
STABILIZATION OF EMBANKMENT: MOLEN CLOSE	CRR	2 000 000	2 000 000		2 000 000
CONSTRUCTION OF SIDEWALKS: GEORGE AREA	CRR	250 000	191 925		191 925
TOOLS AND EQUIPMENT			0		0
2X 3TON TRUCKS - STREETS & STORMWATER	CRR		0		0
REBUILDING OF STREETS: GREATER GEORGE	EFF	7 000 000	7 800 000		7 800 000
REBUILDING OF STREETS: GREATER GEORGE			0		0
UPGRADING OF EXISTING STORMWATER INFRASTRUCTURE	EFF	10 000 000	7 500 000		7 500 000
UPGRADING OF EXISTING ROADS DELVILLE PARK	EFF	0	0		0
UPGRADING OF HANSMOESKRAAL ROAD	CRR		517 836		517 836
UPGRADE LAWAIKAMP STORMWATER	CRR		374 795		374 795
UPGRADE BORCHERDS STORMWATER			0		0
<b>VEHICLES AND MACHINERY</b>			0		0
1TON SC 4X4 LDV	EFF	0	0		0
1TON SC 4X4 LDV - Replaced hired vehicle (SH Mtswazi)	EFF	450 000	450 000		450 000
1TON SC 4X4 LDV - Replaced hired vehicle (L Mata)	EFF	450 000	450 000		450 000
1TON SC 4X4 LDV - Replaced hired vehicle (D Arendse)	EFF	450 000	450 000		450 000
GRADER	EFF	0	0		0
TRAILERS	CRR	100 000	100 000		100 000
JETTING MACHINE	EFF	500 000	610 000		610 000
<b>MECHANIC BROOM (ROAD RESERVE MAINTENANCE)</b>	EFF	1 500 000	0		0
<b>Sub-total</b>		<b>116 476 435</b>	<b>250 542 744</b>	<b>47 850 000</b>	<b>298 392 744</b>
<b>WATER - NETWORKS</b>					
THEMBALETHU UISP - WATER ( HOUSING GRANT)	GRANTS		0		0
INSTALLATION OF NEW METERS	CRR	800 000	350 000		350 000
INSTALLATION OF BULK METERS	CRR		0		0
INSTALLATION OF BULK METERS	EFF	4 000 000	4 000 000		4 000 000
INSTALLATION OF SMART METERS	EFF	23 000 000	23 000 000		23 000 000
INSTALLATION OF BURST CONTROL VALVES	CRR	500 000	500 000		500 000
INSTALLATION OF NEW WATER CONNECTIONS	CRR	1 200 000	750 000		750 000
UNIONDALE WATER NETWORK REHABILITATION	CRR	1 500 000	1 500 000		1 500 000
PROVISION OF WATER TANKS	CRR	20 000	20 000		20 000
UPGRADING DEPOT FACILITIES	CRR	0	0		0
UPGRADING DEPOT FACILITIES	EFF	2 250 000	4 300 000		4 300 000
CCTV CAMERAS	EFF	500 000	0		0
UPGRADING OF SECURITY AT FACILITIES	CRR	250 000	250 000		250 000
SECURITY WALL	CRR		0		0
WATER NETWORK REHABILITATION	EFF	6 000 000	10 800 000		10 800 000
WATER NETWORK REHABILITATION	EFF		0		0
WATER NETWORK REHABILITATION	CRR		900 000		900 000
WATER NETWORK REHABILITATION	GRANTS		0		0
PRESSURE REDUCING VALVES	CRR	1 000 000	1 000 000		1 000 000
INDUSTRIAL WATER PIPELINE RE-ALIGNMENT	EFF	3 550 000	2 550 000		2 550 000
INDUSTRIAL WATER PIPELINE RE-ALIGNMENT	CRR		131 454		131 454
TELEMETRY AND SERVICE NETWORK SYSTEM	CRR	500 000	500 000		500 000
AIRPORT MAINLINE UPGRADE	CRR		0		0
AIRPORT MAINLINE UPGRADE	EFF	4 200 000	4 200 000		4 200 000
TRANSNET CROSSING MITCHELL STREET / DENNEOORD	CRR		0		0

GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>WATER - NETWORKS (cont.)</b>			0		0
KAAIMANS TRANSNET BRIDGE UPGRADE	CRR	200 000	0		0
KAAIMANS TRANSNET BRIDGE UPGRADE	EFF		0		0
SWEATPEA STREET RESIDENTIAL ERVEN PROJECT - WATER - FROM PLANNING	CRR	592 280	75 000		75 000
DIAMOND ROAD INDUSTRIAL ERVEN PROJECT -WATER - TO PLANNING			0		0
CLAY STREET INDUSTRIAL ERVEN PROJECT - WATER - TO PLANNING	CRR		0		0
OSSIE URBAN STREET INDUSTRIAL ERVEN PROJECT - WATER - TO PLANNING	CRR		0		0
N2 THEMBALETHU CROSSING UPGRADE	CRR	179 400	179 400		179 400
UPGRADING OF ASBESTOS PIPES - GREATER GEORGE - CRR	CRR	2 000 000	2 119 319		2 119 319
UPGRADING OF CONVILVE WATER: PHASE 1 (MIG)	GRANTS		872 957		872 957
UPGRADING OF CONVILVE WATER: PHASE 1 (CRR)	CRR		239 131		239 131
UPGRADING OF CONVILVE WATER: PHASE 2 (MIG)	GRANTS		633 826		633 826
3 x 6000l WATER TANKER TRUCK	EFF	2 700 000	2 700 000		2 700 000
Replace GM 0983 - Isuzu KB250D	EFF	450 000	450 000		450 000
Replace GM 0984 - Isuzu KB250D	EFF	450 000	450 000		450 000
Replace GM 2041 - Mitsubishi Colt 2.8	EFF	450 000	450 000		450 000
Replace GM 2030 - Mitsubishi Colt 2.8	EFF	450 000	450 000		450 000
TRAILERS FOR TOOLS AND EQUIPMENT	CRR	200 000	200 000		200 000
TOOLS AND EQUIPMENT	CRR	200 000	200 000		200 000
INSPECTION CAMERA	CRR	150 000	150 000		150 000
LEAK DETECTOR	CRR	300 000	300 000		300 000
CLAMP ON FLOW METERS FOR LEAK DETECTORS	CRR	250 000	250 000		250 000
TWO-WAY RADIO SYSTEMS	CRR	150 000	150 000		150 000
INDUSTRIAL WATER PIPELINE RE-ALIGNMENT	CRR		0		0
WATER NETWORK REHABILITATION	GRANTS		2 965 217		2 965 217
CCTV CAMERAS - WATER FACILITIES	EFF		500 000		500 000
<b>Sub-total</b>		<b>57 991 680</b>	<b>68 086 304</b>	<b>0</b>	<b>68 086 304</b>
<b>WATER-PURIFICATION</b>					
RAISING GARDEN ROUTE DAM - CRR			0		0
RAISING GARDEN ROUTE DAM - RBIG	CRR	500 000	500 000		500 000
RAISING GARDEN ROUTE DAM SPILLWAY	GRANTS	7 857 130	14 300 000		14 300 000
GRD: REHABILITATION OF PIPEWORK (EFF)	GRANTS	156 762 000	121 891 304	89 537 391	211 428 695
GENERATOR - GARDEN ROUTE DAM PUMPSTATION (RBIG)	CRR		438 750		438 750
EXTENSION OF WATERWORKS 20ML - RBIG	GRANTS	0	13 000 000	-13 000 000	0
REHABILITATION OF OLD WTW (6MI MODULE) - RBIG	EFF	4 600 000	0		0
SWART RIVIER DAM SAFETY CONSTRUCTION	GRANTS		4 086 957		4 086 957
SWART RIVIER DAM SAFETY CONSTRUCTION	GRANTS		6 991 304		6 991 304
WATER TREATMENT WORKS - FLOODING	GRANTS		2 889 782		2 889 782
NETWORK REHABILITATION SEWERAGE	GRANTS		539 130		539 130
INSTRUMENTATION	CRR	200 000	200 000		200 000
TELEMETRY	CRR	500 000	500 000		500 000
BULK WATER METERS	EFF	2 000 000	2 000 000		2 000 000
SETTLING TANKS ( UNIONDALE & WILDERNESS ) - ROOFS	CRR		0		0
TOOLS AND EQUIPMENT	CRR		0		0
TOOLS AND EQUIPMENT	CRR	100 000	100 000		100 000
FURNITURE AND OFFICE EQUIPMENT	CRR	50 000	150 000		150 000
AIR CONDITIONING PUMPSTATIONS	CRR	200 000	200 000		200 000
UPGRADING OF UNIONDALE WATERWORKS (PROCESS CONTROLLERS)	EFF	1 800 000	1 800 000		1 800 000
UPGRADING OF UNIONDALE WATERWORKS (PROCESS CONTROLLERS)	CRR	0	0		0
BALANCING DAM (CRR)	CRR	750 000	0		0
BALANCING DAM (RBIG)	GRANTS	869 565	869 565	2 000 000	2 869 565
BALANCING DAM (EFF)	EFF		0		0
UNIONDALE RESERVOIR (500Kl) (EFF)	EFF	3 000 000	400 000		400 000

GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
CONSTRUCTION OF ABLUTION FACILITIES AND ADMIN BLOCK - WILDERNESS WATERWORKS	CRR	850 000	850 000		850 000
WILDERNESS WATERWORKS - PAVING	CRR	925 000	925 000		925 000
HAARLEM WATERWORKS - PAVING	CRR	0	0		0
GEORGE OLD WTWs: HANDRAILS	CRR	300 000	6 000		6 000
GEORGE NEW WTWs: HANDRAILS	CRR	300 000	300 000		300 000
ALL WATER PUMP STATIONS (SPECTRUM): PEPPERSPRAY BOREHOLE SAFETY ENCLOSURES	CRR	500 000	500 000		500 000
DAM SAFETY CONSTRUCTION	CRR	450 000	450 000		450 000
MALGAS WATER PUMP STATION REHABILITATION	CRR	300 000	300 000		300 000
<b>WATER-PURIFICATION (Cont.)</b>			0		0
UNIONDALE RESERVOIR (500KI)	EFF		98 115		98 115
PIPEWORK REHABILITATION: GARDEN ROUTE DAM	GRANTS		3 500 000	-2 000 000	1 500 000
FENCE AT OLD WATERWORKS	CRR		208 840		208 840
HAARLEM WATERWORKS OFFICE BUILDING	CRR		25 000		25 000
CONTROLLERS	CRR		545 769		545 769
SAND FILTER AT NEW WATERWORKS	CRR		0		0
SAND FILTER AT NEW WATERWORKS	CRR		0		0
SAND FILTER AT WILDERNESS WATERWORKS	CRR		0		0
EXTENSION OF WATERWORKS 20ML	CRR		0		0
REHABILITATION OF OLD WTW (6M MODULE)	GRANTS		17 000 000	13 000 000	30 000 000
FENCE AT WASTE TREATMENT WORKS (WTW)	GRANTS		6 390 000	-1 000 000	5 390 000
FENCE AT WASTE TREATMENT WORKS (WTW)	CRR		0		0
EXTRACTOR FANS - CHLORINE ROOMS	GRANTS		9 700 000		9 700 000
GENERATORS - WATER PURIFICATION	CRR	1 500 000	0		0
GENERATORS - WATER PURIFICATION	GRANTS		2 913 000		2 913 000
FENCING AT RESERVOIRS	EFF	1 500 000	1 500 000		1 500 000
FENCING AT UNIONDALE AND HAARLEM WTWs	EFF	1 500 000	1 500 000		1 500 000
THEMBALETHU PUMPST & 6 MI RESERVOIR (RBIG)	GRANTS	782 609	4 082 609	-500 000	3 582 609
THEMBALETHU PUMPST & 6 MI RESERVOIR (RBIG)	GRANTS		1 000 000	-500 000	500 000
PACALTSORP PUMPST & 14.5 MI RESERVOIR (RBIG)	GRANTS	1 304 348	1 304 348		1 304 348
PACALTSORP (EAST) RESERVOIR, TOWER AND PUMPSTATION (RBIG)	GRANTS	869 565	1 000 000		1 000 000
HAARLEM WATERWORKS OFFICE BUILDING	GRANTS		12 700 000		12 700 000
<b>FILTER SAND AT WATERWORKS</b>					
KAAIMANS WATER PUMP STATION REHABILITATION (RBIG)	GRANTS	4 986 087	4 486 087	-3 300 000	1 186 087
KAAIMANS WATER PUMP STATION REHABILITATION (RBIG)	GRANTS		0		0
HAARLEM WATERWORKS OFFICE BUILDING	EFF	1 221 500	1 221 500		1 221 500
<b>Sub-total</b>		<b>198 060 413</b>	<b>244 227 789</b>	<b>84 237 391</b>	<b>328 465 180</b>
<b>SEWERAGE NETWORKS</b>					
SWEATPEA STREET RESIDENTIAL ERVEN PROJECT - SEWER - FROM PLANNING	CRR	1 920 000	75 000		75 000
WILDERNESS KLEINKRANTZ MAIN SEWER LINE UPGRADE - EFF	EFF	4 000 000	2 651 859		2 651 859
THEMBALETHU UISP BULKS	EFF	3 250 000	3 250 000		3 250 000
TOOLS AND EQUIPMENT	CRR	80 000	80 000		80 000
TELEMETRY AND SERVICE NETWORK SYSTEM	CRR	600 000	600 000		600 000
TWO-WAY RADIO SYSTEMS	CRR	50 000	50 000		50 000
JETTING MACHINE	CRR		0		0
UPGRADING DEPOT FACILITIES	CRR	200 000	450 000		450 000
<b>PIPE NETWORK UPGRADES</b>			0		0
NETWORK REHABILITATION SEWERAGE	EFF		2 000 000		2 000 000
NETWORK REHABILITATION SEWERAGE	CRR	3 500 000	4 700 000		4 700 000
CONNECTION OF HOUSES TO MAIN SEWER: UNIONDALE	CRR	1 000 000	1 000 000		1 000 000
<b>UPGRADING OF PUMPSTATION</b>			0		0
3. UPR PACALTSORP 3 PUMPSTATION (MECHANICAL)	EFF		1 500 000		1 500 000
WELGELEGEN PUMPSTATION UPGRADING	CRR	1 500 000	0		0
SECURITY FENCING	CRR	2 000 000	2 000 000		2 000 000
REPLACING PUMPS ROOIRIVIER PUMPSTATION	CRR	500 000	0		0
REPLACING PUMPS GLENWOOD PUMPSTATION	CRR	500 000	0		0
REPLACING PUMPS THEMBALETHU PUMPSTATION	CRR	500 000	0		0
SCHAAKOP PUMPSTATION (INSTALL INLET SCREENS) - EFF	EFF		0		0
SCHAAKOP PUMPSTATION (INSTALL INLET SCREENS) - RBIG	GRANTS	17 438 261	4 438 261	-2 000 000	2 438 261
MEUL PUMPSTATION UPGRADING (RBIG)	GRANTS	17 606 957	25 606 957	0	25 606 957
MEUL PUMPSTATION UPGRADING (CRR)	CRR		0		0
MEUL PUMPSTATION UPGRADING (GRANTS)	GRANTS		0		0
UPGRADING OF PUMP STATIONS	EFF	3 500 000	4 884 106		4 884 106
UPGRADING: ELECTRICAL SWITCHGEAR (PUMP STATIONS)	EFF	2 400 000	2 400 000		2 400 000
GENERATOR SHELTERS AND SECURITY BOOTHS AT PUMPSTATIONS	CRR	3 800 000	3 800 000		3 800 000
UPGRADE PUMPSTATIONS - SEWER	CRR		1 583 474		1 583 474
SCHAAKOP PUMPSTATION (INSTALL INLET SCREENS)	CRR		134 881		134 881
THEMBALETHU UISP BULKS	CRR		20 763		20 763
BAKKIES - WATER DISTRIBUTION	EFF		930 000		930 000
UPGRADING OF EDEN PUMPSTATION MECHANICAL	GRANTS		3 490 000	-1 000 000	2 490 000
HEROLDS BAY PUMP STATION	CRR	450 000	1 000 000		1 000 000

GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>UPGRADING OF PUMPSTATION (cont.)</b>			0		0
UPGRADING OF ACCESS ROADS & FENCING (PUMP STATIONS)	CRR	700 000	700 000		700 000
THEMBALETHU P/S 6	EFF	3 000 000	2 800 000		2 800 000
EDEN PUMPSTATION	GRANTS	6 935 507	2 353 854		2 353 854
3 x 1Ton SC 4X4 LDV	EFF	0	1 700 000		1 700 000
HONEY SUCKERS TRUCKS FOR PUMPSTATIONS	EFF	1 250 000	4 404 000		4 404 000
SUCTION TRUCK FOR HAARLEM	EFF	1 250 000	1 404 000		1 404 000
PACALTSORP PUMPSTATION 3 UPGRADE	CRR	500 000	900 000		900 000
FLOOD DISASTER GRANT ITEMS	GRANTS		0		0
THEM UISP PHASE 3 AREA 5, 6A&B- EXTENSION OF SEWER MAIN TOWARDS AREA 2	CRR	2 000 000	2 400 000		2 400 000
<b>Sub-total</b>		<b>81 780 725</b>	<b>83 307 155</b>	<b>-3 000 000</b>	<b>80 307 155</b>
<b>SCIENTIFIC SERVICES</b>					
UPGRADE AND REPLACEMENT OF INSTRUMENTATION	CRR	250 000	250 000		250 000
UPGRADE OF THE LABORATORIUM FACILITIES AND BUILDING	EFF	1 500 000	1 100 000		1 100 000
<b>FURNITURE AND FITTINGS</b>					
	CRR	50 000	50 000		50 000
<b>Sub-total</b>		<b>1 800 000</b>	<b>1 400 000</b>	<b>0</b>	<b>1 400 000</b>
<b>SEWERAGE TREATMENT WORKS</b>					
OUTENIQUA 10 ML ADDITION - MIG	GRANTS		0		0
OUTENIQUA 10 ML ADDITION - EFF	EFF	12 000 000	12 000 000		12 000 000
GENERATORS - SEWER TREATMENT WORKS	GRANTS		9 452 000		9 452 000
OUTENIQUA 10 ML ADDITION	CRR		0		0
FLOOD DAMAGE - OUTENIQUA WWTW - DONGA	CRR	0	0		0
<b>FLOOD DAMAGE - OUTENIQUA WWTW - DONGA</b>					
	EFF	12 500 000	600 000		600 000
<b>FLOOD DAMAGE - OUTENIQUA WWTW - DONGA</b>					
	GRANTS		5 124 530		5 124 530
GWAING WWTW: PH 2: DIGESTOR & PST SLUDGE PUMPST, INLET AND OUTLET	EFF	600 000	2 250 000		2 250 000
GWAING - REINSTATE 3,5 ML (7.5MI/d to 20MI/d)	EFF	18 000 000	18 250 000		18 250 000
TELEMATRY	CRR	250 000	285 000		285 000
REFURBISHMENT OF BELT PRESSES AT GWAING WWTW	CRR	270 000	270 000		270 000
TOOLS AND EQUIPMENT	CRR	70 000	70 000		70 000
TRACTOR	EFF	1 400 000	1 400 000		1 400 000
TRAILER	CRR	200 000	185 000		185 000
UP PLANT - REHABILITATION	CRR		1 500 000		1 500 000
FLOOD DAMAGE - GWAING WWTW - SLIP FAILURE MATURATION	CRR		663 086		663 086
<b>POND</b>					
FLOOD DAMAGE - OUTENIQUA WWTW - DONGA	CRR		559 277		559 277
FLOOD DISASTER GRANT ITEMS	GRANTS		4 874 690		4 874 690
GWAING DONGA 2	GRANTS		806 100		806 100
WELGELEGEN PUMPSTATION UPGRADING (FLOOD)	GRANTS		2 031 304		2 031 304
<b>SLUDGE DEWATERING PLANT</b>			0		0
KLEINKRANT WWTW	EFF	1 500 000	1 100 000		1 100 000
FENCING - KLEINKRANT WWTW	CRR		543 478		543 478
<b>FENCING OF TREATMENT PLANTS</b>					
GWAING WWTW	CRR		0		0
GWAING WWTW	EFF	1 600 000	1 600 000		1 600 000
OUTENIQUA WWTW	CRR		0		0
OUTENIQUA WWTW	EFF	1 750 000	1 750 000		1 750 000
KLEINKRANT WWTW	CRR		0		0
HEROLDSBAY WWTW	CRR		0		0
UNIONDALE WWTW	CRR	750 000	750 000		750 000
<b>PAVING OF GRAVEL ROADS OF PLANTS</b>			0		0
GWAING WWTW	EFF	500 000	500 000		500 000
<b>BUILDING OF OFFICES AND STORES AT PLANT</b>					
3. OUTENIQUA WWTW- OFFICE	EFF	1 000 000	0		0

GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>REFURBISHMENT OF PLANTS</b>			0		0
1. HEROLDSBAY WWTW- CONCRETE WALLS OF PONDS	EFF	1 000 000	1 000 000		1 000 000
<b>HIGH MAST LIGHTING</b>			0		0
FURNITURE AND FITTINGS	CRR	70 000	70 000		70 000
<b>Sub-total</b>		<b>53 460 000</b>	<b>67 614 465</b>	<b>0</b>	<b>67 614 465</b>
<b>TOTAL: CIVIL ENGINEERING SERVICES</b>		<b>548 630 212</b>	<b>761 137 490</b>	<b>129 087 391</b>	<b>890 224 881</b>
<b>ELECTRO-TECHNICAL SERVICES</b>					
<b>EXPANSION OF 66KV MAIN NETWORK</b>					
THEMBALETHU, BALLOTS BAY 66/11KV SUBSTATION - INEP	GRANTS	33 074 783	33 074 783		33 074 783
HEATHER PARK 2ND TRANSFORMER	EFF	1 500 000	0		0
PROEFPLAAS 66/11KV UPGRADE - PHASE 3	EFF		705 553		705 553
HEROLDS BAY SUBSTATION: TRANSFORMER	CRR	1 600 000	700 000		700 000
NEW 20MVA TRANSFORMERS - GLENWOOD (EFF)	EFF	15 000 000	19 000 000		19 000 000
UPGRADE GEORGE SUBSTATION AND OH LINE TO GLENWOOD SUBSTATION	EFF	500 000	0		0
INCREASE PROTEA 66/11KV TRANSFORMER CAPACITY (ERF 325 EAST + WEST) -EFF	EFF	1 250 000	1 750 000		1 750 000
REPLACE REDUNDANT 66KV SWITCH GEAR - EFF	EFF	1 600 000	1 561 886		1 561 886
REPLACE REDUNDANT 66KV SWITCH GEAR - CRR	CRR	0	0		0
REBUILD HEROLDS BAY 66KV LINE	CRR	1 000 000	300 000		300 000
GEORGE SUBSTATION UPGRADE	EFF	1 000 000	1 085 442		1 085 442
HANSMOESKRAAL 66/11KV SUBSTATION	EFF	0	0		0
<b>Sub-Total</b>		<b>56 524 783</b>	<b>58 177 664</b>	<b>0</b>	<b>58 177 664</b>
<b>ENERGY MANAGEMENT</b>					
POWER FACTOR	CRR	500 000	0		0
ENERGY EFFICIENT LIGHTING (EEDSM)	GRANTS	2 173 913	2 173 913		2 173 913
<b>Sub-Total</b>		<b>2 673 913</b>	<b>2 173 913</b>	<b>0</b>	<b>2 173 913</b>
<b>CONTROL PROTECTION AND COMMUNICATION</b>					
COMMUNICATION SYSTEMS	CRR	470 000	470 000		470 000
QOS	CRR		0		0
CONTROL CENTRUM	CRR	20 000	20 000		20 000
PROTECTION SYSTEM	CRR	1 200 000	2 200 000		2 200 000
<b>Sub-Total</b>		<b>1 690 000</b>	<b>2 690 000</b>	<b>0</b>	<b>2 690 000</b>
<b>UPGRADING AND EXTENSION OF 11KV NETWORK</b>					
GEORGE INNER CITY	CRR	2 000 000	2 000 000		2 000 000
UNIONDALE	CRR	1 800 000	600 000		600 000
THEMBALETHU	CRR	500 000	500 000		500 000
WILDERNESS & RURAL NETWORK	CRR	1 500 000	1 500 000		1 500 000
LAWAAIKAMP	CRR	500 000	500 000		500 000
<b>Sub-Total</b>		<b>6 300 000</b>	<b>5 100 000</b>	<b>0</b>	<b>5 100 000</b>
<b>REPLACEMENT OF OBSOLETE 11KV SWITCHGEAR &amp; EQUIPMENT</b>					
OVERLOADED NETWORKS: REPLACEMENT AND STRENGTHENING	CRR	1 000 000	1 000 000		1 000 000
REPLACE OBSOLETE AND OVERLOADED 11KV SWITCHGEAR	CRR	2 800 000	3 000 000		3 000 000
FICHT SS UPGRADE	CRR	350 000	350 000		350 000
THERON SS UPGRADE	CRR	500 000	500 000		500 000
<b>Sub-Total</b>		<b>4 650 000</b>	<b>4 850 000</b>	<b>0</b>	<b>4 850 000</b>
<b>UPGRADING OF OBSOLETE LOW VOLTAGE NETWORK CABLES</b>					
L/T LINES-GEORGE	CRR	1 200 000	1 200 000		1 200 000
L/T LINES-PACALTSORDOP	CRR	500 000	500 000		500 000
L/T LINES-UNIONDALE	CRR	500 000	500 000		500 000
L/T LINES-WILDERNIS	CRR	500 000	500 000		500 000
<b>Sub-Total</b>		<b>2 700 000</b>	<b>2 700 000</b>	<b>0</b>	<b>2 700 000</b>
<b>ELECTRIFICATION</b>					
RETICULATION FILL IN SCHEMES - AD HOC	CRR	100 000	100 000		100 000
RETICULATION SCHEMES - INFORMAL	CRR	5 600 000	10 600 000		10 600 000
UNIONDALE ELECTRIFICATION	CRR	10 000	0		0
FORMAL AREAS UNDERGROUND CONNECTION - USIP - SOA	SOA	4 176 674	0		0
RETICULATION OF METRO GROUNDS	CRR	8 695 652	9 065 652		9 065 652
<b>Sub-Total</b>		<b>18 582 326</b>	<b>19 765 652</b>	<b>0</b>	<b>19 765 652</b>

GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>EQUIPMENT</b>					
END USER EQUIPMENT (PC'S LAPTOPS AND PERIPHERAL DEVICES)	CRR	50 000	150 000		150 000
COMPUTER SOFTWARE (KW AUTOMATIC READING SYSTEM)	CRR	100 000	100 000		100 000
FURNITURE AND FITTINGS	CRR	50 000	50 000		50 000
ENTRANCE CONTROL AND SECURITY SYSTEMS	CRR	50 000	50 000		50 000
MOBILE RADIOS	CRR	100 000	100 000		100 000
INFRASTRUCTURE SKILLS DEVELOPMENT EQUIPMENT	GRANTS		130 435		130 435
SAFETY EQUIPMENT	CRR	400 000	460 000		460 000
TOOLS AND EQUIPMENT	CRR	350 000	400 000		400 000
TESTING EQUIPMENT	CRR	400 000	942 300		942 300
GENERATOR	CRR		0		0
<b>Sub-Total</b>		<b>1 500 000</b>	<b>2 382 735</b>	<b>0</b>	<b>2 382 735</b>
<b>UPGRADING AND EXTENSION OF BUILDINGS</b>					
SOLAR PV: OUTENIQUA WWTP (400KW)	EFF	7 200 000	6 700 000		6 700 000
OUTENIQUA - BESS	CRR		150 000		150 000
SOLAR PV: DENNEOORD WWTP (400KW)	EFF	7 200 000	0		0
DENNEOORD - BESS	CRR		150 000		150 000
SOLAR PV: GWAING WWTP (300KW)	EFF	5 400 000	0		0
GWAING - BESS	CRR		150 000		150 000
SOLAR PV: PUMPS MEUL RIVER (30KW)	EFF	3 600 000	0		0
SOLAR PV: ELECTRO-TECHNICAL SERVICES (50KW)	EFF	900 000	2 500 000		2 500 000
SOLAR PV: PUMPS SCHAAPKOP (170KW)	EFF	3 060 000	0		0
RENEWABLE ENERGY PROJECT	EFF	20 000 000	20 000 000		20 000 000
EXTENSION AND UPGRADING TO BUILDINGS	CRR	200 000	200 000		200 000
PURCHASING OF STORAGE CONTAINERS	CRR		250 000		250 000
SAFETY: OHSA	CRR	60 000	60 000		60 000
SECURITY WALL AT MAJOR SUBSTATIONS	CRR	500 000	500 000		500 000
ELECTRICAL REHABILITATION OF FACILITIES	GRANTS		8 695 652		8 695 652
ELECTRICAL REHABILITATION OF FACILITIES	CRR		1 043 478		1 043 478
TRAINING CENTRE	CRR	0	0		0
<b>Sub-Total</b>		<b>48 120 000</b>	<b>40 399 130</b>	<b>0</b>	<b>40 399 130</b>
<b>VEHICLES</b>					
LDV BAKKIE - Replace GM2177 (CAW45216)	EFF	450 000	670 000		670 000
LVD BAKKIE	EFF		430 000		430 000
REPLACE CHERRY PICKER TRUCK - ELEC	EFF	3 000 000	2 960 962		2 960 962
TLB	EFF	1 100 000	961 817		961 817
<b>Sub-Total</b>		<b>4 550 000</b>	<b>5 022 779</b>	<b>0</b>	<b>5 022 779</b>
<b>STREET LIGHTS</b>					
STREETLIGHTING: GREATER GEORGE	CRR	500 000	500 000		500 000
STREETLIGHTING: GREATER GEORGE	EFF		2 300 000		2 300 000
UPS FOR TRAFFIC LIGHTS	CRR	150 000	300 000		300 000
LIGHTING IN INFORMAL AREAS	CRR	250 000	250 000		250 000
LIGHTING REQUESTS (AD HOC REQUEST)	CRR	75 000	75 000		75 000
HIGH MAST LIGHTING (MIG)	GRANTS		0		0
HIGH MAST LIGHTING	CRR	2 500 000	0		0
HIGH MAST LIGHTING: THEMBALETHU (MIG)	GRANTS		8 936 429		8 936 429
HIGH MAST LIGHTING: THEMBALETHU	CRR		826 087		826 087
HIGH MAST LIGHTING: PARKDENE, BORCHERDS AND LAWAAIKAMP (MIG)	GRANTS		5 800 000		5 800 000
FESTIVE LIGHTS	CRR	300 000	300 000		300 000
STREETLIGHTS: UNIONDALE, HAARLEM AND HEROLD	CRR	50 000	50 000		50 000
<b>Sub-Total</b>		<b>3 825 000</b>	<b>19 337 516</b>	<b>0</b>	<b>19 337 516</b>
<b>FLEET MANAGEMENT</b>					
FUEL MANAGEMENT EQUIPMENT	CRR	10 000	260 000		260 000
VEHICLE TRACKING EQUIPMENT	CRR	30 000	30 000		30 000
BUILDINGS - VEHICLE WORKSHOP	CRR	250 000	200 000		200 000
ABOVE FUEL STORAGE TANK	CRR		768 626		768 626
UPS(FUEL MANAGEMENT)	CRR	20 000	20 000		20 000
TOOLS AND EQUIPMENT	CRR	10 000	10 000		10 000
REPLACE CAW 22492 STALLION	EFF	650 000	53 282		53 282
<b>Sub-total</b>		<b>970 000</b>	<b>1 341 908</b>	<b>0</b>	<b>1 341 908</b>
<b>TOTAL: ELECTRO-TECHNICAL SERVICES</b>		<b>152 086 022</b>	<b>163 941 297</b>	<b>0</b>	<b>163 941 297</b>



GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>COMMUNITY SERVICES</b>					
<b>ADMINISTRATION</b>					
END USER EQUIPMENT (PC'S LAPTOPS AND PERIPHERAL DEVICES)	CRR	70 000	100 000		100 000
FURNITURE AND OFFICE EQUIPMENT	CRR	30 000	35 000		35 000
FURNITURE AND OFFICE EQUIPMENT			0		0
INVERTERS: ALL BUILDINGS	CRR		200 000		200 000
<b>Sub-total ADMINISTRATION</b>		<b>100 000</b>	<b>335 000</b>	<b>0</b>	<b>335 000</b>
<b>SPORT MAINTENANCE &amp; UPGRADING</b>					
<b>SPORT FACILITIES</b>					
PACALSDORP SPORT FACILITY: UPGRADE ROOF - Pavillion	CRR	1 000 000	485 932		485 932
UPGRADING OUTENIQUA STADIUM	CRR	1 000 000	1 120 000		1 120 000
ROSEMORE SPORTGROUND - TARTAN TRACK (COUNCIL CONTRIBUTION) - PHASE 1	CRR	500 000	152 000		152 000
ROSEMOOR INDOOR ARENA - RESTORATION	CRR	540 000	540 000		540 000
THEMBALETHU SPORTGROUNDS (MIG)	GRANTS	1 267 652	0		0
THEMBALETHU SPORT FIELD UPGRADE PHASE B	CRR		1 335 508		1 335 508
NETBALL FIELDS INFRASTRUCTURE (TO APPLY FOR ROLLOVER TO 2022/23)	GRANTS		700 000		700 000
NETBALL FIELDS INFRASTRUCTURE	GRANTS	800 000	0		0
NETBALL FIELDS INFRASTRUCTURE	CRR		500 000		500 000
STEEL STRUCTURE PAVILLION	GRANTS	0	800 000		800 000
<b>DMA</b>			0		0
SPORTSGROUND - FENCING - WARD 24 & 25	CRR	800 000	695 636		695 636
UPGRADING OF DORPSVELD CLUBHOUSE - DMA	CRR		0		0
UPGRADING OF DORPSVELD CLUBHOUSE - DMA	CRR	600 000	600 000		600 000
<b>OTHER</b>			0		0
CCTV CAMERAS - SPORT FACILITIES	CRR	0	134 341		134 341
LAPTOPS	CRR	0	20 000		20 000
<b>EQUIPMENT/TOOLS</b>			0		0
SWIMMING POOL INFRASTRUCTURE	CRR	700 000	623 000		623 000
<b>Sub-total</b>		<b>7 207 652</b>	<b>7 706 417</b>	<b>0</b>	<b>7 706 417</b>
<b>CEMETERIES, PARKS AND GARDENS, REFUSE AND ENVIRONMENTAL HEALTH</b>					
<b>BEACHES</b>					
UPGRADING TOILETS - BEACH AREAS	CRR	150 000	120 174		120 174
BALISTRADES AT HEROLDS BAY	CRR		0		0
<b>Sub-total</b>		<b>150 000</b>	<b>120 174</b>	<b>0</b>	<b>120 174</b>
<b>CEMETERIES</b>					
FENCING	CRR	600 000	537 000		537 000
BAKKIE NEW	EFF	300 000	318 594		318 594
TRAILER	CRR	50 000	0		0
NICHE WALL CEMETERY AND LANDSCAPING	CRR	150 000	60 000		60 000
<b>Sub-total</b>		<b>1 600 000</b>	<b>915 594</b>	<b>0</b>	<b>915 594</b>
<b>PARKS AND RECREATION</b>					
NEW BAKKIE FOR SUPERVISOR: PARKS(REPLACE HIRED BAKKIE)	EFF	0	400 000		400 000
NEW BAKKIE FOR HERBICIDE(REPLACE HIRED BAKKIE)	EFF		400 000		400 000
REPLACEMENT CAW 26796 (with NOR 400CREW CAB MESH TIPPER)	EFF	350 000	726 463		726 463
REPLACEMENT CAW 27076 (with ISUZU D-MAX 250C Bakkie)	EFF	350 000	305 446		305 446
REPLACEMENT CAW 12005 (with ISUZU D-MAX 250C Bakkie)	EFF	350 000	318 594		318 594
3 TON TRUCK WITH AERIAL PLATFORM	EFF	1 500 000	1 086 049		1 086 049
REPLACEMENT TRACTOR CAW 61307	EFF	600 000	585 695		585 695
UPGRADE OF BOTANICAL GARDEN RETAINING DAM WALL	CRR	1 250 000	490 254		490 254
BOTANICAL GARDEN DAM - FLOOD DAMAGE	GRANTS	0	2 477 927		2 477 927
POWERED TOOLS	CRR	150 000	134 603		134 603
UPGRADE OF GWAING DAY CAMP	CRR	300 000	583 400		583 400
DEVELOPMENT AND UPGRADE OF CARAVAN SITE - GWAING RIVER	CRR	400 000	462 856		462 856
SECURITY CAMERAS X3	CRR	150 000	0		0
PLAY PARKS/ STREET FURNITURE	CRR	200 000	397 500		397 500
TABLES AND CHAIRS FOR PARK - DMA	CRR	40 000	16 344		16 344

GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>PARKS AND RECREATION (cont.)</b>					
BAKKIE - DMA REPLACEMENT GM2305	EFF	350 000	325 000		325 000
LAPTOPS	CRR	18 000	53 000		53 000
2 TON TIPPER WITH CAGE TRUCK (TOP-UP TO REPLACE KIA WRITTEN OFF)	EFF		480 000		480 000
2 TON TIPPER WITH CAGE TRUCK (TOP-UP TO REPLACE KIA WRITTEN OFF)	CRR		120 000		120 000
LDV BAKKIE: ALIEN VEGETATION	EFF		350 000		350 000
<b>Sub-total</b>		<b>6 008 000</b>	<b>9 713 131</b>	<b>0</b>	<b>9 713 131</b>
<b>CLEANSING AND ENVIRONMENTAL HEALTH</b>					
BULK REFUSE CONTAINERS	CRR	400 000	344 397		344 397
PAVE ROAD TO LANDFILL SITE	CRR	2 000 000	1 995 834		1 995 834
REFUSE BINS - WARDS	CRR		252 243		252 243
SEDAN X 2 - EHP( NEW APPOINTMENT)	EFF		300 000		300 000
4 x 4 TON TIPPER TRUCKS( NEW 2 PER YEAR)	EFF		0		0
4 x 4 TON TIPPER TRUCKS( NEW 2 PER YEAR)	EFF	2 000 000	2 160 000		2 160 000
CHERY PICKER	CRR		0		0
REPLACE REFUSE TRUCK COMPACTOR CAW 15401	EFF	2 000 000	2 215 000		2 215 000
REPLACE REFUSE TRUCK COMPACTOR CAW 6240	EFF		2 500 000		2 500 000
REPLACE REFUSE TRUCK COMPACTOR CAW 64021	EFF		2 500 000		2 500 000
REPLACE REFUSE TRUCK COMPACTOR CAW 3526	EFF	1 600 000	1 725 000		1 725 000
BULK REFUSE CONTAINERS	EFF		0		0
REPLACEMENT(BULLDOZER)	EFF	4 000 000	3 875 039		3 875 039
1X 1.6 BAKKIES - MAINTENANCE AT TRANSFERSTATION (REPLACE CAW 80546/GM 2623)	EFF		380 000		380 000
REPLACEMENT JCB CAW 2620	EFF	1 500 000	961 817		961 817
WHEELIE BINS	CRR	500 000	434 337		434 337
GREEN GENIE	CRR	300 000	520 000		520 000
UPGRADING PUBLIC TOILETS	CRR	0	150 000		150 000
UPGRADING PUBLIC TOILETS	CRR		0		0
BUILDING OF COMPOST PLANT	CRR	2 000 000	2 550 000		2 550 000
BUILDING OF COMPOST PLANT-RETENTION POND	CRR	847 550	297 550		297 550
COMPOST FACILITY STAFF AND OFFICE AREA	CRR	300 000	300 000		300 000
TRANSFER STATION - RECYCLING EQUIPMENT	CRR	300 000	273 986		273 986
BIN LIFTERS	CRR	300 000	191 103		191 103
UPGRADE OF REFUSE CAMP	CRR		0		0
UPGRADE OF REFUSE CAMP (WASHBAY + LADIES ABLUTION)	CRR	0	500 000		500 000
STREET REFUSE BINS - WARD 24 & 25	CRR	150 000	150 000		150 000
<b>Sub-total</b>		<b>18 347 550</b>	<b>24 576 305</b>	<b>0</b>	<b>24 576 305</b>
<b>ADMIN - PROTECTION</b>					
END USER EQUIPMENT (PC'S LAPTOPS AND PERIPHERAL DEVICES)	CRR	0	0		0
<b>Sub-total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FIRE BRIGADE</b>					
UPGRADING RADIO COMMUNICATION - GEORGE	CRR	200 000	349 000		349 000
UPGRADE GEORGE STATION	CRR		0		0
UPGRADE UNIONDALE STATION	CRR	500 000	500 000		500 000
UPGRADE THEMBALETHU STATION	CRR	500 000	470 092		470 092
RESCUE VEHICLE - KLEINKRANTZ FIRE STATION	EFF	1 200 000	1 149 000		1 149 000
JETSKI	EFF	400 000	555 000		555 000
REPLACE LAND CRUISER (CAW 36682)	EFF	800 000	845 000		845 000
REPLACE NISSAN BAKKIE (CAW 48574)	EFF		0		0
SKID UNIT FOR LAND CRUISER	CRR	100 000	95 098		95 098
FURNITURE & FITTINGS; KLEINKRANTZ			0		0
FURNITURE & OFFICE EQUIPMENT; KLEINKRANTZ	CRR	50 000	50 000		50 000
INVERTER: THEMBALETHU FIRE STATION	CRR		200 000		200 000
GENERATOR: UNIONDALE FIRE STATION	CRR		0		0
TOOLS AND EQUIPMENT	CRR	500 000	597 703		597 703
LIFE GUARD TOWER STEPS	CRR	200 000	189 732		189 732
QUAD BIKE	EFF	200 000	234 446		234 446
TRAILER - QUAD BIKE	CRR	0	30 000		30 000
VOICE ALARM EVACUATION SYSTEM	CRR	600 000	335 000		335 000
MAJOR PUMP	CRR	500 000	346 000		346 000
<b>Sub-total</b>		<b>5 750 000</b>	<b>5 946 071</b>	<b>0</b>	<b>5 946 071</b>



GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>VEHICLE REGISTRATION</b>			0		
FURNITURE	CRR	50 000	87 980		87 980
QUEUE MANAGEMENT SYSTEMS	CRR	350 000	0		0
GENERATOR (NEED TO CHANGE TO INVERTER)	CRR	0	50 000		50 000
UPGRADING OF BUILDING	CRR	500 000	99 199		99 199
<b>Sub-total</b>		<b>1 100 000</b>	<b>237 179</b>	<b>0</b>	<b>237 179</b>
<b>VEHICLE TESTING STATION</b>					
FLOOD LIGHTS			0		
WAITING AREA AND PUBLIC TOILETS	CRR	500 000	63 240		63 240
PUBLIC SEATING	CRR	100 000	10 485		10 485
UPGRADING OF VEHICLE TESING STATION	CRR	500 000	62 373		62 373
UPGRADING OF BUILDING - RESURFASE OF ROAD	CRR	800 000	720 860		720 860
ROLLER BRAKE SYSTEM	CRR	800 000	1 035 000		1 035 000
MOTORISED GATES	CRR	25 000	12 900		12 900
LIGHT TEST SYSTEM	CRR	100 000	100 000		100 000
<b>Sub-total</b>		<b>2 825 000</b>	<b>2 004 858</b>	<b>0</b>	<b>2 004 858</b>
<b>DRIVERS LICENCES</b>					
BATTERY PACK	CRR	10 000	6 457		6 457
DRIVERS LICENCES 2ND TESTING TRACK	CRR	200 000	0		0
MOTORCYCLE APPARATUS	CRR	80 000	80 000		80 000
MOBILE TOILET	CRR	200 000	200 000		200 000
LEARNING AND DRIVER TESTING STATION (BUILDING) - UNIONDALE	EFF	100 000	27 918		27 918
<b>Sub-total</b>		<b>590 000</b>	<b>314 375</b>	<b>0</b>	<b>314 375</b>
<b>TRAFFIC SERVICES</b>					
2X 4X4 BAKKIE	EFF	900 000	549 647		549 647
PATROL VEHICLES	EFF	900 000	925 000		925 000
CARPORTS FOR TRAFFIC VEHICLES	CRR	325 300	44 370		44 370
SAFETY EQUIPMENT	CRR	200 000	279 100		279 100
CCTV CAMERAS - TRAFFIC OFFICES	CRR	200 000	197 323		197 323
LAPTOPS / DESKTOPS	CRR	20 000	19 173		19 173
UPGRADING OF BUILDING - TRAFFIC	CRR	300 000	45 390		45 390
FIREARMS	CRR	100 000	84 480		84 480
SHOTGUNS	CRR	20 000	0		0
BREATHALIZER	CRR	150 000	0		0
IN-VEHICLE TECHNOLOGY	CRR	600 000	0		0
UPGRADING OF BLANCO HOUSE -	CRR	500 000	158 701		158 701
JTTC - SKATELAB UPGRADING OF BUILDING	CRR	200 000	34 769		34 769
JTTC SKATELAB - CAMERAS	CRR	100 000	0		0
JTTC SKATELAB - GENERATOR	CRR	650 000	428 682		428 682
<b>Sub-total</b>		<b>5 165 300</b>	<b>2 766 635</b>	<b>0</b>	<b>2 766 635</b>
<b>LAW ENFORCEMENT</b>					
1 x 1TON 4X4 DC LDV	EFF	450 000	625 000		625 000
VEHICLES	EFF	900 000	923 631		923 631
1 TON SC 4X2 LDV	EFF	0	0		0
1 TON SC 4X2 LDV	EFF	0	404 060		404 060
OFFICE FURNITURE	CRR	40 000	35 564		35 564
SAFETY EQUIPMENT	CRR	100 000	100 000		100 000
UPGRADING: SPCA	CRR	200 000	382 512		382 512
EXTENSION OF BUILDI	CRR	460 000	0		0
QUAD BIKE	EFF	200 000	185 131		185 131
LAPTOPS / DESKTOPS	CRR	60 000	63 997		63 997
BODY CAMERAS	CRR	100 000	0		0
SAFETY EQUIPMENT - MAIN BUILDING	CRR	230 000	230 000		230 000
<b>CCTV</b>					
CCTV: UPGR AND EXTENTION OF BUILDING	CRR	1 000 000	883 401		883 401
CCTV: FURNITURE	CRR	30 000	26 260		26 260
CCTV: OPTIC FIBRE	CRR	2 500 000	2 369 724		2 369 724
CCTV: EXTENTION OF CAMERA SYSTEM	CRR	1 000 000	1 637 375		1 637 375
TOURISM CAMERAS	CRR	50 000	0		0
CEMETERIES CAMERAS	CRR	50 000	196 410		196 410
PARKS AND GARDENS CAMERAS	CRR	150 000	0		0
FIBRE LINK TO KRAAIBOSCH REPEATER	CRR	2 000 000	1 126 721		1 126 721
FIBRE LINK - LANGENHOVEN TO BLANCO	CRR	1 500 000	2 050 380		2 050 380

GEORGE MUNICIPALITY - CAPITAL BUDGET 2022/2023 - 2027/2028		2022/23			
DESCRIPTION	FUNDING	ORIGINAL BUDGET 2022/23	AMENDED BUDGET 2022/23	ADJUSTMENTS	AMENDED BUDGET
<b>CCTV (cont.)</b>			0		
FIBRE LINK - NELSON MANDELA BLVD TO ROSEMORE	CRR	1 500 000	1 392 130		1 392 130
FIBRE LINK - NELSON MANDELA BLVD TO BORCHARDS	CRR	1 400 000	1 400 000		1 400 000
GENERATOR	CRR	0	0		0
UPGR ACCESS CONTROL - CCTV OFFICE	CRR	150 000	130 967		130 967
<b>Sub-total</b>		<b>14 070 000</b>	<b>14 163 263</b>	<b>0</b>	<b>14 163 263</b>
<b>ANTI - LAND INVASION UNIT</b>					
6 TON TIPPER TRUCK	EFF		0		
2x4 SINGLE CAB BAKKIES	EFF	420 000	437 000		437 000
OFFICE FURNITURE	CRR	20 000	26 576		26 576
LAPTOPS / DESKTOPS	CRR	20 000	15 999		15 999
LOUDHAILERS	CRR	50 000	50 000		50 000
TORCHES	CRR	0	10 190		10 190
TORCHES	CRR	10 000	0		0
GAZEBOS AND EQUIPMENT X4	CRR	30 000	48 252		48 252
COOLER BAGS (BIG)	CRR	10 000	7 823		7 823
1X DOUBLE CAB BAKKIE	EFF	450 000	626 000		626 000
SHOCK STICK	CRR	5 500	7 000		7 000
HELMETS	CRR	10 000	11 500		11 500
PROTECTIVE JUMPSUITS	CRR	10 000	8 700		8 700
AIRCONS	CRR	45 000	22 170		22 170
BULLET PROOF VESTS	CRR	50 000	50 000		50 000
<b>Sub-total</b>		<b>1 130 500</b>	<b>1 321 211</b>	<b>0</b>	<b>1 321 211</b>
<b>TOTAL: COMMUNITY SERVICES</b>		<b>64 044 002</b>	<b>70 120 213</b>	<b>0</b>	<b>70 120 213</b>
<b>TOTAL BUDGET</b>		<b>787 983 236</b>	<b>1 017 940 049</b>	<b>129 087 391</b>	<b>1 147 027 440</b>

## ANNEXURE F    DEMOGRAPHICS

### F.1    National Household Travel Survey 2022

From the National Household Travel Survey (NHTS) (STATS SA, 2020), various demographic statistics have been computed for some of the relevant questions pertaining to the Transport Register and may be seen in **Figure F-14 – Figure F-19**. For these figures, the proportions were computed so that the distribution may be observed as inferred to the specific population in consideration. **Table F-32** indicates the number of records found remaining in the NHTS 2022 database after the respective governmental level filter has been applied to the data. The associated raw data, in terms of actual counts and the percentages thereof are attached separately to the TR with file names starting with >Annexure F.

*Table F-32: Number of records for each governmental level for the NHTS 2022, as subdivided for each governmental level up until George LM.*

Level	Number of records
SA National	145 385
WC Province	12 195
Garden Route DM	2 639
George LM	785

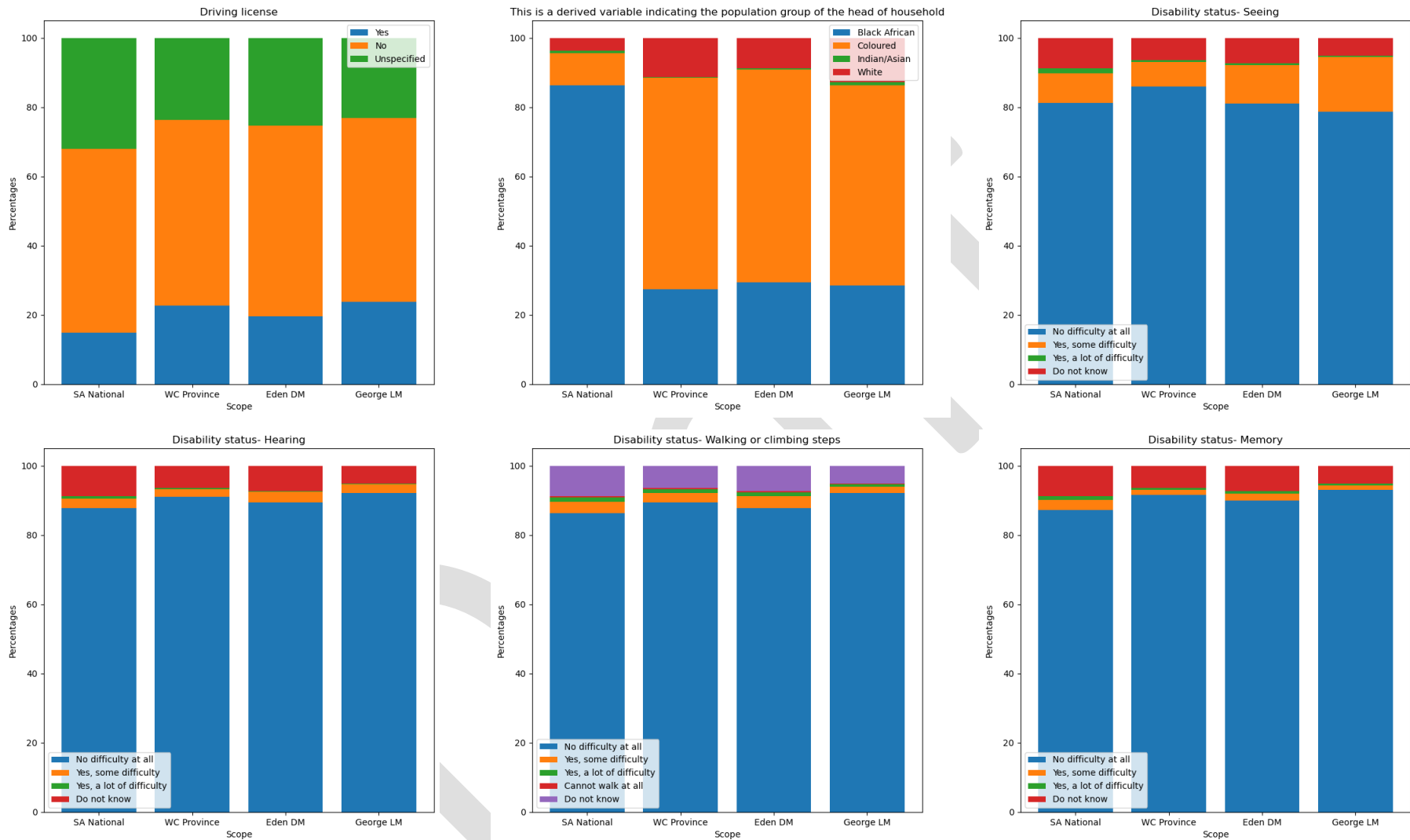


Figure F-14: Various demographic statistics (1/6) computed from the National Household Travel Survey 2022, indicating the population distribution for National, WC Province, Garden Route DM and George LM.

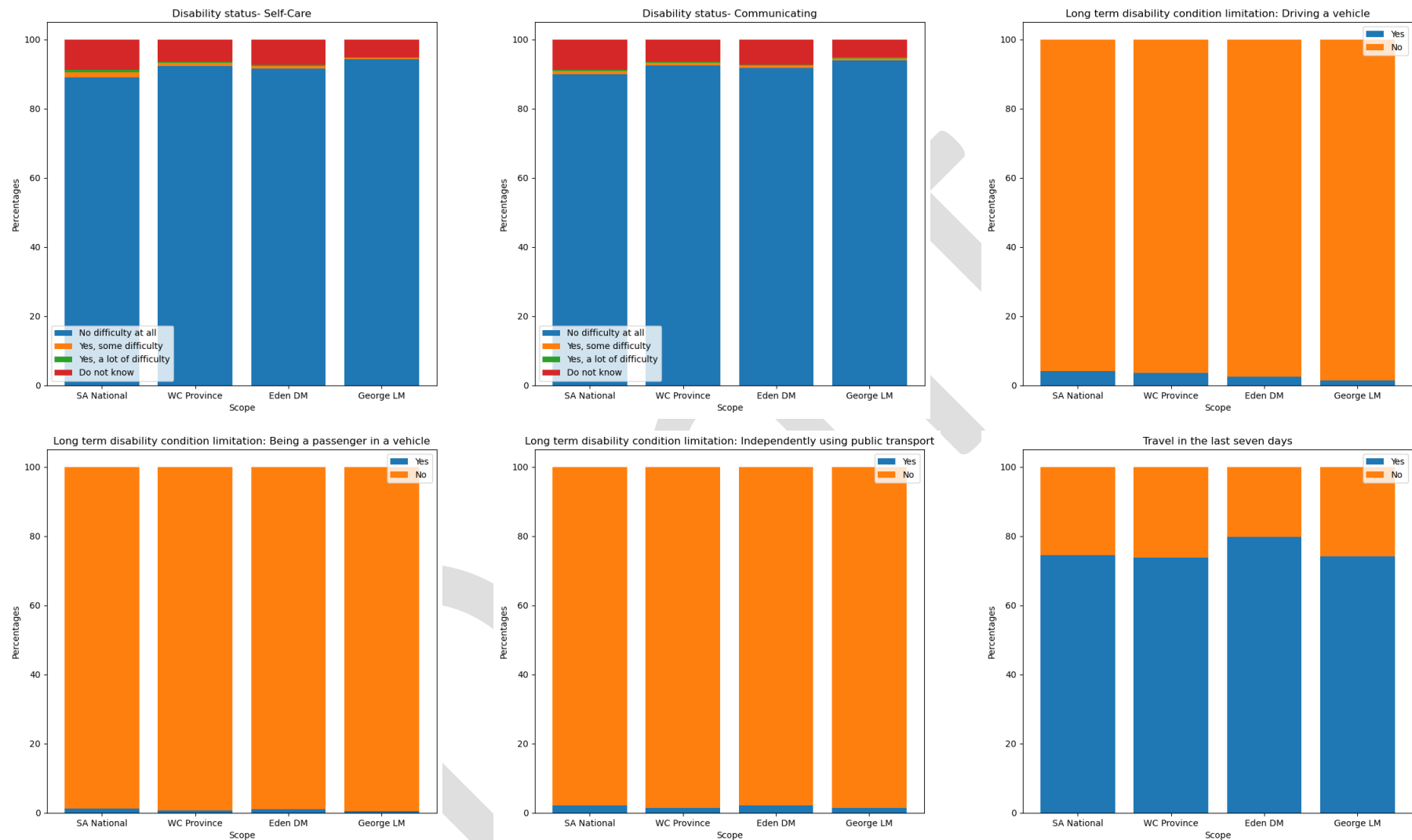


Figure F-15: Various demographic statistics (2/6) computed from the National Household Travel Survey 2022, indicating the population distribution for National, WC Province, Garden Route DM and George LM.



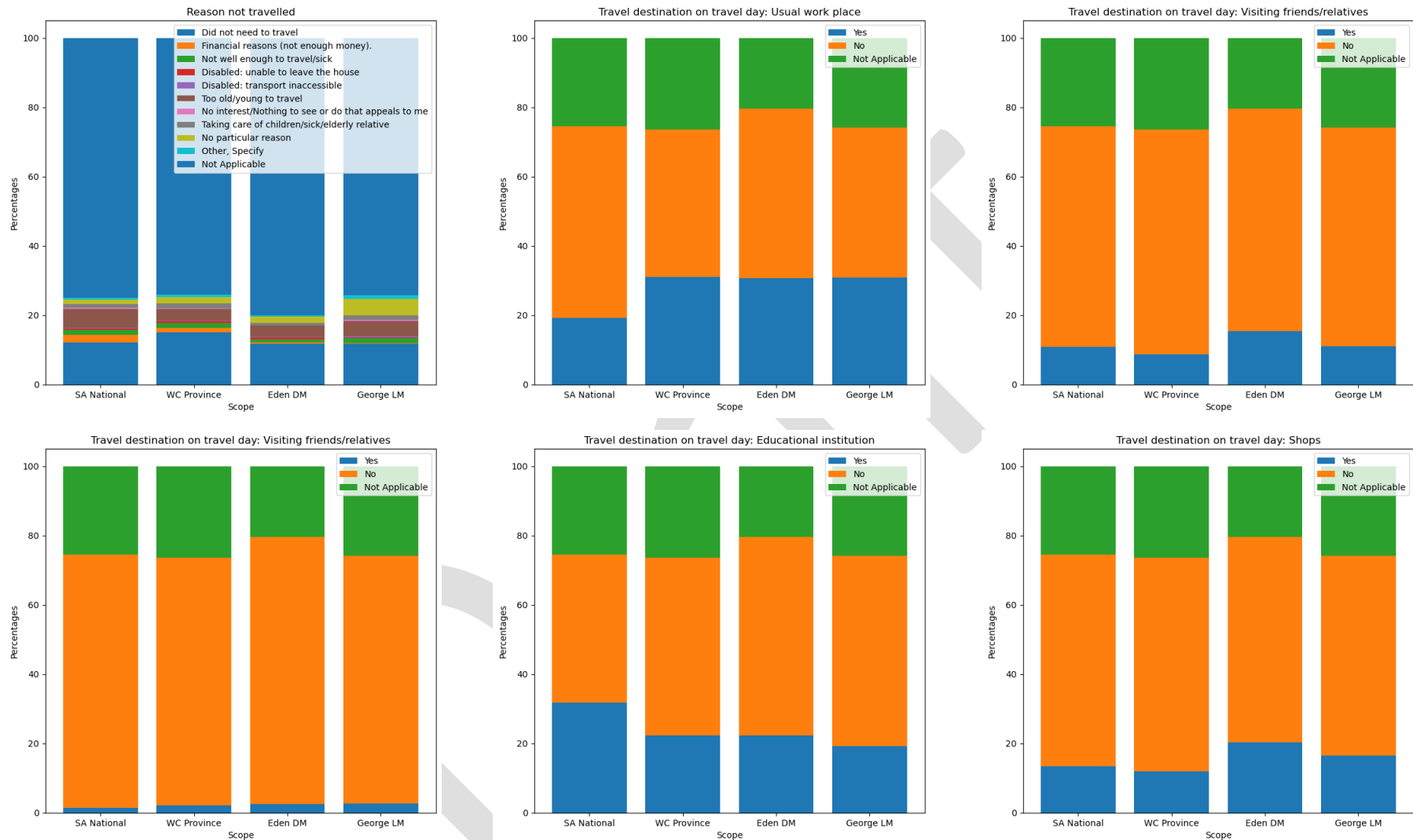


Figure F-16: Various demographic statistics (3/6) computed from the National Household Travel Survey 2022, indicating the population distribution for National, WC Province, Garden Route DM and George LM.

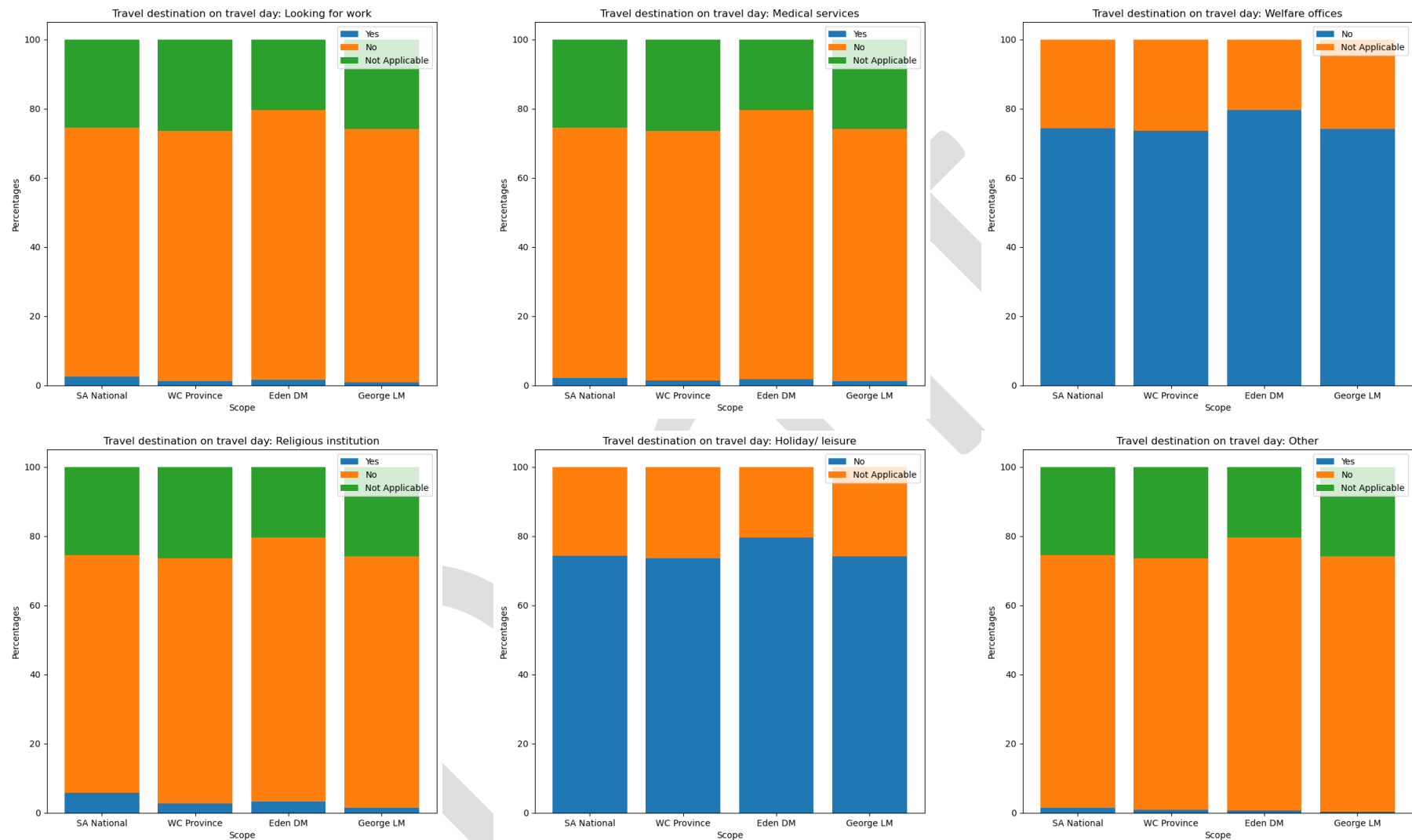


Figure F-17: Various demographic statistics (4/6) computed from the National Household Travel Survey 2022, indicating the population distribution for National, WC Province, Garden Route DM and George LM.

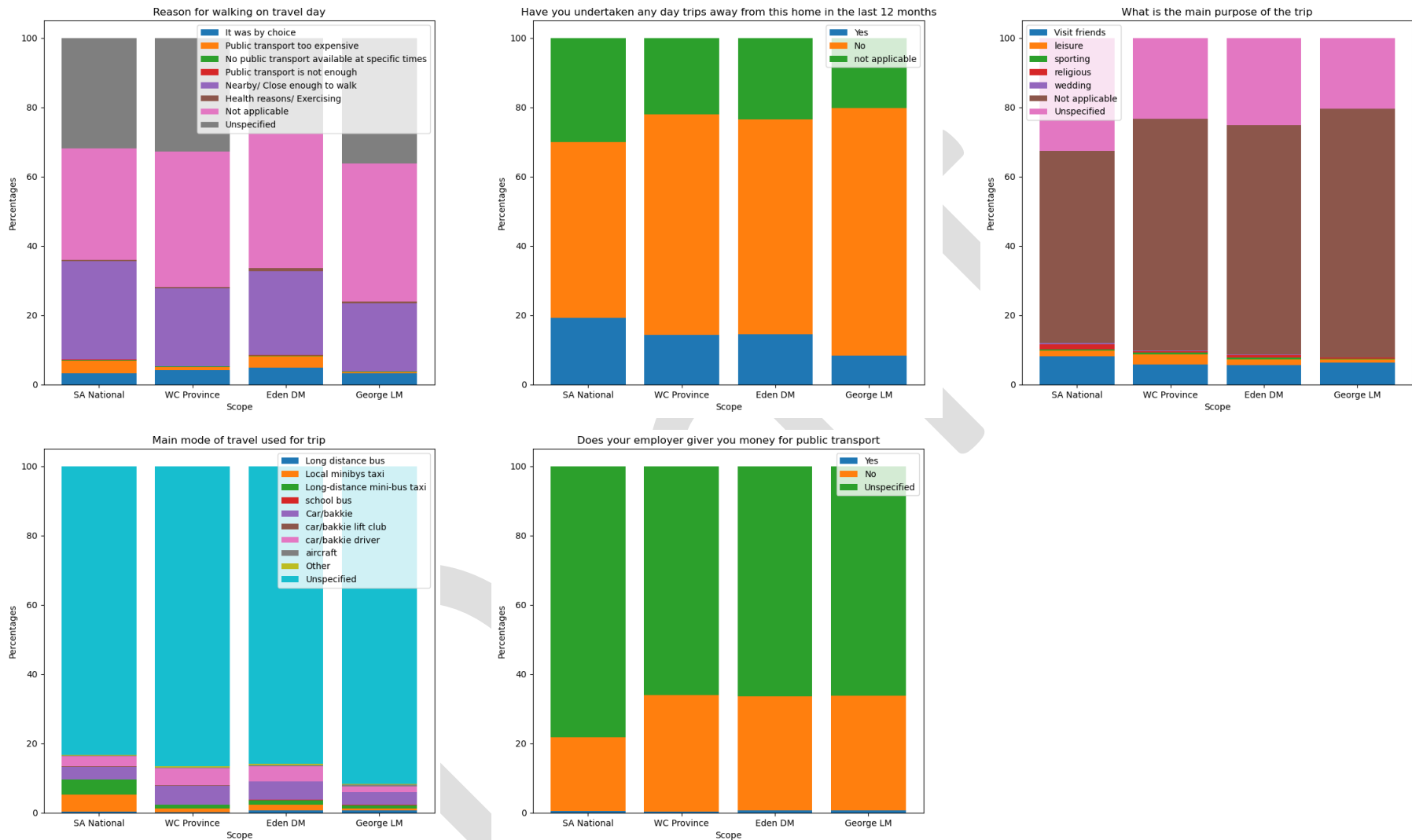


Figure F-18: Various demographic statistics (5/6) computed from the National Household Travel Survey 2022, indicating the population distribution for National, WC Province, Garden Route DM and George LM.

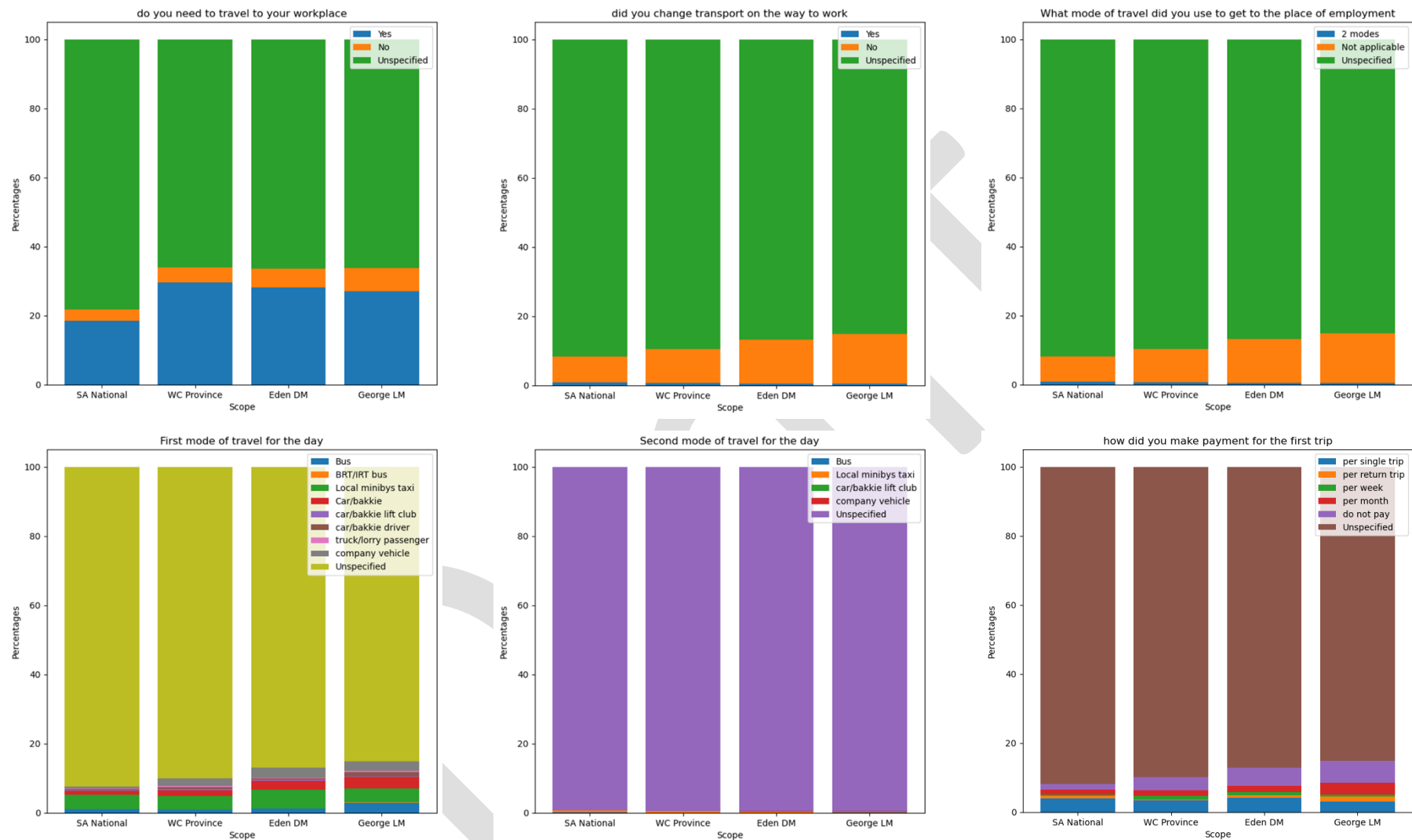



Figure F-19: Various demographic statistics (6/6) computed from the National Household Travel Survey 2022, indicating the population distribution for National, WC Province, Garden Route DM and George LM.





## ANNEXURE G DATA OUTPUTS FROM THE TRANSPORT MODEL

This annexure contains outputs produced by the PTV Visum Model created for the CITP project. Please note that there are additional Portable Document Format (PDF) decks accompanying this Transport Register for the detailed PTV Visum Model outputs at higher quality, with the file names starting with “Annexure G”.

Draft

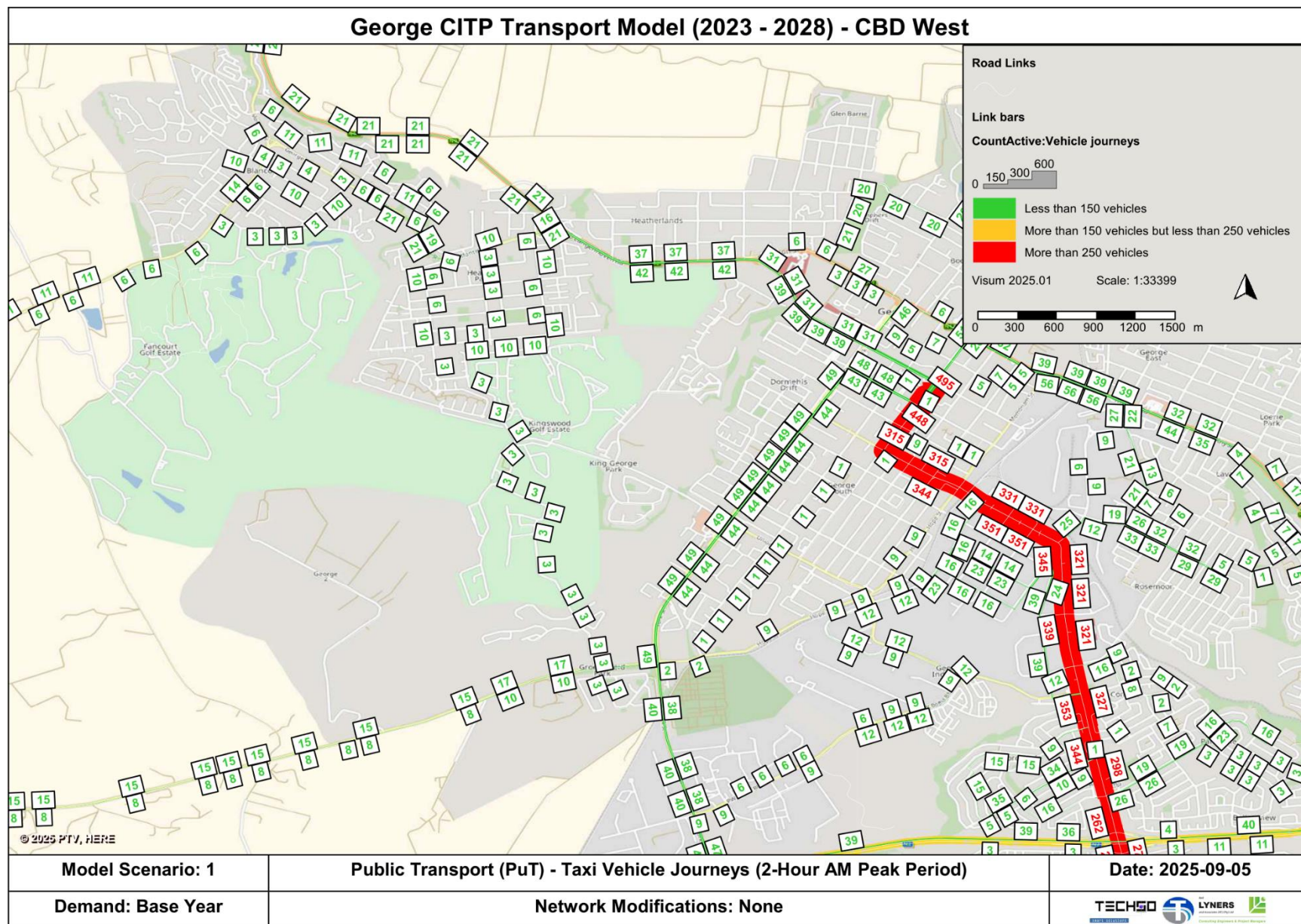


Figure G-20: Number of MBT vehicle journeys in George, zoomed into CBD West (1/4), during the 2-hour AM peak period.



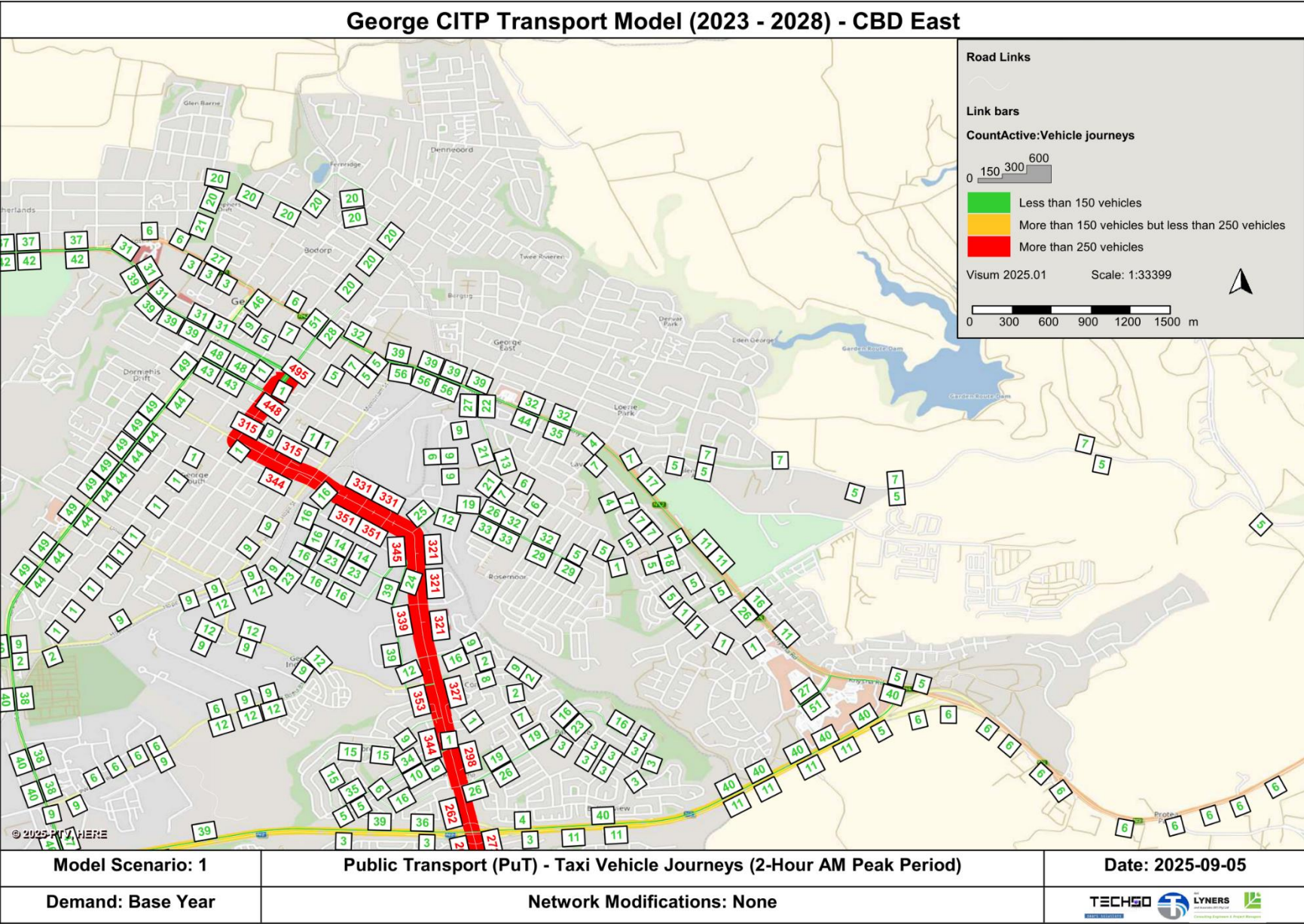


Figure G-21: Number of MBT vehicle journeys in George, zoomed into CBD East (2/4), during the 2-hour AM peak period.

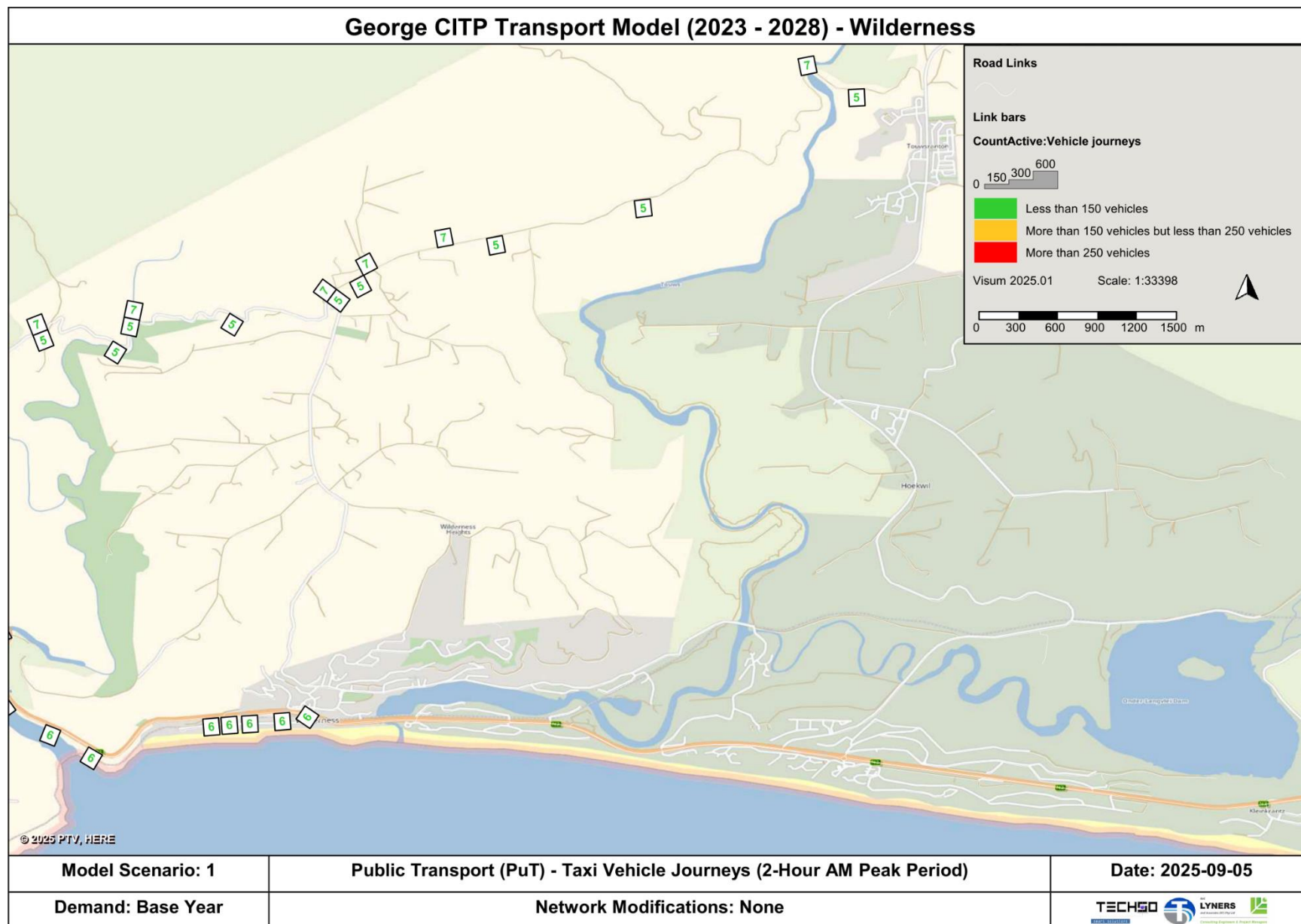


Figure G-22: Number of MBT vehicle journeys in George, zoomed into Wilderness (3/4), during the 2-hour AM peak period.



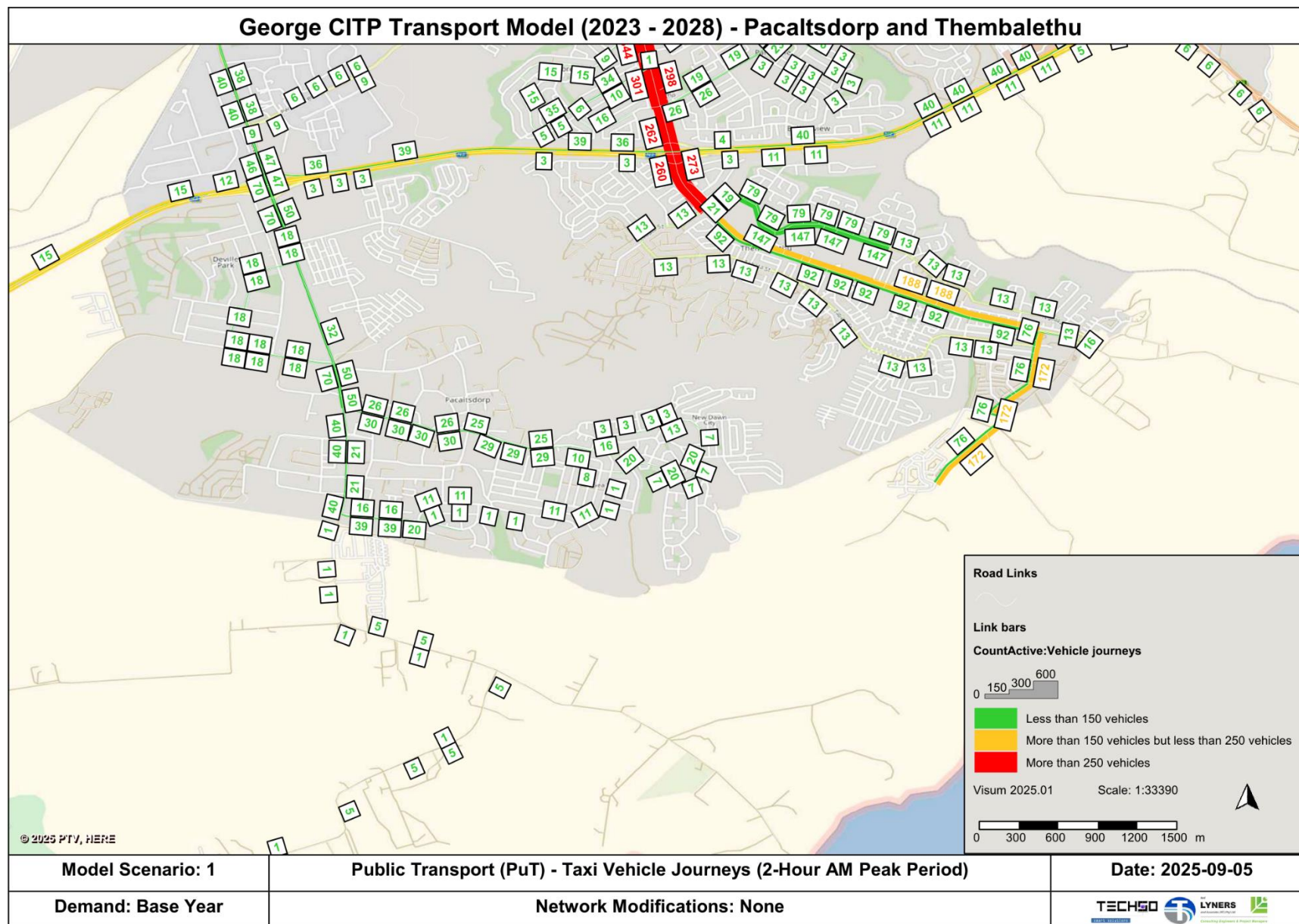


Figure G-23: Number of MBT vehicle journeys in George, zoomed into Pacaltsdorp and Thembaalethu (4/4), during the 2-hour AM peak period.



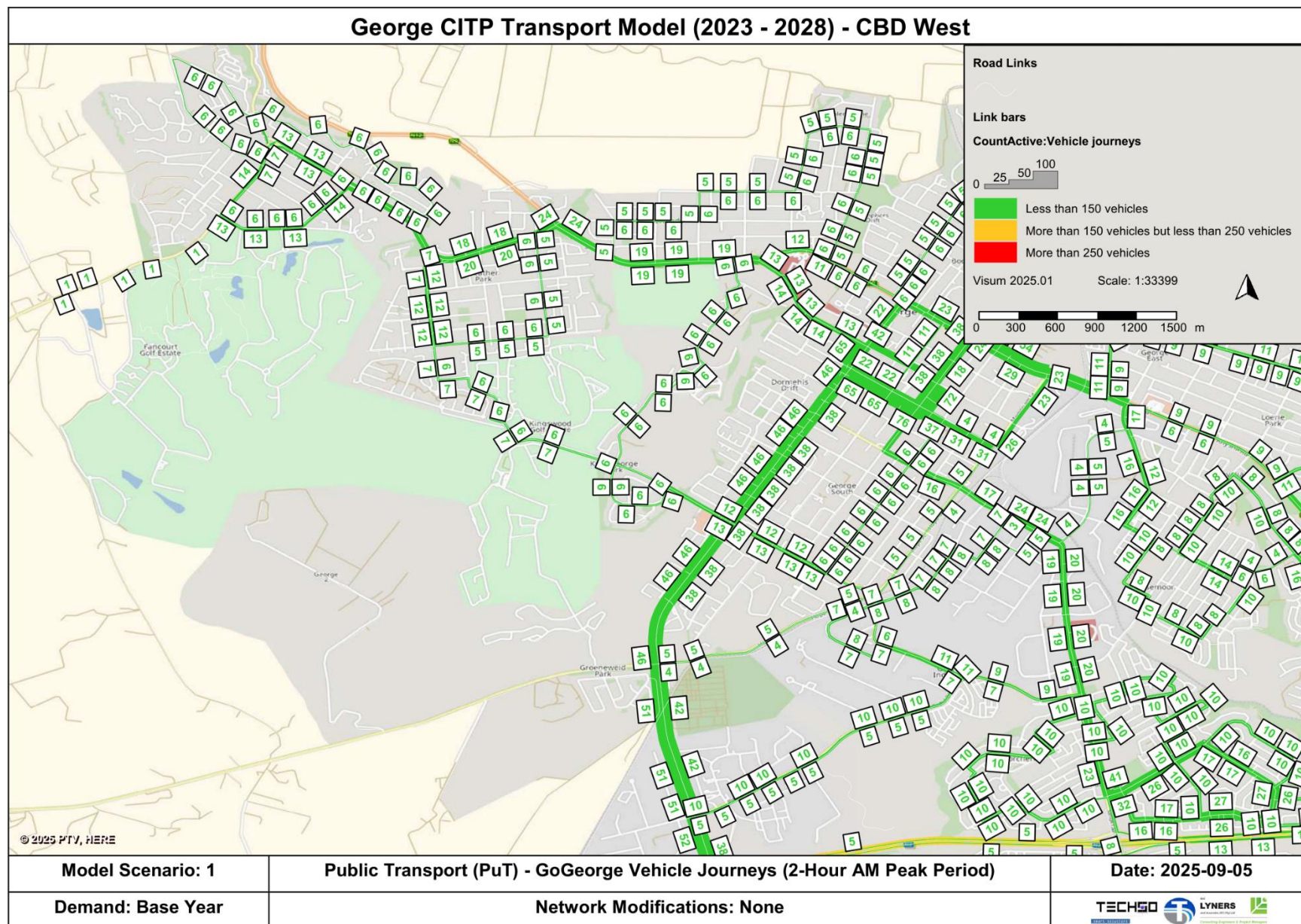


Figure G-24: Number of GO GEORGE vehicle journeys, zoomed into CBD West (1/3), during the 2-hour AM peak period.



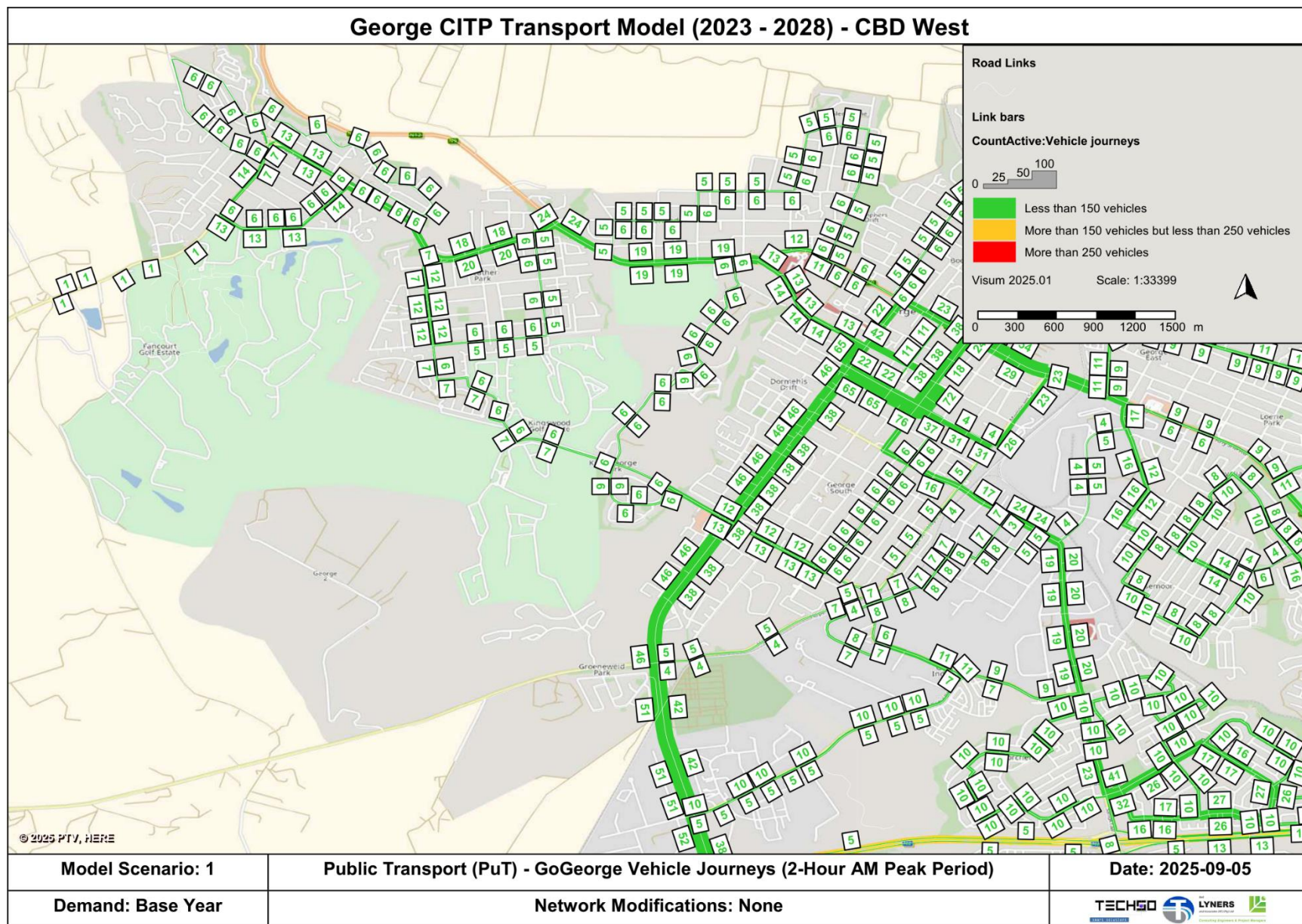


Figure G-25: Number of GO GEORGE vehicle journeys, zoomed into CBD East (2/3), during the 2-hour AM peak period.



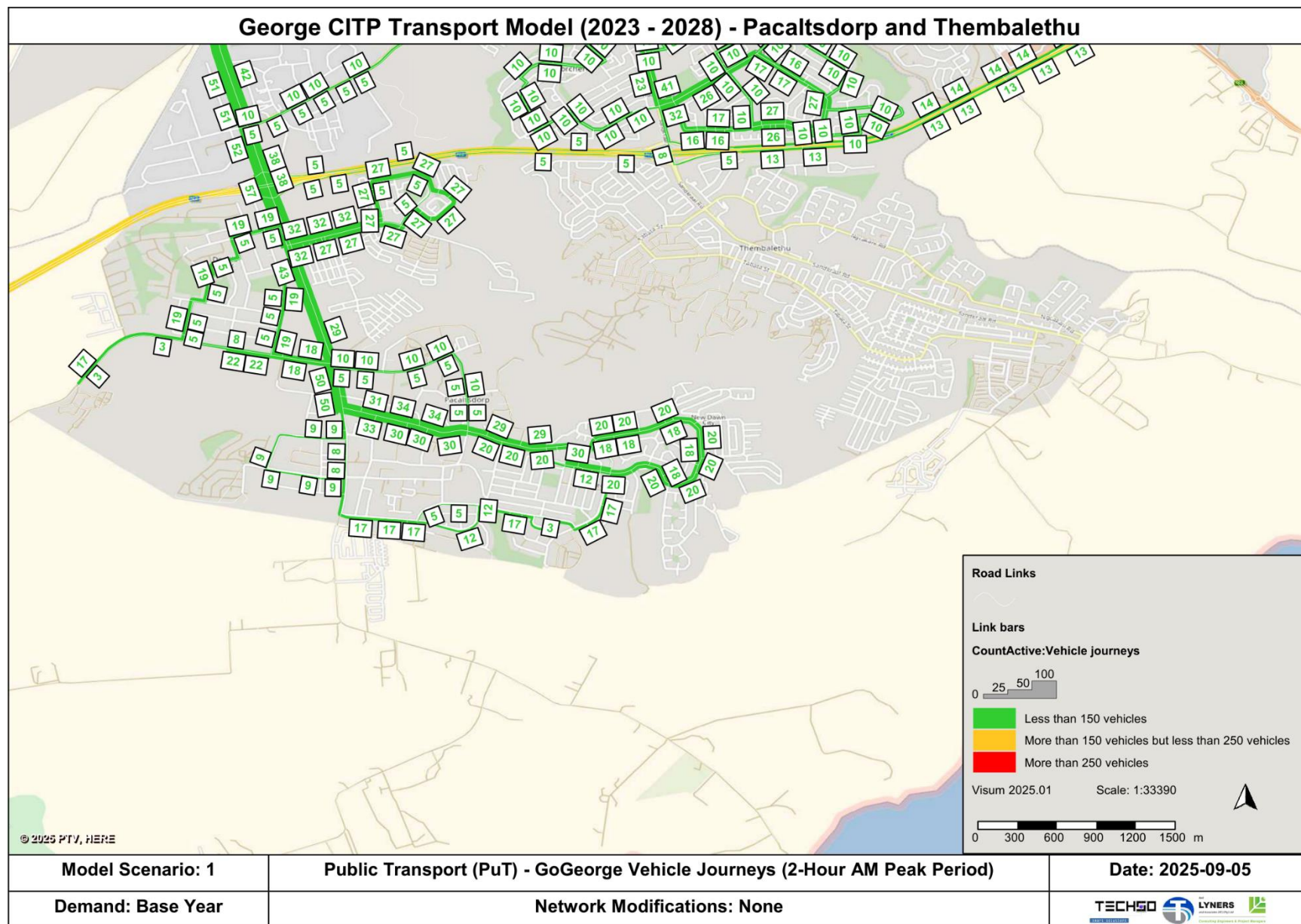


Figure G-26: Number of GO GEORGE vehicle journeys, zoomed into Pacaltsdorp and Thembaalethu (3/3), during the 2-hour AM peak period.



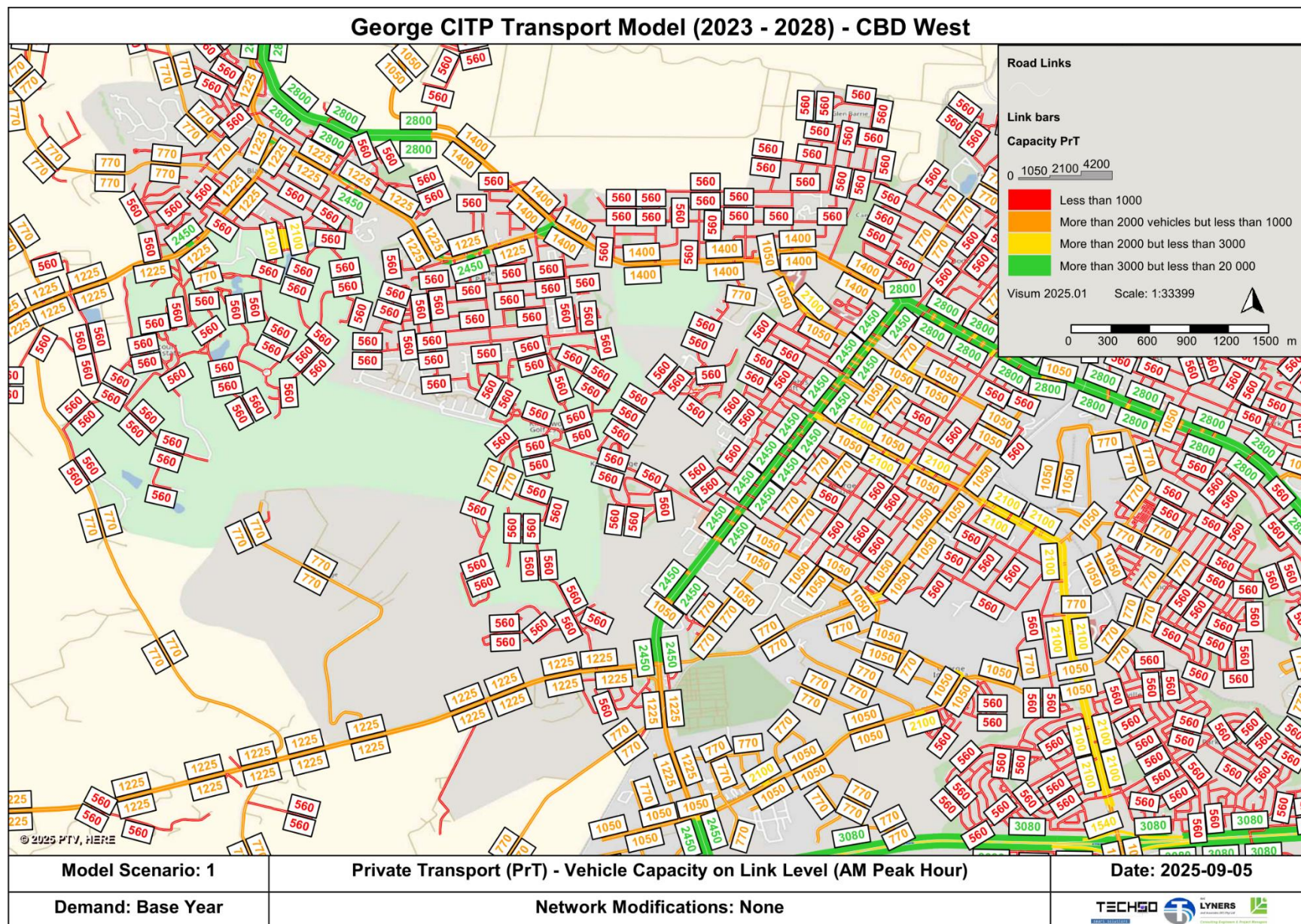


Figure G-27: Link capacities (measured in vehicles) for George, zoomed into CBD East (1/4), during the AM peak hour.



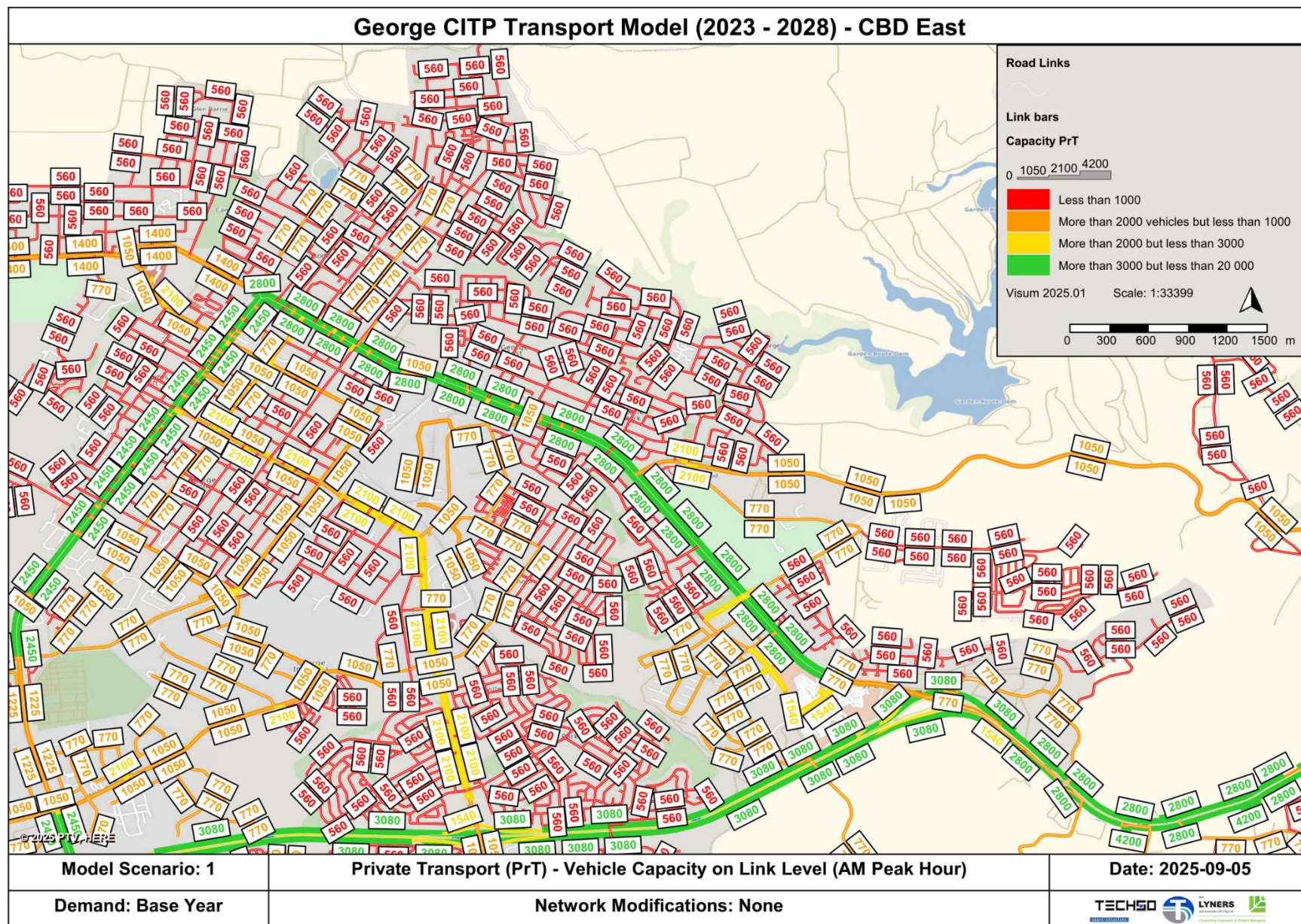


Figure G-28: Link capacities (measured in vehicles) for George, zoomed into CBD West (2/4), during the AM peak hour.



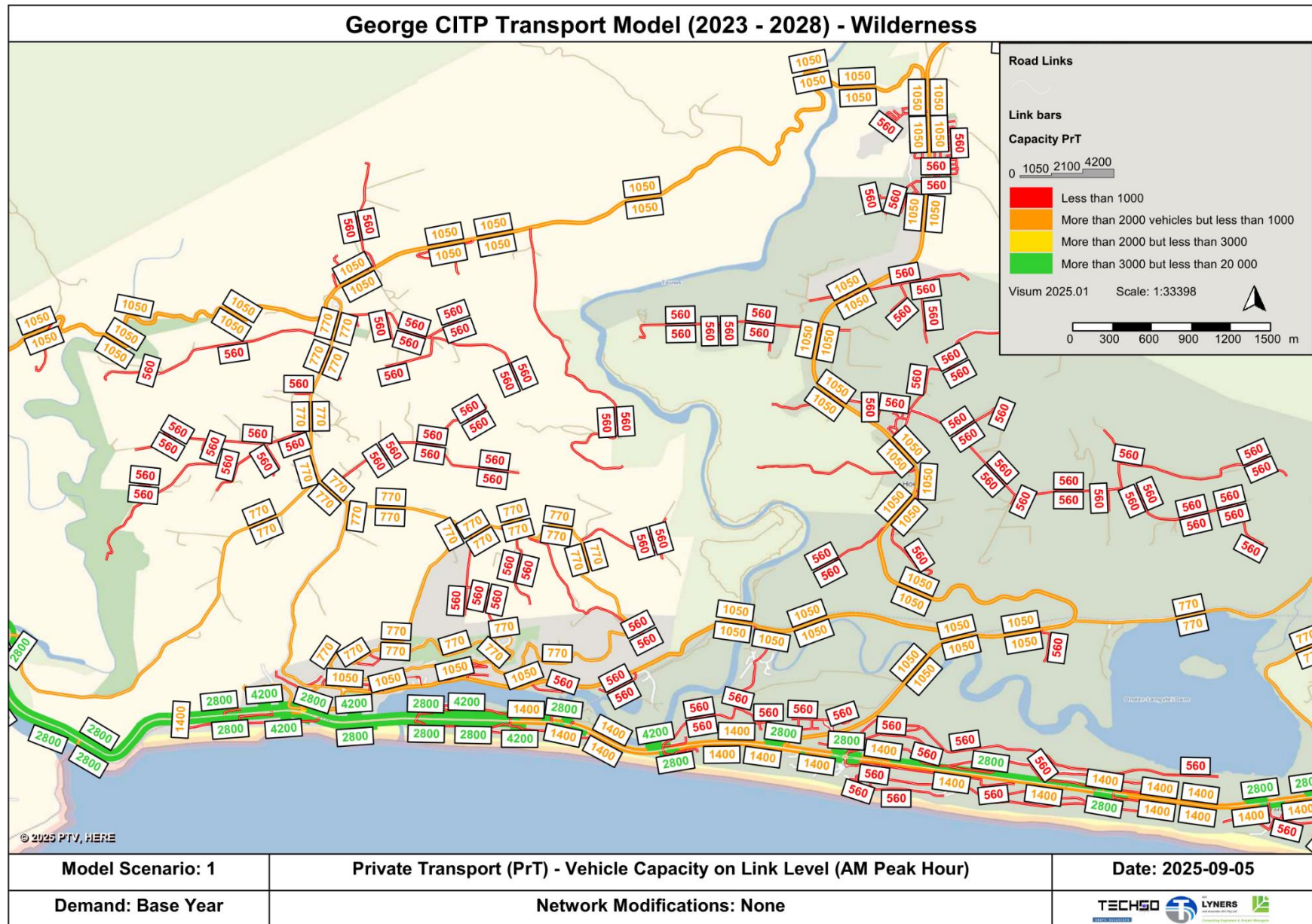


Figure G-29: Link capacities (measured in vehicles) for George, zoomed into Wilderness (3/4), during the AM peak hour.



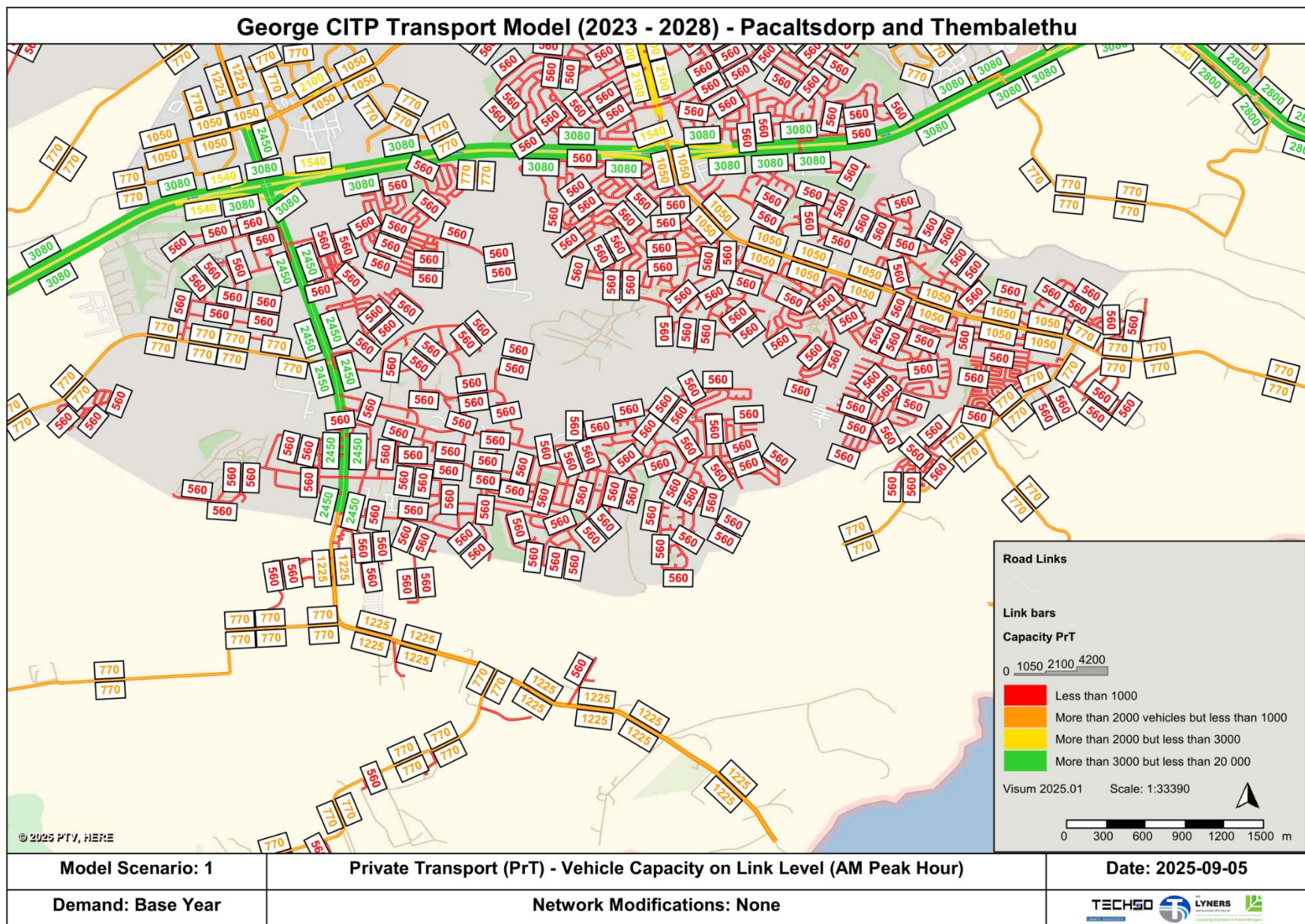
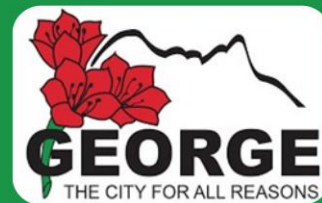


Figure G-30: Link capacities (measured in vehicles) for George, zoomed into Pacaltsdorp and Thembaalethu (4/4), during the AM peak hour.





FINAL

AUGUST 2024