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SENQU LOCAL MUNICIPALITY TRANSPORT STATUS QUO

STATUS QUO REPORT

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EXECUTIVE SUMMARY

This Status Quo Report documents the findings of Phase 2 of the Integrated Transport Plan (ITP) project for the Senqu Local Municipality (SLM). It establishes a comprehensive baseline of the municipality's current transport infrastructure, services, and operations. The analysis, based on a review of existing policies and primary data collected from passenger and NMT surveys (Feb-Mar 2026), diagnoses critical gaps and provides the evidence base for the subsequent Needs Analysis and Strategic Framework.

SLM is a predominantly rural municipality characterised by a dispersed settlement pattern, mountainous terrain, and a significant spatial mismatch between major economic nodes (Lady Grey, Barkly East) and high-density residential areas (Sterkspruit/Herschel). This legacy drives long-distance commuter movement and creates unique transport challenges.

Key Findings: Critical Deficits and Challenges

The report reveals a transport system under severe strain, defined by a lack of basic infrastructure, poor road conditions, and an institutional capacity vacuum.

- Public Transport: The system is dominated by the minibus-taxi industry (HUTA). Services are hampered by a restrictive hub-and-spoke model centred on Sterkspruit and a complete absence of formal facilities in all secondary nodes.
    - Sterkspruit: The primary hub suffers from critical infrastructure deficits, including poor ablution facilities, inadequate holding capacity, and no universal access.
    - Lady Grey, Barkly East, Rhodes: These nodes have no formal ranks, shelters, seating, or lighting, forcing commuters to wait in unsafe, exposed conditions. Rhodes is further isolated by an extremely limited service frequency (one trip out, one return per day), creating acute transport poverty.
    - Roads: The provincial access roads (R392, R393, R396) are in critically poor condition. The R393, in particular, is characterised by extensive, deep potholes that force vehicles to swerve unpredictably, creating extreme safety hazards. The transfer of the R392 to SANRAL presents a major opportunity for its rehabilitation.
- **Non-Motorised Transport (NMT):** Walking is a primary mode of transport, yet NMT infrastructure is virtually non-existent. There are no pedestrian crossings, sidewalks, or lighting on access routes to townships and public transport facilities. This creates severe pedestrian-vehicle conflict and extreme safety risks, especially for learners at schools like St Teresa and Tlokweng along the R393. Universal access features for persons with disabilities are completely absent across the municipality.
- **Institutional and Financial Capacity:** The municipality lacks a dedicated transport planning function, with no specialist staff for public transport or NMT. The Technical Services Directorate has a critical skills shortage and a maintenance budget that is grossly inadequate for the size of the road network. This limits the municipality's ability to plan, implement, and maintain transport infrastructure proactively.

Strategic Opportunities

Despite the significant challenges, the report identifies key opportunities for transformative intervention:

- The SANRAL-led rehabilitation of the R392 provides a platform to advocate for the inclusion of pedestrian facilities (lighting, crossings, sidewalks) at village nodes along the corridor.
- Catalytic projects identified in the Sterkspruit Urban Design Framework (UDF) can attract grant funding (e.g., NDPG) for targeted urban renewal and pedestrianisation.
- The Sterkspruit-Herschel corridor is identified as a strategic structuring element for land use and transport integration, offering potential for future mobility hubs.
- The District Development Model (DDM) offers a platform for strengthening intergovernmental coordination.

The status quo in Senqu LM is one of systemic deficit, where the lack of investment in both public transport and pedestrian infrastructure compromises commuter dignity, creates extreme safety risks, and constrains economic development. The findings confirm an urgent need for a strategic, integrated approach that prioritises the safety of vulnerable road users, rehabilitates critical road links, and builds institutional capacity. This report provides the necessary evidence base to guide investment and intervention in the Draft ITP.

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GLOSSARY OF TERMS AND ABBREVIATIONS

Delta BEC	Delta Built Environment Consultants
CAA	Civil Aviation Authority
CBD	Central Business District
CDW	Community Development Worker
COGTA	Cooperative Governance and Traditional Affairs
DDM	District Development Model
DEDEAT	Department of Economic Development, Environmental Affairs and Tourism
DLTC	Drivers Licence Testing Centre
DM	District Municipality
DoT	Department of Transport
DPWI	Department of Public Works and Infrastructure
DRDAR	Department of Rural Development and Agrarian Reform
DTPS	Development and Town Planning Services
EAP	Economically Active Population
EC	Eastern Cape
ECDoT	Eastern Cape Department of Transport
EPWP	Expanded Public Works Programme
ESCOM	Electricity Supply Commission
FABF	Barkly East Airport (ICAO code)
FBS	Free Basic Services
GDP	Gross Domestic Product
GRAP	Generally Recognised Accounting Practice
GVA	Gross Value Added
HDI	Human Development Index
HUTA	Herschel United Taxi Association
ICAO	International Civil Aviation Organization

IDP	Integrated Development Plan
IGR	Intergovernmental Relations
ISD	Institutional and Social Development
ITP	Integrated Transport Plan
JGDM	Joe Gqabi District Municipality
KPA	Key Performance Area
KPI	Key Performance Indicator
LED	Local Economic Development
LM	Local Municipality
MFMA	Municipal Finance Management Act
MIG	Municipal Infrastructure Grant
MPAC	Municipal Public Accounts Committee
MSA	Municipal Systems Act
MTREF	Medium-Term Revenue and Expenditure Framework
MTSF	Medium-Term Strategic Framework
NDP	National Development Plan
NDPG	Neighbourhood Development Partnership Grant
NLTA	National Land Transport Act
NMT	Non-Motorised Transport
NPO	Non-Profit Organisation
OLS	Operating Licence Strategy
PMS	Performance Management System
PMU	Project Management Unit
PPP	Public-Private Partnership / Public Participation Process
PRASA	Passenger Rail Agency of South Africa
PT	Public Transport
R&M	Repairs and Maintenance
RAMS	Rural Roads Asset Management System

RDP	Reconstruction and Development Programme
RRAMS	Rural Roads Asset Management System
SANRAL	South African National Roads Agency SOC Ltd
SANS	South African National Standard
SAPS	South African Police Service
SASSA	South African Social Security Agency
SCM	Supply Chain Management
SCOA	Standard Chart of Accounts
SDBIP	Service Delivery and Budget Implementation Plan
SDF	Spatial Development Framework
SEDA	Small Enterprise Development Agency
SLM	Senqu Local Municipality
SMME	Small, Medium and Micro Enterprise
SPLUMA	Spatial Planning and Land Use Management Act
SWOT	Strengths, Weaknesses, Opportunities, and Threats
ToR	Terms of Reference
TASK	T.A.S.K. Job Evaluation System
UDF	Urban Design Framework
VIP	Ventilated Improved Pit (latrine)
WSA	Water Services Authority
WSP	Water Services Provider / Workplace Skills Plan
WSIG	Water Services Infrastructure Grant

1 INTRODUCTION

1.1 PROJECT BACKGROUND

Senqu Local Municipality (SLM) is situated in the Joe Gqabi District Municipality (JGDM) of the Eastern Cape Province. It is a Category B municipality established through the merger of the former municipalities of Lady Grey, Barkly East, Sterkspruit, Rossouw, and Rhodes.

The municipality is characterised by a predominantly rural population (approximately 76%), dispersed settlement patterns, and a historic dependence on migrant labour. The spatial legacy of apartheid planning is evident: the primary economic nodes (Lady Grey, Barkly East) remain geographically distinct from the high-density residential areas (Sterkspruit/Herschel and the peripheral townships). This spatial mismatch generates significant and costly commuter movement.

The National Land Transport Act (NLTA), Act 5 of 2009, requires municipalities to develop and maintain Integrated Transport Plans (ITPs) to guide investment and regulate operations.

1.2 PURPOSE OF REPORT

In accordance with the Inception Report (Revision 00, January 2026), this Status Quo Report fulfils the requirements of Phase 2 of the project methodology. Its primary objectives are to:

- Provide a quantitative and qualitative inventory of the current transport infrastructure, services, and operations within the municipal area.
- Analyse the demographic, socio-economic, and spatial characteristics of the population to understand travel behaviour and demand.
- Diagnose the critical gaps, deficiencies, and failure points within the current system, including infrastructure, institutional, and financial constraints.
- Systematically capture and analyse the transport-related priorities identified through the IDP ward consultation process (2025/26) and the primary passenger and NMT surveys (Feb-Mar 2026).
- Provide the evidence base for the subsequent Needs Analysis, Strategic Framework, and Implementation Plan.

1.3 STRUCTURE OF REPORT

The report comprises the following sections:

- Section 2: Methodology and Data Sources
- Section 3: Policies and Strategy (Literature Review)
- Section 4: Socio-Demographic and Economic Status
- Section 5: Land Use and Integrated Spatial Vision
- Section 6: Institutional Structure
- Section 7: Public Transport and Road Infrastructure

- Section 8: Non-Motorised Transport (NMT)
- Section 9: Airports
- Section 10: Rail Network
- Section 11: Funding
- Section 12: Conclusion
- Section 13: References
- Appendix.

2 METHODOLOGY AND DATA SOURCES

This Status Quo Report has been prepared using a mixed-methods approach that integrates quantitative secondary data with qualitative primary data.

2.1 SECONDARY DATA REVIEW (DESKTOP STUDY)

- White Paper on National Transport Policy, 2017
- Department of Transport Draft Roads Policy
- Census 2011 & 2022: Statistics South Africa. Used for baseline demographics and household service levels.
- Community Survey 2016: StatsSA. Used for intercensal trends.
- S&P Global/IHS Markit (2024): Economic and labour market data (cited in IDP).
- Senqu LM IDP 2022-27 (Review 2025/26): Primary source for ward priorities, institutional structure, and budget.
- Senqu LM SDF (2022): Spatial logic and land use proposals.
- Sterkspruit UDF (2026): Specific catalytic transport projects.
- Joe Gqabi DM ITP (2010): Reviewed and critiqued as baseline.
- Department of Public Works & Roads (2025): Road network statistics.

2.2 PRIMARY DATA COLLECTION: SURVEY DESIGN AND IMPLEMENTATION

In accordance with the Inception Report, Delta BEC conducted primary passenger travel demand and Non-Motorised Transport (NMT) surveys during *February and March 2026*. This is the first large-scale primary transport survey conducted in Senqu LM since 2010.

2.2.1 Survey Instrument Design

The survey instruments were designed in alignment with the Department of Transport's guidelines for ITP development and were reviewed by the SLM Technical Steering Committee.

- **Passenger Travel Demand Survey:** A structured questionnaire (**Error! Reference source not found.**) capturing:
  - Respondent profile (age, gender, occupation).
  - Trip characteristics (origin, destination, purpose).
  - Transport mode, waiting time, in-vehicle time, number of transfers, trip cost.
  - Perception of infrastructure quality (ranks, shelters, lighting).
  - Perception of safety and service quality.
- **NMT Survey:** A structured questionnaire (**Error! Reference source not found.**) capturing:
  - Respondent profile and trip purpose.
  - Walking distance and frequency.

    - Availability, condition, width, and surface of sidewalks.
    - Obstructions and crossing facilities.
    - Perceived safety (traffic, crime, lighting).
    - Overall rating of NMT facilities.
- **Origin – Destination Roadside Surveys:** A roadside intercept survey (**Error! Reference source not found.**) was conducted to capture vehicle movement patterns, with a specific focus on traffic congestion within the Sterkspruit CBD. The survey instrument captured:
    - Trip origin and final destination.
    - Trip purpose and frequency.
    - Whether the trip involved a stop within Sterkspruit and the reason for stopping.
    - Time of entry into Sterkspruit and estimated delay due to congestion.
    - Route choice rationale and willingness to use a potential bypass.
    - Vehicle occupancy and vehicle type (sedan, taxi, bus, heavy goods vehicle, etc.).
- **Data Processing and Analysis:**
    - Raw data was captured using Excel templates.
    - Quality control checks were performed on 30% of surveys.
    - Analysis was conducted using Excel.
- **Traffic Counts**
    - Classified traffic counts are scheduled for April 2026 at strategic locations. This data will be appended to the Draft ITP.

3 POLICIES AND STRATEGY

This section aims to identify, review and highlight the existing policies and strategies which govern and guide the development of the Senqu Local Municipality Integrated Plan. These policies and strategies range from the national level, through the provincial level, to the district and local municipality levels.

3.1 NATIONAL LEVEL

The current national policies and strategies for different modes of transportation are briefly discussed in this section.

3.1.1 White Paper on National Transport Policy, 2017

The vision for the South African transport system in the White Paper on National Transport Policy is that of a system which will: "Provide safe, reliable, effective, efficient, and fully integrated transport operations and infrastructure which will best meet the needs of freight and passenger customers at improving levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable."

The broad goals and objectives of the Government's transport policy are listed below:

The following strategic transport goals were identified as prerequisites to the realisation of this vision:

- Support for the Reconstruction and Development Programme for meeting basic needs, growing the economy, developing human resources, and democratising decision-making.
- Enabling customers requiring transport for people or goods to access the transport system in ways which best satisfy their chosen criteria.
- Improving the safety, security, reliability, quality, and speed of transporting goods and people.
- Improving South Africa's competitiveness and that of its transport infrastructure and operations through greater effectiveness and efficiency to better meet the needs of different customer groups, both locally and globally.
- Investing in infrastructure or transport systems in ways that satisfy social, economic, or strategic investment criteria.
- Achieving the above objectives in a manner that is economically and environmentally sustainable and minimises negative side effects.

3.1.2 Department of Transport Draft Roads Policy

The Draft Roads Policy is intended to ensure alignment with national development priorities and to develop a national directive on how to improve the management

of road infrastructure. Policy statements on road infrastructure would focus on institutional arrangements, the management of road infrastructure, and technical capacity. Specific focus areas to be addressed in provincial and district policies would include maximising job creation, improve rural access, and supporting public transport by responding to user needs and promoting regional integration.

- Increase employment opportunities in the roads sector
- Prioritise employment creation in rural areas
- Road Authorities will work towards the improvement of roads to support the rural economy.
- Road Authorities should prioritise the improvement of rural access and mobility for rural communities.
- All Road Authorities are required to support and adopt a sustainable public transport approach.
- Public transport should be integrated with other transport modes and land use planning and prioritised within roads.

3.2 PROVINCIAL LEVEL

This section describes the key provincial transport policies and frameworks guiding the Eastern Cape Department of Transport (ECDoT) in relation to the Joe Gqabi District Municipality and Senqu Local Municipality.

3.2.1 Eastern Cape Transport Master Plan and Provincial Land Transport Framework (PLTF)

The Eastern Cape Department of Transport is guided by a hierarchy of strategic plans aimed at creating an efficient, safe, sustainable, and accessible transport system. The long-term vision for the province is encapsulated in the Integrated Roads and Transport Infrastructure Master Plan, which provides a 10-to-20-year planning horizon for life-cycle planning, service delivery, and long-term funding requirements (Eastern Cape Department of Transport, 2025, as cited in Eastern Cape Provincial Treasury, 2025).

To operationalise this master plan, the department is in the process of developing a draft Provincial Land Transportation Framework (PLTF) for the 2025/26 financial year (Eastern Cape Provincial Treasury, 2025). The PLTF is a critical five-year plan that states the provincial objectives and policies and describes the intended development of transport on a province-wide basis (National Land Transport Act, 2009). Its primary purpose is to regulate the transport system and contribute to the implementation of the broader Transport Master Plan (Eastern Cape Provincial Treasury, 2025).

For the 2025/26 financial year, the ECDoT has prioritised the following key areas in alignment with these frameworks (Eastern Cape Provincial Treasury, 2025):

- Infrastructure Investment: Focusing on the maintenance and preservation of the aging provincial road network to support economic growth. Key

priorities include improving roads leading to health facilities and schools and enhancing access to economic amenities.

- Planning and Regulation: Institutionalising the EC Transport Master Plan by finalising the draft PLTF and developing implementation plans for existing non-motorised transport (NMT) and public transport plans.
- Public Transport Services: Continuing to subsidise bus services (including routes in the Joe Gqabi District) to provide an affordable and reliable transportation system for communities.

These provincial priorities, particularly the focus on road maintenance and public transport planning, directly inform the strategic context within which Senqu Local Municipality must develop its Integrated Transport Plan (ITP).

3.3 DISTRICT LEVEL

The Joe Gqabi District Municipality focuses on policies that adapt to the growing urbanisation of the municipality.

3.3.1 Joe Gqabi Adopted Integrated Development Plan 2025-2026 Financial Year

The Integrated Transport Plan, adopted in 2004 and reviewed in 2011, adopted Rural Roads Asset Management in 2011 with a budget approved for the 2025/2026 financial year. This includes budgeting for both the Elundini Local Municipality and the Senqu Local Municipality for taxi ranks and for the Elundini Local Municipality to upgrade sidewalks and ablution facilities.

Key Challenges in maintenance and transportation were:

- Road classification can restrict various role players in the maintenance of roads, and is not responsive to community needs
- Municipalities do not have the financial resources in the short to medium term to build up the needed fleet to maintain roads, as roads are not an income-generating service.
- Surfaced roads and gravel roads, particularly those not covered by the DPRW SLA, are deteriorating
- Insufficient capacity to execute the district transport planning function

The district has the strategic objective of enabling universal access to basic services and building economic and social infrastructure. This is placed under the medium-term strategic framework mentioned previously. This is expanded under outcome 6 of the development plan to create an efficient, competitive and responsive economic infrastructure network. Under this outcome, Local Government plays an important role through these various functions concerning transport:

- Ensure spatial plans provide for commuter rail corridors, as well as other modes of public transport.
- Improve maintenance of municipal road networks
- Ensure basic infrastructure is in place and properly maintained

- Ensure proper maintenance and rehabilitation of the essential services infrastructure

Additionally, recommendations for an action plan for service delivery and infrastructure planning include:

- Coordinating the roads and planning forum
- Establishing a District Disaster Management that is compliant with the national minimum standards
- Indicating whether it has included the Sendai Framework of Action in its risk reduction strategies.

3.4 LOCAL LEVEL

Whilst not with a specific policy in place for transport, various strategies have been made to deal with certain issues, particularly for road maintenance.

3.4.1 Senqu Local Municipality Final IDP 2022-2027 Review 2025-2026

The Municipality does not have a Rural Roads Asset Management, as this is undertaken at a District level between Joe Gqabi and the National Department of Transport. Senqu has made enquiries about the possibility of having the programme due to the high number of rural roads and bridges which need immediate repair. The regional office is not aware and requires assistance from the provincial office.

3.4.2 Senqu Demographic Profile

The provincial priorities for 2017 that would educate Senqu's strategy towards infrastructure are to develop and implement a provincial spatial development framework that includes improving road network infrastructure through the Rapid Response Team and implementing the 2030 Infrastructure Plan.

3.5 SUMMARY

Throughout the policies studied above, from the national level to the local level, a common objective arises from the management of the rural roads, either in the maintenance or the access to these rural roads. From the national perspective, this would be ensuring rural access through better management by road authorities. This is translated into the understanding that there is a need for an improved road network at the Provincial level. The Joe Gqabi District holds the same view on developing a road network and has an action plan for coordinating the road planning forum. This is educated by the same issue seen by the Senqu local municipality of rural road and bridge repairs. The Senqu Local Municipality, however, wishes to have a Road Authority of its own to address this problem.

4 SOCIO-DEMOGRAPHIC AND ECONOMIC STATUS

The purpose of this chapter is to provide a descriptive analysis of the Eastern Cape using the Community Survey (SA, 2016) and the South African Census datasets.

4.1 OVERVIEW OF THE EASTERN CAPE PROVINCE

By 2020, 75.8% of the Eastern Cape population lived in formal dwellings, while 16.3% lived in informal dwellings. Income sources were similar across the district and local municipalities: 47.1% received income from grants, 33.7% from salaries, 11.8% from remittances, 3.3% from business, and 3.1% from pensions.

Travel expenditure showed that most people (40.7%) spent between R800 and R1 799 per month, with 64.1% spending relatively little on travel.

Most drivers owned a car, bakkie, or wagon (76.3%), while 15.7% owned a minibus or kombi. The main mode of transport was taxis, used by 65.7% of the population. Complaints varied: 21.4% raised concerns about road conditions, 19.7% about unavailable buses, 10.8% about the cost of taxi travel, and 2.5% prioritised security from crime over accident safety. Nearly equal percentages mentioned flexibility (10.0%) and reliability (9.8%) as important factors in travel.

4.2 OVERVIEW OF THE JOE GQABI DISTRICT MUNICIPALITY

By 2020, 72.2% lived in formal dwellings, 2.1% in informal dwellings and 25.7% in traditional dwellings. These workers mainly receive income from grants (51.4%), 29.0% from salaries, 10.4% from remittances, 7.0% from income from a business, 1.7% from a pension and 0.4% from other sources.

The majority of households (63.2%) use a household car/bakkie/station wagon. Taxis being too expensive was stated as the second most important transport problem by 21.1% of households in the district. The poor condition of the roads is the most important concern in the district.

4.3 OVERVIEW OF THE SENQU LOCAL MUNICIPALITY

The population of the Senqu local municipality as of 2022 stands at 147 073. Women are the greater percentage at 53.2%, and men at 46.8%; this is believed to be due to rural-urban migration. The number of households is 124 294 with an average household size of 3.2. The unemployment rate in Senqu LM has increased from 25.5% in 2010 to 35.8% in 2020.

The dominant language is isiXhosa, followed by IsiHlubi, seSotho, Afrikaans and English. Over 90% (97.2%) of the population are black Africans, followed by whites, who are slightly higher (1.3%) than the coloured (0.9%) and Asian (0.42%) communities. The majority live in the rural area, 76.46%, which has been affected by the growing trend of urban migration, whilst 23.54% live in urban areas. There

has also been an outward migration trend from Joe Gqabi District Municipality to other Districts. Senqu has a young population.

As of 2023, Senqu's population density is 19.9 people per square kilometre, higher than Joe Gqabi (15.1 people/km²) but lower than the Eastern Cape overall (42.9 people/km²). The Human Development Index (HDI) in Senqu is 0.585, compared with 0.592 in Joe Gqabi, 0.615 in the Eastern Cape, and 0.661 nationally. The Gini coefficient, which measures income inequality, was 0.57 in 2023, slightly lower than Joe Gqabi (0.58) and the Eastern Cape (0.606). The poverty rate in Senqu was 32.0% in 2023.

Education levels are improving. Only 10.7% of the population has no schooling. In 2023, 16 200 people had only a matric certificate, up from 10 500 in 2013.Crime has increased slightly over the past decade. From 2013/2014 to 2023/2024, overall crime rose by 2.23%, with violent crime up 2.39% and property crime up 0.83%.

Unemployment in Senqu is high. In 2023, the rate was 39.1%, which is higher than the national rate of 32.7% and Joe Gqabi's 26.03%, but lower than the Eastern Cape's 41.4%. About 8.99% of people lived on R30 000 or less per year, while the largest income group (R54 000–R72 000) included 6 110 people.

By 2016, household services in Senqu were as follows: 78.5% of households had access to formal housing, 17.3% lived in informal housing, and 0.1% in other types of housing. Of these households, 72.2% had access to piped water, 93.2% had energy for lighting, and 6.8% had access to energy for cooking. Only 13.0% had refuse collected weekly, while the majority (79.5%) used their own refuse dump.

Within households, the dependency ratio was 72.4%, the sex ratio was 85.7%, and the poverty headcount ratio was reported as 0.0%. Access to cellular phones was high, at 89.1%.

Education levels were as follows: 10.7% had no schooling, 17.7% had some primary education, and 41.1% had some secondary education.

5 LAND USE AND INTEGRATED SPATIAL VISION

This section presents the town planning/urban planning status quo for the Senqu Local Municipality study area, focusing on the primary and secondary settlements of Barkly East, Lady Grey, Sterkspruit, Rhodes, Rossouw and Herschel. It establishes the baseline spatial development context, including settlement hierarchy and functional roles, spatial form, land-use drivers, development constraints, and service-delivery factors that shape accessibility and movement patterns, so that subsequent Local Integrated Transport Plan (LITP) proposals can be grounded in the municipality's existing spatial logic and can be prioritised in a defensible manner.

5.1 STUDY AREA CONTEXT AND SETTLEMENT SYSTEM

Senqu Local Municipality comprises the towns of Lady Grey (including Transwilger and Khwezi-Naledi), Barkly East (including Nkululeko and Fairview), Sterkspruit, Rhodes (including Zakhele), Rossouw and Herschel, together with commercial farms and numerous rural villages. The municipality is described as predominantly rural, with extensive mountainous areas and a dispersed settlement pattern; it includes 85 villages, three major urban centres (Lady Grey, Barkly East and Sterkspruit), and three minor hamlets (Rossouw, Rhodes and Herschel).

Table 5-1: Settlement hierarchy and functional role

SETTLEMENT	HIERARCHY (MUNICIPAL FRAMING)	STATUS QUO ROLE IN THE SETTLEMENT SYSTEM
Sterkspruit	Major urban centre / primary node	High-order service/retail centre with strong regional pull and significant growth pressure
Lady Grey	Major urban centre / primary node	Administrative/service node; constrained by topography; township integration and managed growth required
Barkly East	Major urban centre / primary node	Scenic/tourism node with agribusiness/agro-processing and industrial potential; focus on infill and efficient linkages
Herschel	Minor urban hamlet / secondary node	Service node within the Sterkspruit functional region; intended subordinate role to Sterkspruit with corridor integration potential
Rhodes	Minor urban hamlet / tourism node	Minor service centre and tourism gateway to the Southern Drakensberg; physically constrained growth environment
Rossouw	Minor urban hamlet / secondary node	Very small service node; limited economic base and low growth pressure

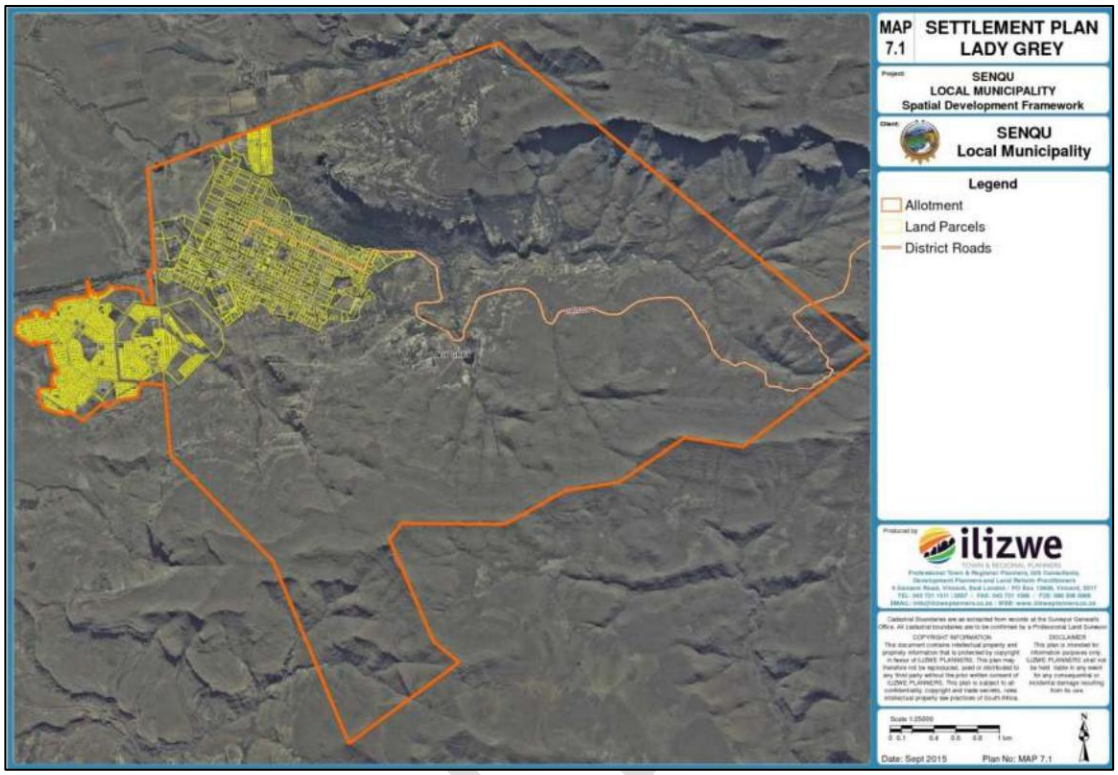

Figure 5-1: Lady Grey Settlement Plan

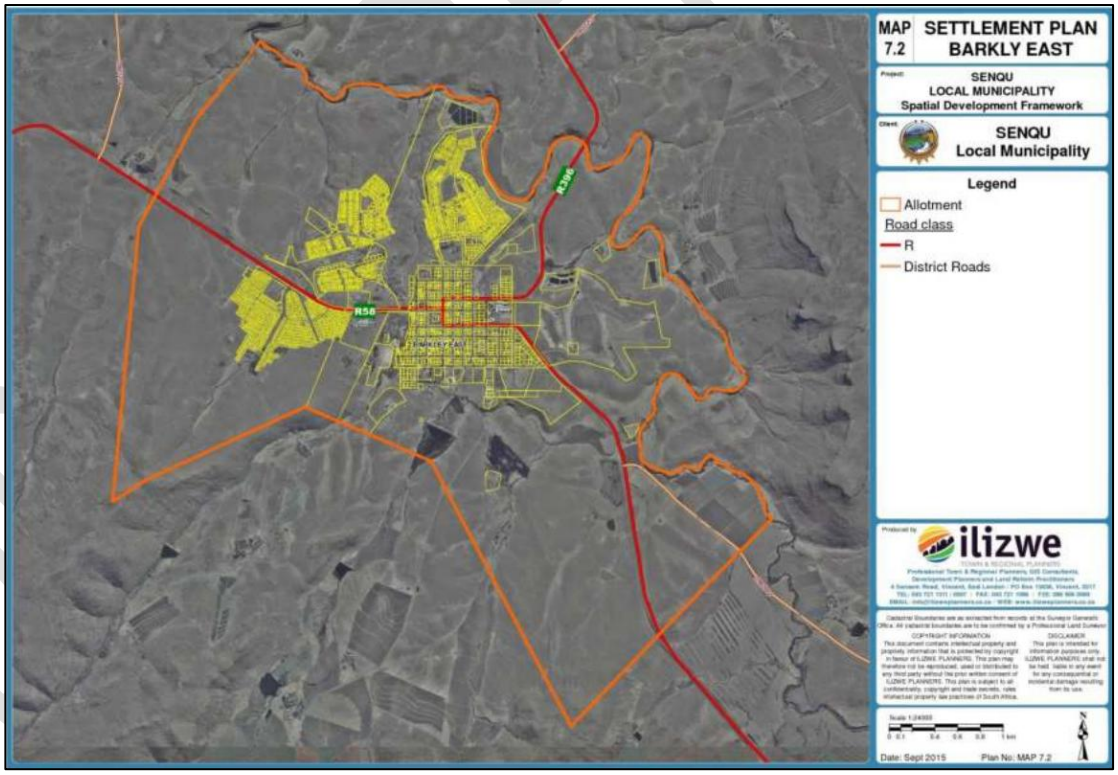

Figure 5-2: Barkly East Settlement Plan

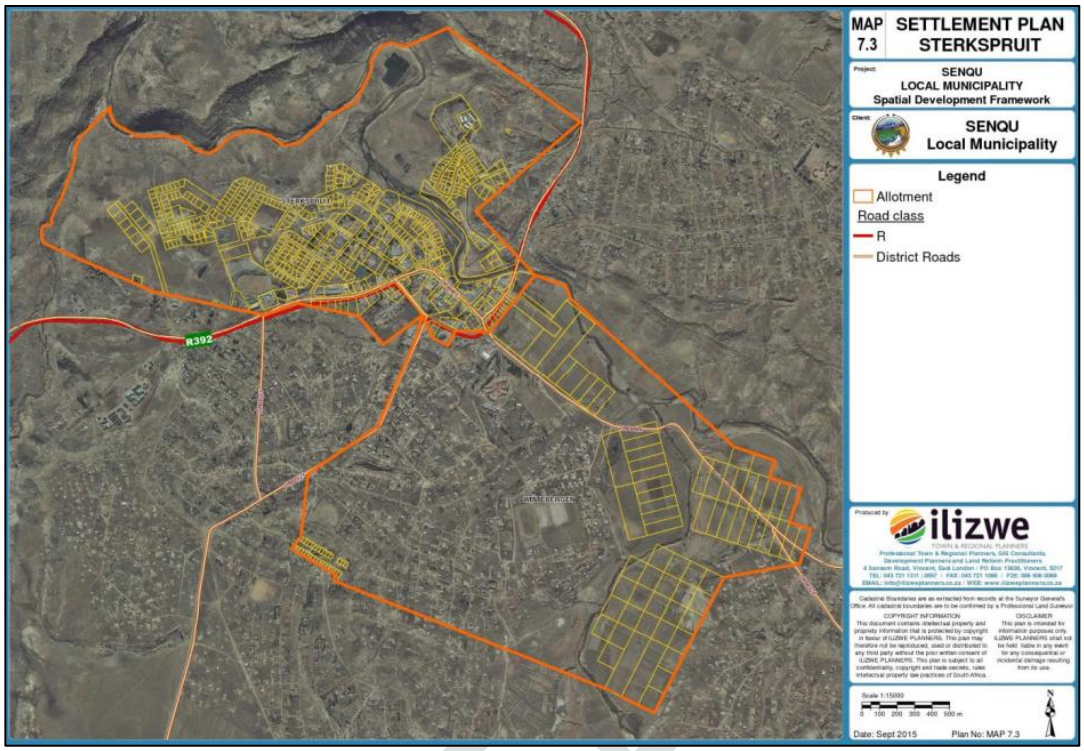

Figure 5-3: Sterkspruit Settlement Plan

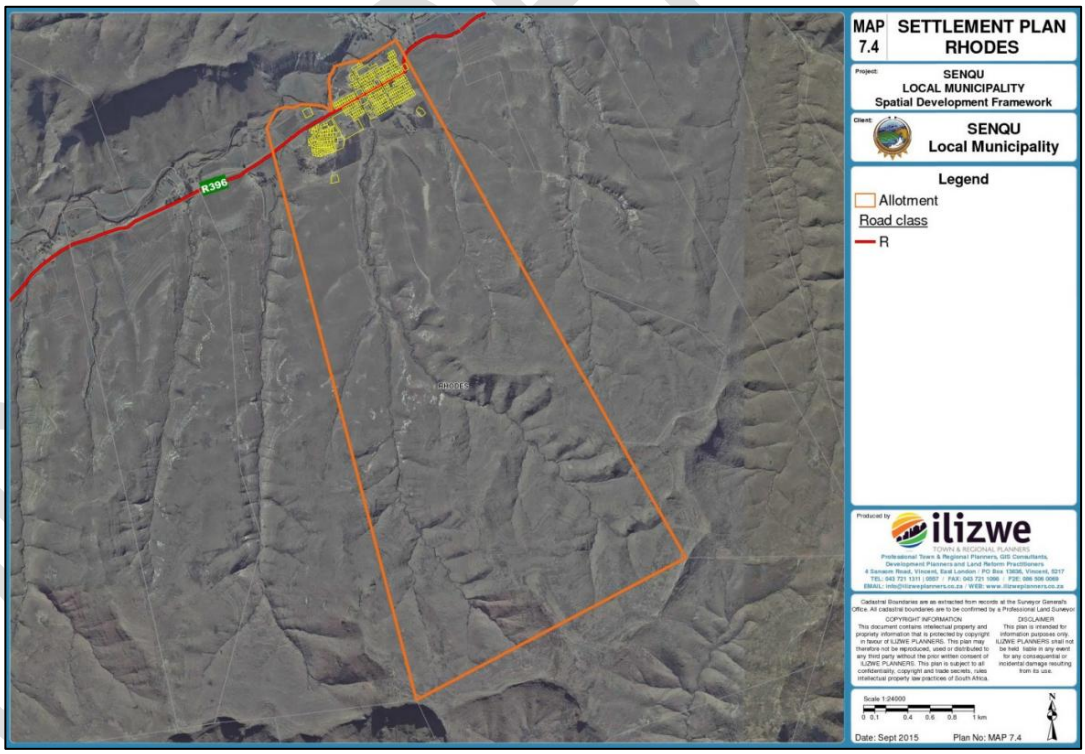

Figure 5-4: Rhodes Settlement Plan

5.2 SPATIAL STRUCTURING ELEMENTS, CORRIDORS AND LINKAGES

The Senqu SDF identifies key structuring elements that influence settlement form and accessibility, including the R58, the R396, a closed railway line and stations, and

the main towns (Sterkspruit, Lady Grey, Barkly East and Rhodes). Road network constraints are material: the R58 is identified as the main route through the area, and a number of tarred passes become hazardous in winter conditions (e.g., Kraai River Pass on the R58 between Lady Grey and Barkly East).

From a land-use perspective, the SDF's conceptual development logic highlights inaccessibility as a key constraint for a rural municipality and explicitly notes that accessibility to Rhodes should be improved to strengthen tourism and visitor movement, with the R396 identified as the key linkage to Rhodes/Tiffindell.

These structuring elements provide the spatial basis for understanding settlement interaction and accessibility constraints, and they inform the population distribution and settlement trends discussed in the section below.

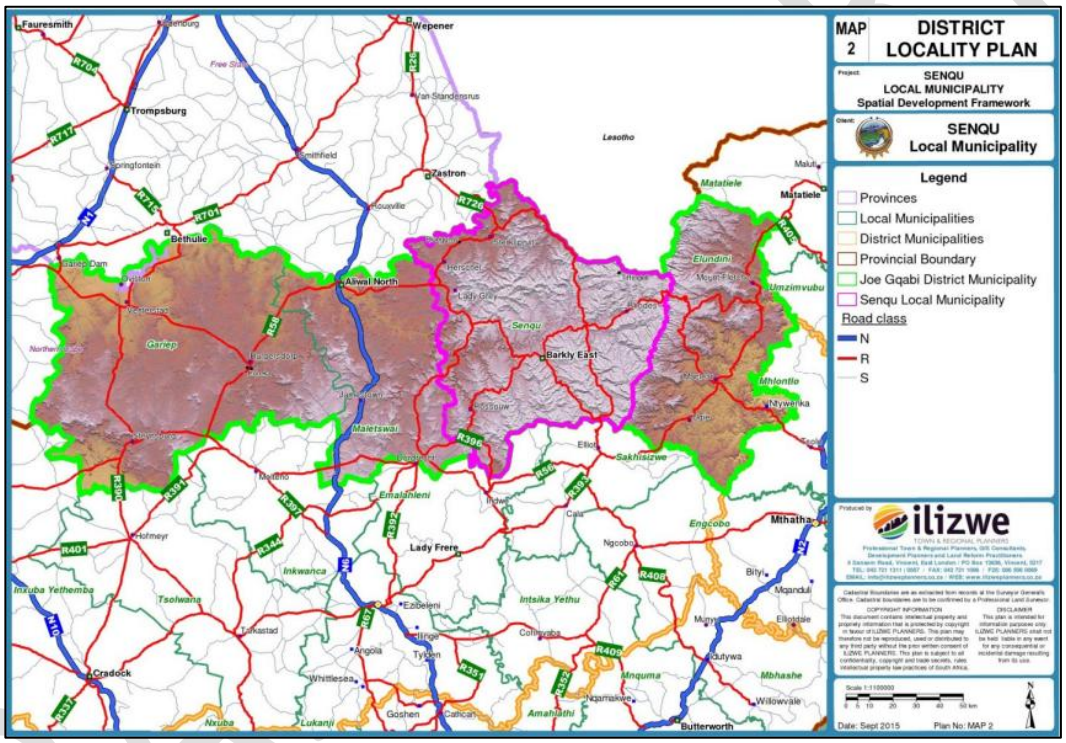

Figure 5-5: District Locality Plan

5.3 POPULATION DISTRIBUTION AND SETTLEMENT TREND

The IDP provides a consolidated view of population distribution for the key towns and rural areas. The IDP further notes a trend of urban in-migration, where villages are expanding toward the urban centre of Sterkspruit, and similarly, growth pressures are evident near Herschel from surrounding villages.

The town planning status quo profiles that follow interpret these population patterns alongside each town's land use structure, growth pressures, and constraints, to establish a clear spatial baseline for the LITP needs assessment.

Table 5-2: Population Distribution (Key Towns)

SETTLEMENT	POPULATION (PEOPLE)
Sterkspruit (main urban area)	11 399
Barkly East	9 986
Lady Grey	7 023
Herschel	2 189
Rhodes	696
Rossouw	284

5.4 LAND USE STRUCTURE AND LAND USE PLAN

The land use structure of Senqu Local Municipality reflects a predominantly rural settlement system supported by a small number of urban nodes. The Land Use Plan provides a consolidated spatial snapshot of the municipality's settlement footprint, key land use patterns within the primary towns, and the location of activity areas that function as trip generators (such as town centres, public facilities, and service nodes). This baseline is used to interpret how land use distribution and settlement form influence accessibility and movement demand, and it provides the spatial reference for the town-by-town status quo profiles that follow.

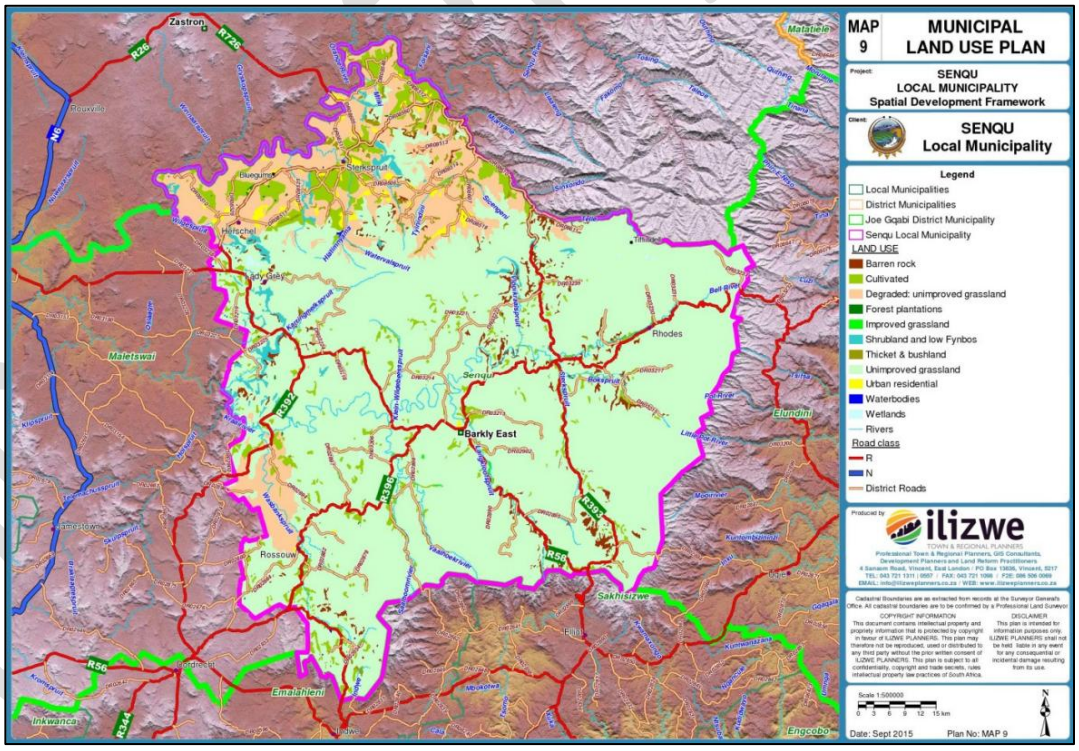

Figure 5-6: Senqu Local Municipality Land Use Plan

5.4.1 Sterkspruit

Sterkspruit is framed as the economic hub and high-order service centre, accommodating demand from surrounding smaller towns and settlements; this creates strong pressure on movement and town-centre functioning. The IDP identifies the need for more coherent movement planning in and around Sterkspruit, highlighting pedestrian/vehicular congestion and the role of the main road and rank environment.

Spatial provision is made for CBD expansion, additional retail/office/banking services near Sterkspruit Plaza, a proposed upgrade of a gravel road to support a mixed-use precinct, and an adjacent industrial precinct. The IDP/SDF logic also proposes a mixed-use corridor/activity spine between Sterkspruit and Herschel, intended to reinforce nodes, improve land use transport integration, and reduce congestion pressures.

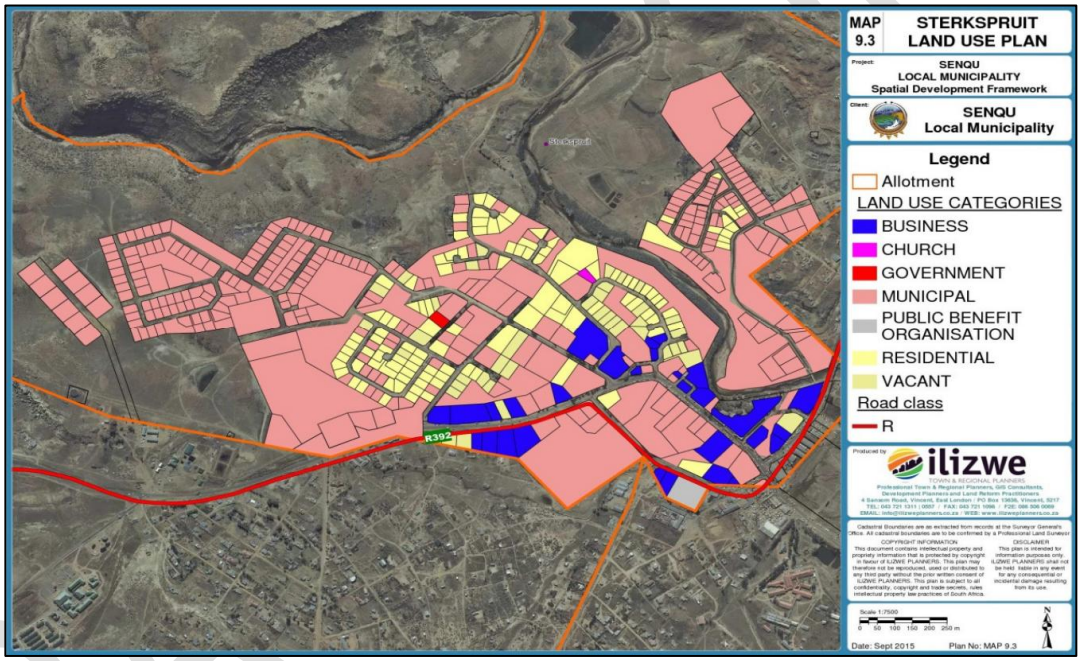

Figure 5-7: Sterkspruit Land Use Plan

Table 5-3: Status quo summary – Sterkspruit

THEME	STATUS QUO INPUTS (PLANNING)
Node role	High-order service/retail hub serving surrounding settlements
Spatial form issues	Limited coherent spatial structure: public facilities and informal activity patterns influence accessibility
Development direction	CBD expansion + mixed-use and industrial precincts proposed; upgrade of key gravel road to support investment
Key mobility-sensitive issues	Significant pedestrian/vehicular conflicts; taxi-rank environment and main-road congestion requires structured response

THEME	STATUS QUO INPUTS (PLANNING)
Planning implication for LITP	Node prioritisation is high; integrate corridor interventions toward Herschel and target town-centre walkability/NMT safety and access management

5.4.2 Lady Grey

Lady Grey is identified as the administrative centre for Senqu, with a spatial logic guided by its administrative function, industrial land potential, river frontage and existing railway infrastructure, and heritage/tourism potential. The land-use pattern is described as reflecting an apartheid-era fragmented form (town versus Khwezi-Naledi township), and the SDF highlights topographical constraints to the east, with more feasible development land to the west and north.

The SDF further notes land earmarked for future low- and medium-income residential development north of Burnet Street, with a portion affected by an oxidation pond buffer.

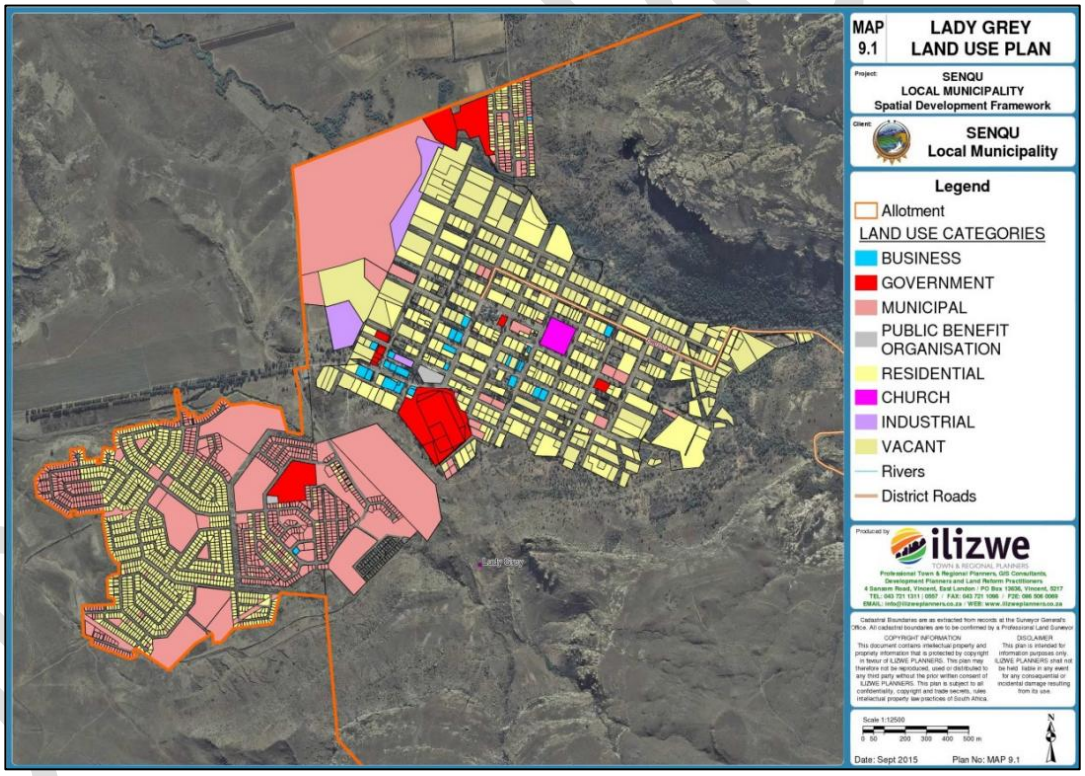

Figure 5-8: Lady Grey Land Use Plan

Table 5-4: Status quo summary – Lady Grey

THEME	STATUS QUO INPUTS (PLANNING)
Node role	Administrative/service node with tourism and heritage assets
Spatial form issues	Apartheid-era fragmentation; township integration and managed growth required

THEME	STATUS QUO INPUTS (PLANNING)
Development constraints	Steep/mountainous land east of town limits expansion; better land west/north
Housing/land direction	Future low- and medium-income residential area north of Burnet Street (partly constrained by buffer)
Planning implication for LITP	Emphasis on township–town linkages, internal accessibility, and aligning movement corridors with feasible growth directions

5.4.3 Barkly East

The SDF/IDP planning logic positions Barkly East as a scenic town with strong potential linked to agribusiness/agro-processing/agri-tourism, with industrial precinct development supported by strategic access routes and longer-term rail functionality. The SDF proposes that the urban edge remain as is, citing the potential for densification within the town boundary and the upscaling of existing industrial activities.

From a movement-sensitive planning perspective, Barkly East's main access routes are the R58 and R396; the R396 is noted as a gravel road, requiring upgrades to strengthen connectivity between Barkly East and Rhodes. The SDF further proposes loop roads and a major link road from the CBD via the proposed industrial precinct to the R58, to reduce congestion by diverting heavy vehicles away from primary internal streets.

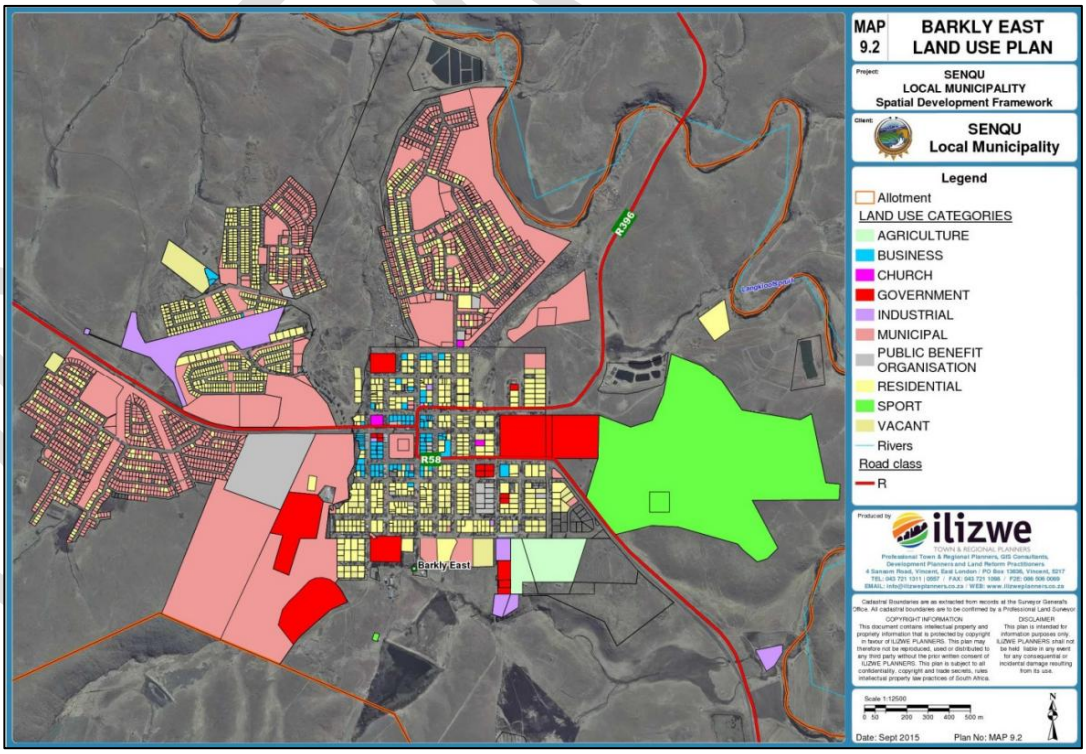

Figure 5-9: Barkly East Land Use Plan

Table 5-5: Status quo summary – Barkly East

THEME	STATUS QUO INPUTS (PLANNING)
Node role	Primary node with tourism character and agribusiness/industrial potential
Urban edge/growth management	Urban edge to remain; densification potential within boundary; scope to scale industrial activity
Key linkages	R58 and R396 structure access; R396 upgrade needed for Barkly East–Rhodes connectivity
Movement-sensitive spatial proposals	Loop roads + CBD–industrial–R58 link road to reduce heavy-vehicle congestion on main streets
Planning implication for LITP	Prioritise access upgrades supporting economic precincts and safer town-centre movement; protect the internal street network from heavy-vehicle conflict

5.4.4 Herschel

The SDF highlights Herschel's high development potential driven by the number of people in the greater Sterkspruit/Herschel area and explicitly frames Herschel as a subordinate town to Sterkspruit, intended to help divert some traffic pressure away from the Sterkspruit CBD, subject to enabling investment conditions.

Residential expansion planning identifies three land units totalling approximately 66 hectares, with LU1 and LU2 requiring planning and formalisation, and LU3 (±40 hectares) earmarked for future government-funded housing. The SDF further links future investment to the proposed mixed-use corridor between Herschel and Sterkspruit.

Table 5-6: Status quo summary – Herschel

THEME	STATUS QUO INPUTS (PLANNING)
Node role	Secondary service node within the Sterkspruit functional region; subordinate-town strategy
Development constraints/opportunities	High development potential but needs enabling investment and infrastructure coordination
Land/housing planning	Three land units (~66 ha); LU1/LU2 informal/unstructured requiring formalisation; LU3 earmarked for govt-funded housing
Strategic integration	Mixed-use corridor linkage to Sterkspruit is a key structuring proposal for investment and accessibility
Planning implication for LITP	Corridor-based interventions and node strengthening should be prioritised to reduce Sterkspruit pressure and improve access for settlements along the linkage

5.4.5 Rhodes

Rhodes is described as a minor service centre and tourism node, serving the surrounding rural hinterland and functioning as a gateway to the Southern Drakensberg. The SDF identifies rural accessibility as a constraint and explicitly motivates improved access to Rhodes to support tourism, noting that the key linkage to Rhodes/Tiffindell is via the R396. From a growth-management standpoint, the SDF notes that the prospects for urban expansion in Rhodes are very low, due to surrounding high mountains and limited suitable land, and because infrastructure extension would be expensive.

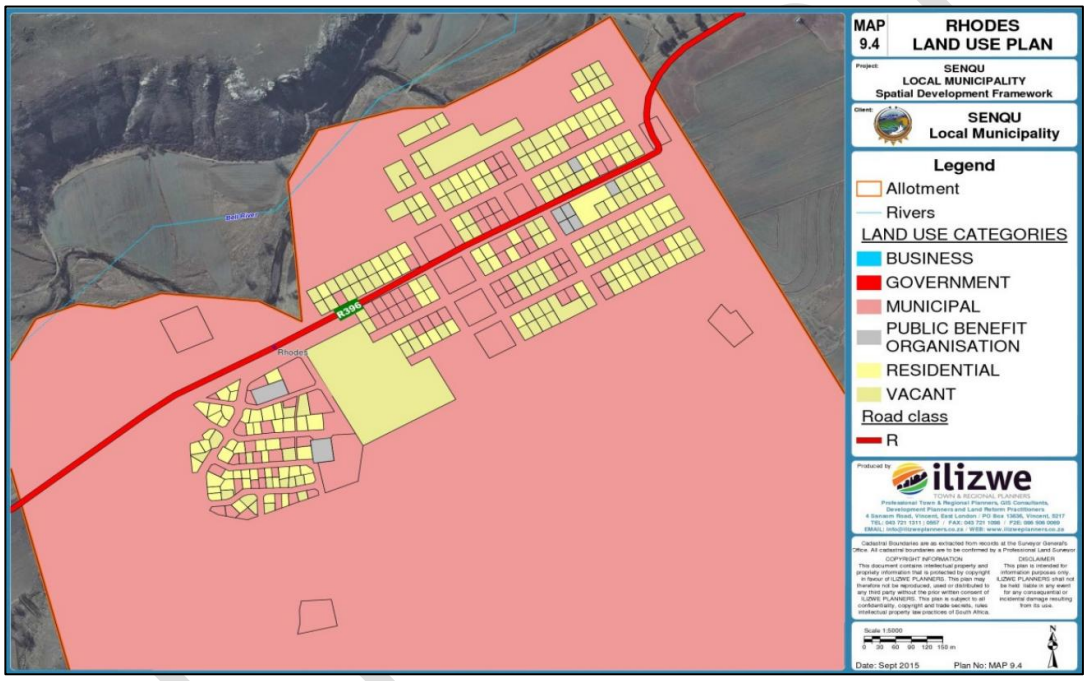

Figure 5-10: Rhodes Land Use Plan

Table 5-7: Status quo summary – Rhodes

THEME	STATUS QUO INPUTS (PLANNING)
Node role	Minor service centre and tourism gateway (Southern Drakensberg/Tiffindell linkage)
Growth constraints	Surrounded by high mountains, limited suitable land, and infrastructure expansion costs are high
Critical linkage	R396 is key for Rhodes/Tiffindell access; improved accessibility supports the tourism economy
Planning implication for LITP	Prioritise reliable access (resilience) and targeted town-centre movement safety without assuming significant spatial expansion

5.4.6 Rossouw

Rossouw is categorised as a minor service node serving the rural hinterland and surrounding settlements. The SDF notes that urban expansion prospects are very low and indicates that, while there may be land available, the local economy is described as virtually non-existent, implying limited pressure for significant spatial expansion.

Ward-based priorities reinforce service and access constraints in the Rossouw area, including provincial roads, school/pre-school, clinic needs, and water/sanitation issues.

Table 5-8: Status quo summary – Rossouw

THEME	STATUS QUO INPUTS (PLANNING)
Node role	Minor service node for surrounding rural hinterland
Growth/economic context	Low urban expansion prospects; economy described as virtually non-existent despite land availability
Local access/service priorities	Provincial roads and basic service/community facility priorities identified (clinic, school, water/sanitation)
Planning implication for LITP	Focus on basic access, rural mobility, and safety improvements rather than major urban restructuring

5.5 BASIC SERVICES AND ENVIRONMENTAL CONSTRAINTS AFFECTING SPATIAL PERFORMANCE

Service delivery constraints shape settlement sustainability and directly affect movement patterns (e.g., water outages, sanitation backlogs, waste facility requirements). The IDP notes sanitation backlogs and that a bucket system is still operating in Rhodes and Barkly East. It further identifies towns experiencing water shortages as Herschel, Lady Grey and Rossouw, with Sterkspruit flagged as potentially at risk of shortages in the near future. Water sources are described as including Jozanashoek Dam (Sterkspruit), Lady Grey Dam, Barkly East Dam, as well as boreholes and rivers.

Waste management infrastructure is uneven: the municipality has two operational licensed landfill sites in Lady Grey and Barkly East, with Rossouw and Herschel permitted and under construction; Sterkspruit's site is licensed for closure, and the replacement site has experienced delays and community objections. Refuse removal is operated weekly in Barkly East, Sterkspruit, Rhodes and Lady Grey, with material service gaps in coverage.

Table 5-9: Basic services constraints – key status quo flags

SERVICE THEME	STATUS QUO CONSIDERATIONS RELEVANT TO LITP
Water	Shortages noted in Herschel, Lady Grey, Rossouw; Sterkspruit potentially at risk; drought and rural outages influence travel to service nodes

SERVICE THEME	STATUS QUO CONSIDERATIONS RELEVANT TO LITP
Sanitation	Backlogs persist; bucket system still operating in Rhodes and Barkly East (near graveyard), shaping public environment and settlement quality
Waste	Licensed landfill sites operational at Lady Grey and Barkly East; replacement and new sites (Sterkspruit/Rhodes/Rossouw/Herschel) require coordinated access and implementation planning

5.6 PLANNING IMPLICATIONS TO BE CARRIED FORWARD INTO THE LITP NEED ASSESSMENT

The settlement hierarchy and corridor logic imply that Sterkspruit, Lady Grey and Barkly East function as the principal consolidation nodes, while Rhodes, Herschel and Rossouw require targeted access and service-support interventions that reflect their scale and constraints. The proposed Sterkspruit–Herschel mixed-use corridor/activity spine provides a clear land use–transport integration opportunity that should be tested and translated into spatially targeted transport proposals (mobility hubs, NMT improvements, access management and phased corridor investment).

Rhodes' tourism role and growth constraints point toward a strategy that prioritises resilient access and destination connectivity rather than major expansion-led infrastructure assumptions, with the R396 linkage a critical planning reference.

5.7 CONCLUSION: TOWN PLANNING STATUS QUO (SPATIAL & LAND – USE CONTEXT)

In conclusion, the Senqu Local Municipality settlement system is characterised by a predominantly rural and dispersed settlement pattern supported by three primary service nodes: Sterkspruit, Lady Grey and Barkly East, and a set of smaller secondary settlements, Herschel, Rhodes and Rossouw, which perform more limited service and/or tourism roles. This hierarchy, together with mountainous terrain, long travel distances, and uneven levels of basic service performance, shapes accessibility and movement demand and reinforces strong functional dependence on the primary towns for higher-order services and economic opportunity. The status quo further confirms that land use–transport integration will be critical to achieving an implementable LITP: interventions should prioritise consolidation and improved internal accessibility within the primary nodes; support the Sterkspruit–Herschel corridor/activity spine as a strategic structuring opportunity; strengthen resilient tourism access to Rhodes via the R396 without assuming major urban expansion; and respond to settlement sustainability constraints (water, sanitation and waste) that influence mobility behaviour and public environment outcomes. Collectively, these findings establish a defensible planning baseline to guide the subsequent needs assessment and the spatial prioritisation of transport investments.

6 INSTITUTIONAL STRUCTURE

This chapter assesses the institutional arrangements, organisational capacity, and human resources available within the Senqu Local Municipality for transport planning, infrastructure delivery, and ongoing operations and maintenance. Understanding the institutional framework is critical for identifying capacity constraints and informing realistic recommendations for the ITP.

6.1 MUNICIPAL POWERS AND FUNCTIONS

The powers and functions of Senqu Local Municipality are defined by the Constitution of South Africa (1996) and the Local Government: Municipal Structures Act (117 of 1998). Transport-related functions are distributed across national, provincial, and local government spheres.

6.1.1 Transport Functions by Sphere

Table 6-1: Transport Functions by Sphere

SPHERE	TRANSPORT FUNCTIONS	RESPONSIBLE AUTHORITY
National	National roads (N routes); rail network; civil aviation; national transport policy and regulation	SANRAL; Transnet; PRASA; CAA; Department of Transport
Provincial	Provincial roads (R routes); public transport regulation (operating licences); scholar transport; provincial transport planning	Eastern Cape Department of Transport (ECDoT)
District (JGDM)	District-wide transport planning (ITP); roads and transport forum coordination; certain roads maintenance (via SLA with ECDoT)	Joe Gqabi District Municipality
Local (Senqu LM)	Municipal roads and streets; stormwater management; street lighting; traffic and parking regulation; public transport infrastructure (ranks, shelters, pick-up points)	Senqu Local Municipality

6.1.2 Senqu LM Transport-Related Functions

In terms of Section 156 of the Republic of South Africa's Constitution and Part B of Schedule 4 and 5, Senqu LM is responsible for the following transport-related functions shown in Table 6-2.

Table 6-2: Senqu LM Transport-Related Functions

FUNCTION	RESPONSIBLE DEPARTMENT	CURRENT CAPACITY
Municipal roads	Technical Services	Limited; insufficient budget and plant fleet
Stormwater management	Technical Services	Inadequate; no updated master plan
Street lighting	Technical Services	Ongoing maintenance; backlogs in townships
Traffic and parking	Community Services	Limited enforcement capacity
Licensing of vehicles	Community Services	eNatis services available in Lady Grey, Barkly East, Sterkspruit
Public transport infrastructure	Technical Services / Community Services	No dedicated capacity, functions performed on an ad-hoc basis

Table 6-3 below indicates the critical gaps in transport functions within the SLM.

Table 6-3: Critical Gaps in Transport Functions

FUNCTION	GAP	IMPLICATION
Public transport planning	No dedicated transport planner - function not assigned to any department.	No proactive planning for Public Transport (PT) infrastructure; limited engagement with provincial OLS; poor integration of PT into land use planning.
Public transport infrastructure maintenance	No dedicated budget or staff for rank and shelter maintenance.	Facilities (where they exist) deteriorate rapidly; no programme for upgrading informal pick-up points.
NMT planning and implementation	Function not formally assigned; no NMT policy or standards.	Pedestrian facilities provided on an ad-hoc basis; no network planning; universal access ignored.
Transportation engineering	Limited in-house capacity; reliance on consultants for design and project management.	Project delays; limited ability to develop and implement capital projects without external support.
Function	Responsible Department	Current Capacity
Municipal roads	Technical Services	Limited; insufficient budget and plant fleet

6.1.3 Organisational Structure and Staffing

The municipal administration is headed by the Municipal Manager, Mr T.A. Mawonga, supported by four directors heading core departments, as presented in

Table 6-4 below (Senqu Local Municipality, 2026. *Municipal Administration*. Available at: https://senqu.gov.za/administration/ (Accessed: 27 February 2026)).

Table 6-4: Administrative Leadership

POSITION	INCUMBENT	KEY TRANSPORT-RELATED RESPONSIBILITIES
Municipal Manager	Mr T.A. Mawonga	Overall accountability; strategic oversight
Chief Financial Officer	Mr K. Fourie	Budget allocation; financial management; grant funding
Director: Technical Services	Vacant	Roads; stormwater; street lighting; municipal infrastructure
Director: Community Services	Ms N. Nyezi	Traffic enforcement; licensing; public safety
Director: Development & Town Planning	Mr L.B.A. Lekhu	Land use planning; spatial development; integration with transport
Director: Corporate Services	Ms N. Mjikela	Human resources; administrative support

6.1.4 Technical Services Directorate

The Technical Services Directorate is the primary department responsible for transport infrastructure. The directorate is structured into several sections, indicated in Table 6-5 below.

Table 6-5: Technical Services Directorate

SECTION	KEY TRANSPORT FUNCTIONS
Roads Section	Maintenance of municipal roads; pothole repairs; grading of gravel roads; stormwater management
Electrical Section	Street lighting installation and maintenance; traffic signals (limited)
Project Management Unit (PMU)	Management of MIG and other capital projects (roads, bridges, pedestrian facilities)
Fleet Management	Maintenance of municipal plant fleet (graders, TLBs, trucks)
ISD Unit	Community liaison; project steering committees

6.1.5 Staffing Levels and Vacancies

The IDP notes that the Technical Services Directorate has a **34% vacancy rate**, with critical shortages in engineering, artisan, and plant operator positions, as shown in Table 6-6 below (Senqu IDP 2022-27, p. 86).

Table 6-6: Technical Services Directorate – Funded vs. Vacant Posts (2025/26)

OCCUPATIONAL LEVEL	FUNDED POSTS	VACANT POSTS	NOTES
Technical Services	64	5	7.8%
Municipal Manager	17	2	11.8%
Corporate Services	37	1	2.7%
Budget & Treasury	42	1	2.4%
Community Services	120	7	5.8%
Town Planning Services	12	0	0%
Total Municipality	292	16	5.5%

6.1.6 Key Staffing Constraints

Table 6-7 summarises the critical staffing constraints within Senqu Local Municipality's transport-related functions and their direct implications for service delivery, infrastructure planning, and project implementation. These constraints are derived from the institutional analysis, departmental vacancy data, and observed performance gaps in transport infrastructure maintenance and development.

Table 6-7: Key Staffing Constraints

CONSTRAINT	IMPACT
Director: Technical Services vacant	Critical leadership gap. No strategic direction for transport infrastructure; limited representation in key intergovernmental forums (District Roads Forum, ECDoT, SANRAL); delays in decision-making on roads, stormwater, and capital projects; weakened advocacy for provincial road rehabilitation (R58, R393, R396); project implementation lacks senior oversight.
5 unfunded posts within Technical Services	While the overall vacancy rate (7.8%) is not extreme, the specific nature of the unfilled posts (likely engineering, artisan, or supervisory roles) creates critical skills shortages that directly impact service delivery and project implementation.
No dedicated transport planner	No proactive planning for public transport or NMT infrastructure; limited engagement with provincial Operating Licence Board (OLB); poor integration of transport and land use planning; no capacity to develop PT facility upgrade programmes.
Artisan and plant operator gaps (assumed)	Maintenance backlogs likely to increase; routine repairs (potholes, streetlights, plant equipment) may be delayed; potential reliance on contractors for work that could be done in-house.
No dedicated NMT specialist	Pedestrian facilities ignored or provided in ad-hoc, uncoordinated manner; universal access requirements not considered; high-risk areas (schools, access roads) remain unaddressed.

6.1.7 Intergovernmental Relations and Coordination

The Joe Gqabi District Municipality is responsible for the District ITP (currently the outdated 2010 plan). Key coordination structures are shown on Table 6-8 below.

Table 6-8: District – Local Coordination

STRUCTURE	FREQUENCY	SENQU PARTICIPATION	EFFECTIVENESS
District Roads and Transport Forum	Quarterly	Technical representation	Limited; meetings irregular; outcomes not always implemented
DIMAFO (District Mayors Forum)	Quarterly	Political representation	Effective for high-level advocacy
IDP Representative Forum	Quarterly	Technical and political	Effective for IDP alignment

6.1.8 Provincial – Local Coordination

Coordination with the Eastern Cape Department of Transport (ECDoT) occurs through:

- Operating Licence Board (OLB) processes: Senqu has minimal engagement; no dedicated transport planner to review licence applications.
- Roads maintenance planning: Limited consultation on provincial roads priorities (R58, R392, R393, R396).
- Scholar transport: Department of Education-led; limited municipal involvement.

6.2 INSTITUTIONAL STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS

This section presents a structured SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis of the transport system within Senqu Local Municipality, with a specific focus on public transport and non-motorised transport (NMT) infrastructure. The analysis synthesises the key findings from the preceding chapters, drawing on the detailed nodal assessments, institutional review, and financial analysis to identify the internal strengths and weaknesses of the current system, as well as the external opportunities and threats that will shape its future development. The SWOT analysis provides a strategic framework for prioritising interventions and informing the development of the Draft Integrated Transport Plan.

6.2.1 Strengths

1) Stable administrative leadership with clear reporting lines
2) Established Technical Services directorate with defined responsibilities.
3) Functional PMU for capital project management.

4) Traffic law enforcement and licensing functions are operational.
5) Good political participation in district coordination structures.

6.2.2 Weaknesses

1) No dedicated transport planning function or staff.
2) Vacancy rate in Technical Services; critical skills shortages.
3) Inadequate maintenance budget relative to network size.
4) No dedicated budget or staff for PT infrastructure.
5) No NMT policy, standards, or specialist capacity.
6) Outdated 2010 District ITP – no current guiding framework.
7) Limited engagement with provincial OLS and transport planning.

6.2.3 Opportunities

1) SANRAL takeover of R392 provides rehabilitation without municipal cost.
2) Potential to create dedicated transport planning post through grant funding.
3) UDF catalytic projects can attract NDPG and other grant funding.
4) Strengthen intergovernmental engagement through DDM structures.

6.2.4 Threats

1) Continued deterioration of provincial roads (R58, R393, R396) without municipal control.
2) Loss of skills through retirement or resignation without succession planning.
3) Increased demand for services without corresponding budget increases.
4) Unfunded mandates from provincial and national governments.

7 PUBLIC TRANSPORT AND ROAD INFRASTRUCTURE

This chapter provides a comprehensive assessment of the public transport system within the Senqu Local Municipality. It examines the regulatory and institutional framework governing public transport operations, profiles the dominant minibus-taxi industry (HUTA), and presents a detailed, node-by-node evaluation of public transport infrastructure across the municipality's key settlements, such as Sterkspruit, Herschel, Lady Grey, Barkly East, Rhodes, and the R393 corridor to the Telle Bridge Border Post. The analysis identifies critical deficiencies in facilities, service levels, and operational models, establishing a clear baseline from which strategic interventions will be developed in the Draft ITP.

7.1 ROAD NETWORK AND AUTHORITY

The management and maintenance of the road network within Senqu Local Municipality is shared among several authorities, each with distinct powers and functions as defined by the Constitution and relevant legislation. Understanding this jurisdictional split is critical for clarifying responsibility for infrastructure backlogs and future maintenance. The road network and authorities are indicated on Figure 7-1 below.

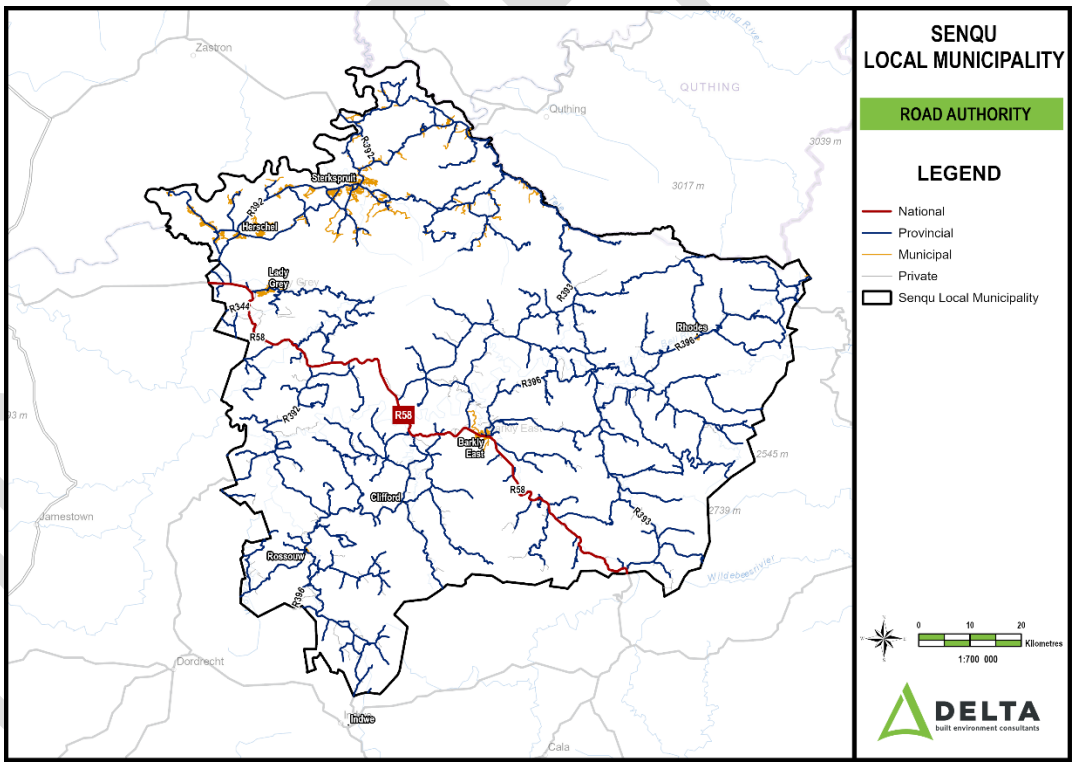

Figure 7-1: Road Network and Authority

7.2 REGULATORY AND INSTITUTIONAL FRAMEWORK

The public transport environment in Senqu Local Municipality is governed by the National Land Transport Act (NLTA), Act no. 5 of 2009. However, the municipality's role is limited by its status as a non-transport authority.

Table 7-1: Institutional Roles and Responsibilities

INSTITUTION	RESPONSIBILITY	CURRENT PERFORMANCE
Eastern Cape Department of Transport (ECDoT)	Administration of operating licences; contracting of subsidised services; regulation of public transport.	Limited engagement with SLM; outdated Operating Licence Strategy (OLS).
Joe Gqabi District Municipality	District ITP (2010); planning authority.	ITP severely outdated (2010). No reflection of current demand.
Senqu Local Municipality	Provision and maintenance of PT infrastructure; land use planning; traffic law enforcement.	Minimal capacity. No dedicated transport planner. Infrastructure provision inadequate.

7.2.1 Operating Licence Strategy (OLS)

The current OLS for the district is contained within the 2010 JGDM ITP. This strategy is severely outdated and does not reflect:

- Population growth in Sterkspruit and surrounding villages (147,703 in 2022 vs. 134,150 in 2011).
- New residential developments.
- Current demand for long-distance travel to Gauteng, Western Cape, and Free State.
- Cross-border dynamics with Lesotho through the Telle Bridge.
- The emergence of Rhodes as a tourism node with specific transport needs.

Critical Gap: SLM has no dedicated transport planner and minimal engagement with the provincial Operating Licence Administration Office. This results in operating licences being approved without adequate consideration of local spatial plans, infrastructure capacity, or community needs.

7.3 MINIBUS-TAXI OPERATIONS: HUTA PROFILE

The minibus-taxi industry is the dominant mode of public transport in Senqu, accounting for the vast majority of all motorised public transport trips across all nodes.

7.3.1 The Herschel United Taxi Association (HUTA)

The primary taxi association operating in the municipal area is HUTA. It serves Sterkspruit, Herschel, Lady Grey, Barkly East, Rhodes, and the entire R393 corridor.

Table 7-2: HUTA Operational Profile (2025)

PARAMETER	DETAILS
Registered Members	*To be confirmed by ECDoT*
Total Vehicles	*To be confirmed by ECDoT*
Operating Licences Held	*To be confirmed by ECDoT*
Vehicle Types	Minibus taxis (predominantly Toyota Quantum); some sedans for longer distances
Primary Operating Area	Sterkspruit, Herschel, Lady Grey, Barkly East, Rhodes, R393 corridor, Telle Bridge
Local Routes	20+ routes serving villages and towns within Senqu
Long-Distance Routes	Maletswai (Aliwal North), Johannesburg, Welkom, Bloemfontein, Komani, Secunda, Cape Town
Operational Model	Hub-and-Spoke centred on Sterkspruit (all trips must start/end at Sterkspruit rank)
Peak Periods	Month-end (SASSA payouts); holiday seasons (Easter, Christmas)

7.3.2 Operational Constraints and Challenges

1) **Restrictive Operating Model:**
   a) The hub-and-spoke model requires all vehicles to start and end their trips at the Sterkspruit rank.
   b) Direct village-to-village trips are prohibited.
   c) This forces passengers travelling between, for example, Lady Grey and Barkly East, to travel via Sterkspruit, increasing travel time and cost.
   d) It concentrates all traffic in the already congested Sterkspruit CBD.
2) **Informal Operations in Secondary Nodes:**
   a) Lady Grey, Barkly East, and Rhodes have no formal ranks, relying entirely on informal kerbside pick-up.
   b) This creates confusion for passengers, congestion for general traffic, and unsafe waiting conditions.
3) **Vehicle Condition and Maintenance:**
   a) Vehicle ages and conditions vary significantly.
   b) No centralised maintenance facility or regular inspection regime exists.
   c) The absence of a local roadworthy testing centre (until the completion of the Sterkspruit DLTC) has historically been a barrier to efficient compliance.
4) **Driver Professionalism:**
   a) While many drivers are experienced, the lack of formal training programmes and the pressure of the hub-and-spoke model can lead to reckless driving, speeding, and poor vehicle maintenance.

7.4 PUBLIC TRANSPORT INFRASTRUCTURE BY NODE

This section provides a detailed, node-by-node assessment of public transport infrastructure across the six key areas within SLM: Sterkspruit, Herschel, Lady Grey, Barkly East, Rhodes, and the R393 corridor to Telle Bridge Border Post. Figure 7-2 below indicated the available formal and informal public transport facilities across the SLM.

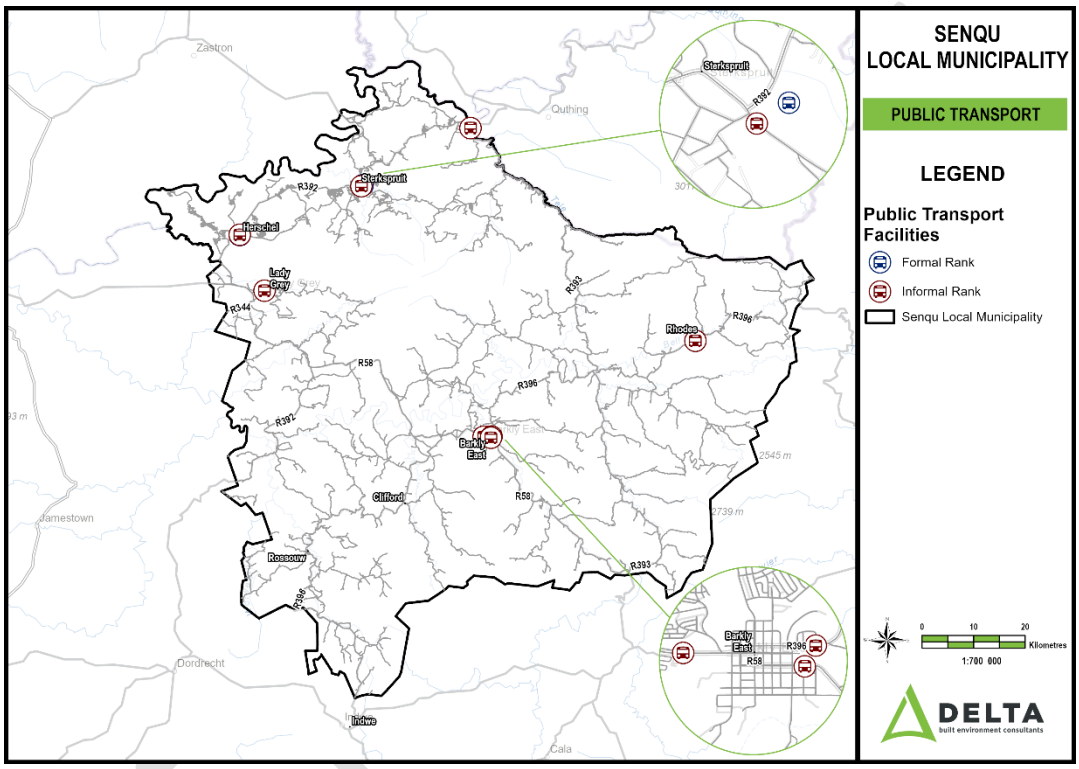

Figure 7-2: Public Transport Facilities within the SLM

Table 7-3: Public Transport Infrastructure by Node – Summary Matrix

NODE / AREA	FORMAL TAXI RANK	BUS FACILITIES	SHELTER	SEATING	LIGHTING	ABLUTION	SIGNAGE	OVERALL RATING
Sterkspruit	Yes	Yes (new bus rank)	Yes	Limited	Partial	Yes (poor)	No	Fair / Poor
Herschel	Yes	No	Yes	No	No	No	No	Poor
Lady Grey	No	No	No	No	No	No	No	Very Poor
Barkly East	No	No	No	No	No	No	No	Very Poor
Rhodes	No	No	No	No	No	No	No	Very Poor
R393 Corridor	No	No	No	No	No	No	No	Very Poor

7.5 ROAD NETWORK CONDITIONS

A comprehensive assessment of the road network within Senqu Local Municipality was undertaken to establish a baseline of surface conditions. The findings, illustrated in the accompanying map, reveal a network under significant stress, with the majority of roads rated as in a poor to very conditions as illustrated on Figure 7-3 below.

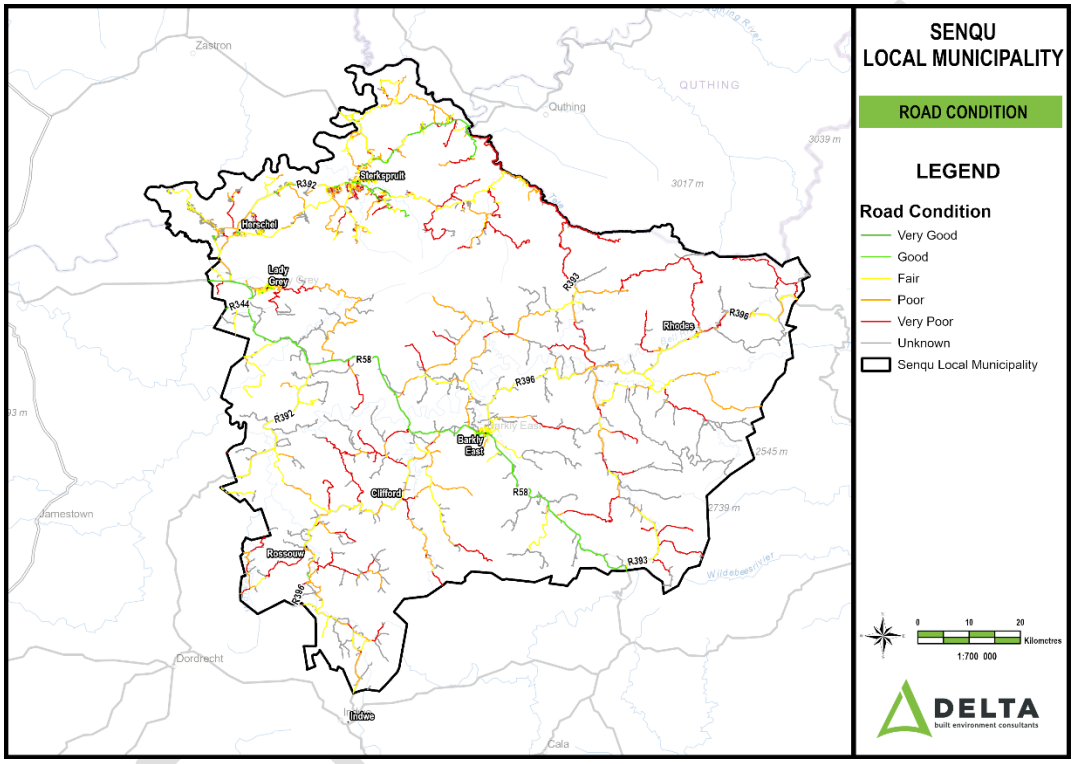

Figure 7-3: Road Network Conditions

7.5.1 Sterkspruit

7.5.1.1 Nodal Function and Demand

Sterkspruit functions as the primary transport hub for the entire Senqu LM and attracts demand from:

- All surrounding towns (Lady Grey, Barkly East, Herschel, Rhodes)
- Rural villages within the Sterkspruit sub-region
- Lesotho residents via the Telle Bridge (most cross-border travellers use Sterkspruit as their primary service town)

Residents travel to Sterkspruit to access services not available elsewhere:

- Banks and financial services (ABSA, Capitec, Standard Bank, Postbank)
- Major retail (Shoprite, Boxer, PEP, Ackermans, various clothing, hardware stores, etc)
- Long-distance transport to Gauteng, Western Cape, and Free State
- Educational institutions (Ikhala TVET College, several secondary schools)

- Government services (Thusong Centre, Home Affairs, SASSA, Department of Employment and Labour)
- Healthcare (Empilweni Hospital, Umlamli Hospital, numerous clinics)

7.5.1.2 Infrastructure Assessment: Sterkspruit Taxi Rank

Figure 7-4: Sterkspruit Taxi Rank

Table 7-4: Sterkspruit Taxi Rank – Detailed Facility Audit

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Rank Type	Formal	Leased to HUTA; municipally owned	N/A
Shelter Coverage	Partial	Covers the waiting areas but might not be sufficient during peak times.	Low
Seating Capacity	Limited	Inadequate for peak volumes	High
Lighting	Partial	Some areas lit; dark spots in peripheral waiting areas	Medium
Ablution Facilities	Yes (male/female)	Poor condition. Broken fixtures, lack of water, poor hygiene, no disability access.	Critical
Ablution Maintenance	Irregular	Complaints from users about cleanliness and functionality	High
Holding Area Capacity	Inadequate	Insufficient space for queuing taxis; vehicles spill onto adjacent streets	High

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Surface Condition	Fair	Some potholes and uneven surfaces	Medium
Hawker Management	Poor	Informal traders obstruct pedestrian and vehicle access; no designated vending areas	High
Disability Access	None	No tactile paving or accessible ablution	Critical
Waste Management	Poor	Insufficient bins; litter accumulation	Medium

7.5.1.3 New Bus Rank (Long-Distance)

A newly developed bus rank (shown in Figure 7-5: Sterkspruit Bus Rank (Long-Distance), adjacent to the main taxi rank, serves long-distance destinations. This facility represents a significant opportunity.

Figure 7-5: Sterkspruit Bus Rank (Long-Distance)

Table 7-5: Sterkspruit Bus Rank

FEATURE	STATUS	OBSERVATIONS
Facility Type	Formal bus rank	Still under construction
Destinations Served	Western Cape, Gauteng, Free State	
Frequency	Weekly services; more frequent during holiday peaks	
Integration with Local PT	Poor	No designated pedestrian connection to main taxi rank, passengers walk across informal areas
Shelter	Yes	Adequate
Lighting	Yes	Good

FEATURE	STATUS	OBSERVATIONS
Ablution	Yes	New, functional
Signage	Yes	Destination information displayed

7.5.1.4 Access Roads to Sterkspruit

The roads leading into and out of Sterkspruit are in very poor condition.

Table 7-6: Access Road Condition Assessment

ROAD	SURFACE TYPE	CONDITION	OBSERVATIONS
R392 (Lady Grey to Sterkspruit)	Surfaced	Poor	Extensive potholes, sections resemble gravel; faded markings; no shoulder
R393 (Telle Bridge to Sterkspruit)	Surfaced	Very Poor	Large, deep potholes; vehicles swerve unpredictably; high crash risk
Access from Herschel	Surfaced	Poor	Potholes; poor drainage; edge break
Internal CBD Streets	Poor	Fair to Poor	Potholes; poor lighting; faded mar

7.5.1.5 R392 within Sterkspruit Town Centre – Holiday Congestion

Within Sterkspruit town centre, the R392 functions as the main arterial road, carrying all traffic to and from the surrounding rural areas, Lesotho (via R393), and the Free State (via R726). During peak holiday periods, particularly Easter, Christmas, and the year-end holidays, this section of the R392 experiences extreme congestion. Traffic volumes far exceed the design capacity of the road, resulting in complete gridlock that extends beyond the town centre. The situation is exacerbated by the convergence of long-distance traffic (buses and taxis heading to Gauteng, Western Cape, and Free State), local minibus-taxis loading and off-loading passengers, private vehicles, and significant pedestrian movement.

Critically, the existing traffic signals at the key intersection become completely ineffective under these peak conditions. The signal timing cannot accommodate the traffic volumes, and driver frustration leads to disregard for traffic lights, with motorists blocking intersections, creating gridlock, and preventing cross-traffic from moving. The traffic signals, designed for normal daily flows, are overwhelmed and offer no relief. Figure 7-6 illustrates the severity of this congestion during a peak holiday period, highlighting the breakdown of traffic management and the urgent need for a comprehensive traffic management plan for the Sterkspruit CBD.

Figure 7-6: R392 Sterkspruit Town Centre – Holiday Congestion

Outside of peak holiday periods, month-ends, and weekends, traffic flow along the R392 through Sterkspruit town centre returns to a more relaxed and manageable state, as illustrated in Figure 7-7. Volumes are significantly lower, consisting primarily of local commuters, scholars, and residents accessing daily services.

However, even under these normal traffic conditions, significant operational and safety challenges persist. Vehicles frequently park on or encroach onto pedestrian walkways, forcing pedestrians into the road reserve. Informal vendors occupy pedestrian walkways, obstructing footpaths and further channelling pedestrians into conflict with moving vehicles. This results in a chaotic environment where pedestrians, including scholars and the elderly, are compelled to walk in between stationary and moving vehicles, creating a continuous safety hazard despite the reduced traffic volumes.

Figure 7-7: Sterkspruit - Normal Traffic Conditions

7.5.1.6 Key Findings – The poor condition of access roads

- Increases vehicle operating costs for taxi operators (tyres, suspension, fuel).
- These costs are passed on to passengers through fares.
- Causes vehicle damage and delays.
- Deters private vehicle trips, potentially suppressing economic activity.
- Creates safety hazards, particularly for pedestrians walking on road verges.

The findings of this nodal assessment are reinforced by the Sterkspruit UDF (2026), see Appendix B:, which identifies the pedestrianization of the main road (R392) and the upgrading of public transport infrastructure. The ITP will align with the UDF's phasing to advocate for these interventions, particularly the development of walkways to Ikhala TVET College and all the critical infrastructure interventions.

7.5.1.7 Key findings – Sterkspruit

Table 7-7: Key findings – Sterkspruit

ISSUE	SEVERITY	IMPLICATION
Ablution facilities poor	Critical	Commuter dignity compromised and health risk
Access roads in very poor condition	Critical	Increased operating costs; safety risk; deters economic activity
No disability access	High	Exclusion of vulnerable groups; legislative non-compliance
Hawkers obstructing access	Medium	Pedestrian-vehicle conflict; safety risk

7.5.2 Herschel

7.5.2.1 Nodal Function

Herschel is a tertiary node with limited economic activity. It functions primarily as an origin node for trips to Sterkspruit, where residents access employment, services, and shopping. The town has one formal taxi rank.

7.5.2.2 Infrastructure Assessment: Herschel Taxi Rank

Figure 7-8: Herschel - Taxi Rank

Table 7-8: Herschel Taxi Rank – Detailed Facility Audit

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Rank Type	Formal	Basic facility; minimal infrastructure	N/A
Shelter	Yes	Small shelter; inadequate for peak demand	Medium
Seating	No	No seating provided; passengers stand or sit on ground	High
Lighting	No	No lighting at all; safety concern for early morning/late evening travel	Critical
Ablution Facilities	No	No toilets available	High
Signage/Route Info	No	No route information displayed	High
Surface Condition	Fair	Asphalt paved	Medium
Disability Access	No	No accessibility features	High
Security	None	No security presence	Medium
Waste Management	None	No bins; litter present	Medium

7.5.2.3 Key Findings – Herschel

Table 7-9: Herschel – Key findings

ISSUE	SEVERITY	IMPLICATION
Formal rank exists but lacks basic amenities	High	Commuter discomfort; safety risk
No lighting	Critical	Women and elderly at risk when travelling early morning/late evening

ISSUE	SEVERITY	IMPLICATION
No seating	High	Elderly and disabled passengers suffer
No ablution	High	Commuter dignity compromised; health risk
Functions purely as an origin node	Medium	Limited economic activity, rural settlement

7.5.3 Lady Grey

7.5.3.1 Nodal Function and Potential

Lady Grey is a secondary node and service centre with significant potential. It has a clinic, library, municipal offices, schools, and retail. Residential areas (Khwezi Naledi, Transwilger) are within walking distance of the CBD (1-2 km). However, there is no formal taxi rank.

7.5.3.2 Infrastructure Assessment: Lady Grey

Table 7-10: Lady Grey Taxi Rank – Detailed Facility Audit

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Formal Taxi Rank	No	No dedicated facility	Critical
Informal Operations	Yes	Minibus taxis and vans operate from informal kerbside points	N/A
Primary Routes	Lady Grey to Sterkspruit; Lady Grey to Barkly East; Lady Grey to Aliwal North		
Pick-up Points	Multiple informal locations	Main Road near shops; entrance to Khwezi Naledi; taxi drivers use cell phone calls to coordinate	High
Shelter	No	No shelter at any pick-up point	Critical
Seating	No	No seating provided	High
Lighting	No	No lighting at any informal pick-up point	Critical
Ablution Facilities	No	No public toilets near PT operations	High
Signage	No	No indication of where to find taxis	High

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Passenger Waiting	On street verges, exposed to weather	Elderly, disabled, and parents with children particularly affected	Critical

7.5.3.3 Operational Patterns

- Peak Periods: Early morning (05:30 – 07:30) for travel to Sterkspruit; late afternoon (15:00 – 17:00) for return trips.
- Fares: Approximately R25.00 – R35.00 one-way to Sterkspruit.
- Vehicle Types: Mix of minibus taxis (14–16-seater) and "vans" (Toyota HiAce, Quantum) used for both passenger and goods transport.

Figure 7-9: Informal Taxi Rank – Lady Grey

7.5.3.4 Key Findings – Lady Grey

Table 7-11: Lady Grey – Key findings

ISSUE	SEVERITY	IMPLICATION
No formal taxi rank	Critical	Commuters exposed to weather; unsafe waiting; confusion
No shelter, seating, lighting, ablution	Critical	Commuter dignity compromised; safety risk
Multiple informal pick-up points	Medium	Confusion for passengers; congestion
High pedestrian volumes to CBD but no NMT facilities	Critical	Residents walk but facilities absent (see Section 7)
Proximity of residential areas to CBD offers walkability potential	Opportunity	If NMT provided, could reduce PT demand

7.5.4 Barkly East

7.5.4.1 Nodal Function and Potential

Barkly East is classified as a secondary node within the Senqu LM settlement hierarchy. It serves as a minor commercial service centre and administrative node, being the headquarters of the Joe Gqabi District Municipality (SDF, 2016). The town possesses significant economic potential, with the IDP noting its capacity to develop into a major economic hub comparable to Sterkspruit, particularly in the agro-processing, agri-business, and industrial sectors.

The town is home to several small commercial businesses, financial services institutions, and essential public facilities, including a hospital, schools, retail outlets, and municipal services. It serves the surrounding rural hinterland and farming community.

However, despite this potential, there is no formal public transport facility, and the system relies entirely on informal kerbside operations.

7.5.4.2 Infrastructure Assessment: Barkly East

Table 7-12: Barkly East – Public Transport Assessment

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Formal Taxi Rank	No	No dedicated facility exists. Operations are entirely informal.	Critical
Informal Operations	Yes	Taxis operate from informal points near the CBD, on street verges, and at the access to Nkululeko township. No designated loading zones.	N/A
Primary Routes	Barly East to Elliot; Barkly East to Sterkspruit; Barkly East to Lady Grey; Barkly East to Rhodes; Barkly East to Aliwal North.		
Pick-up Points	Multiple informal locations	Near retail area; on street verges; no signage or designated zones.	High
Shelter	No	No shelter at any informal pick-up point. Passengers are exposed to weather.	Critical
Seating	No	No seating provided.	High

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Lighting	No	No lighting at any informal pick-up point; significant safety concern.	Critical
Ablution Facilities	No	No public toilets near PT operations.	High
Signage/Route Information	No	No indication of where to find taxis or route information.	High
Road Markings	Faded	Existing road markings at potential crossing points are worn and barely visible, reducing driver awareness.	High
Disability Access	No	No accessibility features.	High
Security	None	No security presence at informal pick-up points.	Medium
Waste Management	None	No bins; litter present at informal waiting areas.	Medium

7.5.4.3 Operational Patterns

- Peak Periods: Early morning (05:30 – 07:30) for travel to Sterkspruit and surrounding areas; late afternoon (15:00 – 17:00) for return trips.
- Fares: Approximately R30.00 – R40.00 one-way to Sterkspruit (dependent on vehicle type and demand).
- Vehicle Types: Mix of minibus taxis (14–16-seater) and private sedans used for hire.

Figure 7-10: Barkly East (Informal taxi rank to Sterkspruit)

Figure 7-11: Barkly East (Informal taxi rank to Elliot)

Figure 7-12: Barkly East (Informal taxi rank to Rhodes)

7.5.4.4 Access to Public Transport for Nkululeko Residents

Residents of the Nkululeko township must walk to the informal pick-up points along an access road that has:

- No pedestrian sidewalks.
- Very poor or no street lighting.
- No formal crossing points.
- Gravel verges that become muddy in wet weather.

This creates a significant safety risk, particularly for women and scholars travelling in early morning darkness.

Figure 7-13: Nkululeko village road conditions

7.5.4.5 Key Findings – Barkly East

Table 7-13: Barkly East – Key findings

ISSUE	SEVERITY	IMPLICATION
No formal taxi rank	Critical	Lost economic opportunity; commuters exposed to weather; unsafe waiting conditions.
High economic potential unrealised	High	Investment deterred; economic leakage to Sterkspruit.
No shelter, seating, lighting, or ablution	Critical	Commuter dignity compromised; safety risk.
Nkululeko residents must walk on unlit, unpaved road to access PT	Critical	Safety risk; fear of crime; potential barrier to PT usage.
Faded road markings	Medium	Reduced driver awareness; pedestrian risk at informal crossing points.
Informal operations cause congestion	Medium	Vehicles stopping on road reserve disrupt traffic flow.

7.5.5 R393 Corridor (Telle Bridge Border Post and Surrounding Settlements)

The R393 corridor is a vital transport link with two distinct branches serving the eastern and north-eastern areas of Senqu LM. The eastern branch (the focus of this assessment) connects Sterkspruit to the Telle Bridge Border Post with the Kingdom of Lesotho, passing through a series of rural villages that generate significant passenger demand. The corridor serves multiple rural settlements, including Mahlabaneng, Mbini, Rooiwal, Gcina, and Magalagaleni, and carries substantial cross-border pedestrian and vehicle traffic. The Telle Bridge border post is a key gateway for Lesotho residents accessing services, shopping, and long-distance transport in Sterkspruit.

7.5.5.1 Infrastructure Assessment: R393 Corridor

Table 7-14: R393 Corridor – Public Transport Assessment

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Feature	Status	Observations	Deficiency Rating
Road Surface	Surfaced (Tarred)	The R393 eastern branch is a surfaced (tarred) road throughout its entire length from Sterkspruit to the Telle Bridge Border Post.	N/A
Road Condition	Very Poor	The road is in extremely poor condition, characterised by extensive, large, and deep potholes throughout its length. Sections of the road have deteriorated to the point where the surface resembles gravel in places. Potholes are particularly severe near villages and intersections where traffic volumes are highest. Edge break is extensive, and drainage is inadequate, leading to accelerated deterioration.	Critical
Road Condition Impact	Vehicles swerve unpredictably	Drivers are forced to swerve erratically to avoid potholes, creating unpredictable vehicle movements and a significant hazard for following traffic and pedestrians walking on the verges.	Critical
Formal Taxi Rank	No	No formal rank facility at the border post or anywhere along the corridor.	Critical
Formal Pick-up Points	Yes	Formal pick-up points exist at various locations along the route, particularly at major villages (Matlabaneng, Mbini, Rooiwal, Gcina, Magalagaleni), providing designated waiting areas for passengers.	N/A
Informal Operations	Yes	Despite formal points, some informal stopping still occurs, particularly at undesignated locations between villages.	Medium

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Primary Destinations	Telle Bridge Border Post, Matlabaneng, Mbini, Rooiwal, Gcina, Magalagaleni, Sterkspruit.		
Shelter	Limited / Inconsistent	Some formal pick-up points have basic shelter (typically concrete or corrugated iron structures); however, coverage is inconsistent. Many points lack any protection from sun, rain, or cold.	High
Seating	Limited / Inconsistent	Seating provision at formal points is inconsistent. Some points have basic benches; many have no seating, forcing elderly and disabled passengers to stand or sit on the ground.	High
Lighting	No	No lighting at any pick-up point along the entire corridor, including all village points and the border post area.	Critical
Ablution Facilities	No	No public toilets at any pick-up point along the corridor.	High
Signage / Route Information	Limited	Some formal points have basic signage identifying the stop, but route information, schedules, and safety signage are generally absent.	High
Universal Access	No	No accessibility features at any pick-up point.	High
Security	None	No security presence at pick-up points.	Medium
Waste Management	None	No bins; litter present at waiting areas.	Medium

7.5.5.2 Cross-Border Traffic and Demand

- User Profile: Lesotho residents (from towns and villages adjacent to the border) use Sterkspruit as their closest town for shopping, banking, healthcare, and accessing long-distance transport. Residents of the corridor villages (Matlabaneng, Mbini, Rooiwal, Gcina, Magalagaleni) depend entirely on the R393 for access to Sterkspruit.

- Peak Days: Month-end and weekends see significantly higher traffic volumes, coinciding with SASSA payouts and general shopping patterns.
- Trip Purpose: Primarily shopping (bulk goods, groceries, clothing), accessing services (banks, hospitals, Home Affairs, SASSA), education (scholars travelling to Sterkspruit schools), and connecting to long-distance taxis/buses for travel to Gauteng or Western Cape.
- Goods Transport: Informal cross-border trade generates significant goods movement, with passengers carrying large volumes of shopping, supplies, and goods for resale.
- Vehicle Mix: Mix of minibus taxis (dominant), private vehicles, LDVs (bakkies) carrying goods and passengers, and significant pedestrian traffic. Heavy goods vehicles are present but limited by road conditions.

7.5.5.3 Key Findings – R393 Corridor

Table 7-15: R393 Corridor – Key findings

ISSUE	SEVERITY	IMPLICATION
Surfaced road in extremely poor condition (extensive potholes)	Critical	Extreme safety hazard (vehicle swerving); significant vehicle damage; dramatically increases operating costs for taxis (tyres, suspension, maintenance), which are passed to passengers; deters cross-border trade and economic activity; isolates rural communities.
Vehicles swerve unpredictably to avoid potholes	Critical	Creates extreme danger for following traffic and for pedestrians walking on the verges.
No formal taxi rank at border post or anywhere along corridor	Critical	Lack of a central facility limits operational efficiency and passenger comfort; passengers wait in exposed, unsafe locations.
Formal pick-up points exist at villages but lack basic amenities	High	Inconsistent shelter, no seating at many points, no lighting, and no ablution compromise commuter dignity and safety.
No lighting at any village pick-up point or anywhere along corridor	Critical	Extreme safety risk for pedestrians and waiting passengers; fear of crime, particularly for women and scholars travelling in early morning or late evening.
No NMT facilities at any village	Critical	Pedestrians forced onto the road or verge; high risk of crashes, exacerbated by vehicles swerving to avoid potholes.
No pedestrian crossings at any village	Critical	Scholars and the elderly are at high risk when crossing the road to access pick-up points or homes.

ISSUE	SEVERITY	IMPLICATION
Formal points provide opportunity for upgrading	Opportunity	Existing infrastructure can be upgraded with lighting, shelter, seating, and ablution to create a dignified waiting environment at each village.
Limited signage	High	Lack of information for travellers, particularly cross-border visitors unfamiliar with the area.
Villages generate significant passenger demand	High	High ridership potential justifies investment in improved infrastructure and potential service enhancements.

7.5.5.4 St Teresa High School and Tlokweng Secondary Schools – Learner Safety Assessment

Located along the R393 corridor between Sterkspruit and the Telle Bridge Border Post are two significant educational facilities, St Teresa High School and Tlokweng Secondary School. These schools serve learners from the surrounding rural villages, including Matlabaneng, Mbini, Rooiwal, Gcina, and Magalagaleni, as well as learners from Lesotho residing near the border.

The schools are situated directly adjacent to the R393, a surfaced road in very poor condition with extensive potholes that carries significant traffic volumes, particularly:

- Minibus taxis transporting learners to and from school.
- Private vehicles and LDVs (bakkies) used for scholar transport.
- Cross-border traffic to/from Lesotho.
- General goods vehicles traffic.

7.5.5.4.1 Peak Periods and Learner Volumes

Table 7-16: Peak Periods and Learner Volumes

TIME PERIOD	ACTIVITY	RISK LEVEL
06:30 – 08:00	Morning drop-off, learners arrive via taxi and private vehicle; high pedestrian activity at school entrances.	Critical
13:30 – 15:00	Afternoon pick-up; peak taxi and private vehicle congestion; learners waiting on road verges.	Critical
Month-end periods	Increased traffic volumes generally; higher risk due to more vehicles on the road.	High
Issue	Severity	Implication

TIME PERIOD	ACTIVITY	RISK LEVEL
Surfaced road in extremely poor condition (extensive potholes)	Critical	Extreme safety hazard (vehicle swerving); significant vehicle damage; dramatically increases operating costs for taxis (tyres, suspension, maintenance), which are passed to passengers; deters cross-border trade and economic activity; isolates rural communities.

During these peak periods, significant numbers of learners congregate at the school entrances, waiting to be collected or disembarking from mini-bus taxis, as shown in Figure 7-14 below.

Figure 7-14: Tlokweng SS School Pick-Up/Drop-Off Point

7.5.5.4.2 Infrastructure Assessment – Learner Safety

Table 7-17: St Teresa and Tlokweng Schools – Learner Safety Assessment

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Pedestrian Crossings	No formal crossings	No marked pedestrian crossings at either school entrance. Learners cross the R393 at undesignated points, often between parked vehicles and moving traffic.	Critical

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Sidewalks / Footpaths	None	No pedestrian sidewalks or footpaths along the R393 at the school sites. Learners walk on gravel verges or the road surface itself.	Critical
Shelter for Waiting Learners	Limited / Inadequate	Some basic shelter exists at St Teresa (limited capacity), but Tlokweng has no shelter. Learners waiting for transport are exposed to sun, rain, and cold, particularly during afternoon peak periods.	Critical
Seating	None	No seating provided for waiting learners; learners sit on walls, the ground, or stand for extended periods.	High
Lighting	No	No dedicated lighting at school entrances or along the road frontage. During winter months, early morning and late afternoon periods are dark, creating extreme safety risks.	Critical
Traffic Calming	Speed humps present but inadequate	Speed humps exist before and after both school entrances along the R393. However, they are located too far from the actual school gates, allowing vehicles to regain speed before passing the entrances. The spacing and placement do not effectively reduce vehicle speeds at the critical points where learners cross or congregate.	High
Road Markings	Faded / Absent	Warning markings, school zone signage, and road markings are faded or absent.	High
Signage	Limited	School warning signs exist at some locations but are faded, obstructed, or inadequate. No "slow" zone markings or flashing warning lights are present.	High
Dedicated Drop-off / Pick-up Zone	None	No designated drop-off or pick-up area at either school. Taxis and private vehicles stop on the road reserve or road surface, blocking traffic and creating dangerous conditions for disembarking learners.	Critical
Vehicle Speed	High	Despite speed humps, vehicles (particularly taxis and private cars) travel at excessive speeds past the schools, particularly outside of peak times.	Critical

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Road Condition	Very Poor	The poor condition of the R393 (extensive potholes) causes vehicles to swerve unpredictably, creating additional hazards for learners walking or waiting on the verges.	Critical
Traffic Management Plan	None	No traffic management plan exists for peak pick-up and drop-off times. No marshals, crossing guards, or traffic officials are present to manage the high volumes of vehicles and pedestrians.	Critical

7.5.5.4.3 Key Findings – St Teresa and Tlokweng Schools

Table 7-18: Key Findings – St Teresa and Tlokweng Schools

ISSUE	SEVERITY	IMPLICATION
No pedestrian crossings at school entrances	Critical	Learners cross a high-speed, deteriorating road at undesignated points; extreme crash risk.
No sidewalks or footpaths	Critical	Learners walk on gravel verges or road surface, sharing space with vehicles swerving to avoid potholes.
Limited for waiting learners	Critical	Learners exposed to extreme weather; health risks (sun exposure, cold, rain).
No lighting at school sites	Critical	During winter, learners arrive and depart in darkness; extreme safety and security risk, particularly for young children.
Speed humps are too far from school entrances	High	Vehicles can accelerate between speed hump and school entrance; ineffective speed reduction at critical points.
No designated drop-off / pick-up zone	Critical	Taxis and private vehicles stop in dangerous locations; learners disembark onto the road or verge.
No traffic management plan for peak periods	Critical	Complete absence of control during high-risk times; congestion, chaos, and extreme danger for learners.
Road condition (potholes) exacerbates risk	Critical	Vehicle swerving creates unpredictable movements, endangering learners on the verges.
High vehicle speeds	Critical	Drivers exceed safe speeds past schools, particularly outside peak times.

7.5.6 Rhodes

Rhodes is classified as a tertiary node and minor rural hamlet within the Senqu LM settlement hierarchy. It serves as a small service centre to its immediate rural hinterland and functions as a gateway to the Southern Drakensberg, Tiffindell Ski Resort, and surrounding tourism attractions (hiking, fly-fishing, 4x4 routes).

However, for residents, the town has extremely limited economic activity. Most formal employment, retail, banking, healthcare, and educational opportunities are located in Barkly East (approximately 60 km away) or Sterkspruit, necessitating significant travel.

The settlement is characterised by its remote location, gravel road access, and a small, dispersed population. It has no formal public transport infrastructure, and the limited services that exist operate on a constrained schedule.

7.5.6.1 Infrastructure Assessment: Rhodes

Table 7-19: Rhodes - Infrastructure Assessment

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Formal Taxi Rank	No	No formal facility of any kind exists.	Critical
Informal Operations	Very Limited	Taxis and minibuses operate on a very limited, demand-responsive schedule. There is no dedicated operational base.	N/A
Service Frequency	Extremely limited	One trip early morning out of town (approx. 06:00); one trip late afternoon return (approx. 17:00). Services may not run if insufficient passengers are available.	Critical
Service Reliability	Poor	Dependent on demand; may not operate daily; no fixed timetable.	High
Destinations Served	Primarily Barkly East; connections to Sterkspruit and Lady Grey are available via Barkly East, requiring a transfer.		
Pick-up Points	Multiple informal locations	Near the Rhodes village centre (main road); no signage or designated zones.	High
Road Access	All gravel	Roads leading to and within Rhodes are gravel. The R396 from Barkly East is gravel and in variable condition, particularly during wet weather.	High

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Shelter	No	No shelter at any informal pick-up point. Passengers are fully exposed to weather.	Critical
Seating	No	No seating provided.	High
Lighting	No	No lighting at any informal pick-up point.	Critical
Ablution Facilities	No	No public toilets near PT operations.	High
Signage / Route Information	No	No signage indicating pick-up points, routes, schedules, or fares.	High
Disability Access	No	No accessibility features.	High
Security	None	No security presence at informal pick-up points.	Medium
Waste Management	None	No bins; litter present at informal waiting areas.	Medium

7.5.6.2 Operational Patterns

- Outbound Trip: A single early morning trip (approx. 06:00) transports residents from Rhodes to Barkly East for work, shopping, education, and accessing services.
- Return Trip: A single late afternoon trip (approx. 17:00) returns residents from Barkly East to Rhodes.
- Mid-Day Gap: There is no public transport service available during the middle of the day. This creates significant transport poverty:
  - Residents cannot return to Rhodes during the day for emergencies.
  - Scholars cannot participate in afternoon extracurricular activities.
  - Access to healthcare appointments scheduled for midday is extremely difficult.
  - Job seekers are constrained by the rigid schedule.
- Tourism Impact: Visitors to Rhodes and the surrounding attractions (Tiffindell, hiking trails) must rely on private vehicles, as no scheduled public transport connects to tourism nodes.

7.5.6.3 Access to Public Transport

Residents must walk to the informal pick-up points along gravel roads (see Figure 7-15) that have:

- No pedestrian sidewalks or footpaths.
- No street lighting whatsoever.

- No formal crossing points.
- Surfaces that become muddy, slippery, and difficult to traverse in wet weather or snow.

Figure 7-15: Road Conditions - Rhodes

7.5.6.4 Key Findings – Rhodes

Table 7-20: Rhodes – Key findings

ISSUE	SEVERITY	IMPLICATION
Extremely limited service frequency (one trip out, one return)	Critical	Transport poverty; residents cannot access jobs, health services, education, or social opportunities flexibly.
Gravel road access	High	Difficult access, particularly in wet weather or snow, increases vehicle operating costs and deters tourism.
No formal PT facilities (shelter, seating, lighting, ablution)	Critical	Commuter dignity compromised; safety risk; exposure to extreme weather.
Reliance on Barkly East for connections	Medium	Double journey (Rhodes to Barkly East, then Barkly East to destination) increases travel time and cost.
Tourism potential severely constrained	High	Visitors require private vehicles; no public transport option exists for accessing the village or surrounding attractions.
No NMT facilities	Critical	Residents walk on gravel roads in darkness; high risk of falls, vehicle conflict, and crime.
Mid-day service gap	Critical	Complete lack of mobility during core daytime hours.

7.5.7 R392 Corridor (Walaza Junction to Sterkspruit Town)

The R392 corridor serves as the primary northern entrance into Sterkspruit and is a vital transport link connecting the town to the surrounding rural areas of Walaza,

the R393 corridor (Telle Bridge/Lesotho), and the R726 towards Zastron in the Free State. The corridor begins at the Walaza junction, where the R392 meets the south-eastern terminus of the R726 and the northern terminus of the R393, just south-east of the Majaphuthi Bridge on the Orange River. From this junction, the R392 heads southwards for approximately 15 kilometres to Sterkspruit town

This section of the R392 serves multiple functions:

- **Primary Access Route:** It is the main access road for residents of Sterkspruit travelling north towards Lesotho (via R393) and the Free State (via R726).
- **Rural Feeder Route:** It serves scattered rural settlements and villages located along the corridor between Walaza and Sterkspruit.
- **Cross-Border Link:** It forms part of the regional network connecting Lesotho (via R393) and the Free State (via R726) to Sterkspruit and onward to the R58 and N6.

7.5.7.1 Strategic Context and Planned Upgrades

In a significant development, the maintenance function for the R392 has been formally transferred from the Eastern Cape Department of Transport to the South African National Roads Agency SOC Ltd (SANRAL), incorporating the route into the national road network. This transfer follows sustained advocacy by local leadership and community representatives, who have long recognised the strategic importance of the R392 as a key transport and economic route in the region.

SANRAL has committed to the rehabilitation of the R392, with stakeholder engagement sessions already held at the Bhunga Hall in Sterkspruit (February 2026) to facilitate dialogue and cooperation. The planned refurbishment works are regarded as a critical turning point for the district, with expected benefits including:

- **Road Safety:** Reduction in accidents, improved driving conditions, and enhanced pedestrian safety.
- **Economic Growth:** Stimulation of local economic activity through job creation, skills development, and procurement opportunities for SMMEs, contractors, and suppliers.
- **Connectivity:** Strengthened links between rural towns, service centres, and economic hubs.
- **Service Delivery:** Improved access to schools, healthcare facilities, markets, and government services for historically disadvantaged communities.

Table 7-21: R392 Corridor – Public Transport and Road Infrastructure Assessment

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Road Surface	Surfaced	Currently in poor to very poor condition due to years of deterioration prior to the SANRAL transfer.	Critical (to be addressed by SANRAL)

FEATURE	STATUS	OBSERVATIONS	DEFICIENCY RATING
Road Condition	Poor	Extensive potholes, edge breaks, faded markings, and deteriorating shoulders. The condition has historically presented serious challenges related to road safety, accessibility, and the movement of goods and services.	Critical (to be addressed by SANRAL)
Jurisdiction	SANRAL (recently transferred)	Formerly under Eastern Cape Department of Transport; now part of national road network.	Opportunity
Formal Public Transport Facilities	No	No formal taxi ranks, shelters, or waiting areas along the corridor between Walaza and Sterkspruit.	High
Pick-up / Drop-off Points	Informal	Passengers are picked up and dropped off at informal "flag stop" points along the corridor, typically near village access points or intersections. No designated or formalised locations.	High
Shelter	No	No shelter at any pick-up point along the corridor. Passengers are fully exposed to weather.	Critical
Seating	No	No seating provided.	High
Lighting	No	No street lighting along the corridor.	Critical
Ablution Facilities	No	No public toilets at any location along the corridor.	High
Signage / Route Information	Limited	Directional signage exists at major junctions, but no route information, safety signage, or passenger information is provided.	High
Pedestrian Crossings	No	No formal pedestrian crossings along the corridor.	Critical
Sidewalks / NMT Facilities	No	No pedestrian sidewalks or footpaths anywhere along the corridor. Pedestrians walk on road verges or the road surface itself.	Critical
Universal Access	No	No accessibility features for persons with disabilities, elderly, or parents with prams.	High
Road Safety	Poor	Deteriorating road conditions have created significant safety hazards for all road users. Vehicles swerve to avoid potholes; pedestrians at risk.	Critical

7.5.7.2 Public Transport Operations

- Routes Served: The R392 corridor is used by taxis operating between Sterkspruit and the surrounding areas, including services connecting to the R393 (Telle Bridge/Lesotho) and R726 (Zastron/Free State).
- Service Providers: Primarily HUTA (Herschel United Taxi Association) members, with some long-distance vehicles using the route to access the border areas.
- Passenger Profile: Mix of rural residents commuting to Sterkspruit for work, shopping, and services; cross-border travellers connecting to/from Lesotho and the Free State.
- Peak Periods: Month-end (SASSA payouts); weekends; holiday seasons.

7.5.7.3 NMT and Pedestrian Environment

The corridor carries significant pedestrian traffic, particularly near villages and settlements, yet has no NMT infrastructure whatsoever:

- Pedestrians walk on gravel verges or the road surface itself.
- No lighting creates extreme safety risks for pedestrians travelling in the early morning or late evening.
- No formal crossing points force pedestrians to cross the road at undesignated, dangerous locations.
- The poor road condition (potholes) causes vehicles to swerve unpredictably, further endangering pedestrians.

7.5.7.4 Key Findings – R392 Corridor (Walaza to Sterkspruit)

Table 7-22: R393 Corridor – Key findings

ISSUE	SEVERITY	IMPLICATION
Road in very poor condition	Critical	Safety hazard; vehicle damage; deters economic activity; increases operating costs.
Transfer to SANRAL confirmed	Major Opportunity	Rehabilitation is imminent; provides opportunity to integrate PT and NMT improvements into the upgrade project.
No formal PT facilities along corridor	High	Passengers wait in unsafe, exposed locations with no shelter, seating, or lighting.
No lighting anywhere on corridor	Critical	Extreme safety risk for pedestrians; fear of crime; limits mobility after dark.
No NMT facilities	Critical	Pedestrians forced onto road or verge; high risk of crashes, particularly with vehicles swerving to avoid potholes.
No pedestrian crossings	High	Pedestrians cross haphazardly; high crash risk near villages.

ISSUE	SEVERITY	IMPLICATION
SANRAL engagement provides platform for advocacy	Opportunity	Municipality can advocate for inclusion of pedestrian safety measures (lighting, crossings, sidewalks at village nodes) in the rehabilitation design.

7.6 BUS SERVICES

Long-distance travel patterns indicates that passenger demand is predominantly oriented towards major economic centres outside the municipal area, with the highest-volume destination corridors being Gauteng (specifically Johannesburg), the Free State (notably Welkom and Bloemfontein), and the Western Cape.

This demand profile is characterized by pronounced temporal fluctuations, with passenger volumes surging significantly during peak holiday periods, particularly Easter and Christmas. This seasonal spike is primarily attributes to the large-scale return of migrant workers and their families to the municipality, placing considerable strain on the available long-distance public transport fleet and infrastructure during these peak windows.

7.7 LONG-DISTANCE AND CROSS-BORDER TRANSPORT

Cross-Border (Lesotho): There is informal cross-border movement, primarily through the Telle Bridge border post. This generates additional passenger and freight (shopping) demand.

7.7.1 Public Transport User Profile (Census/IDP)

Based on the demographic profile (Section 3), the typical public transport user in Senqu is:

Gender: More likely to be female (58% of survey respondents).

Age: Young (18-35 years).

Employment Status: Employed (38%) or Unemployed (31%). Unemployed individuals still rely on PT for job seeking, social grants, and shopping.

Income: Low. Highly sensitive to fare increases.

7.8 PASSENGER TRAVEL DEMAND SURVEY: DETAILED ANALYSIS

A comprehensive analysis of the passenger travel demand survey data (collected in February-March 2026) is currently being finalised. The detailed findings, focusing on the priority areas of Sterkspruit, Telle, Barkly East, Herschel, and Lady Grey, will be incorporated into the Final Status Quo Report. The analysis will be conducted at a 95% confidence level.

8 NON-MOTORISED TRANSPORT (NMT)

8.1 UNIVERSAL ACCESS AND SPECIAL NEEDS

A map on Figure 8-1 illustrates the current extent of formal pedestrian sidewalk infrastructure within the primary nodes of Senqu Local Municipality. The inventory confirms that dedicated NMT facilities are extremely limited, covering only a small fraction of the high-demand pedestrian corridors.

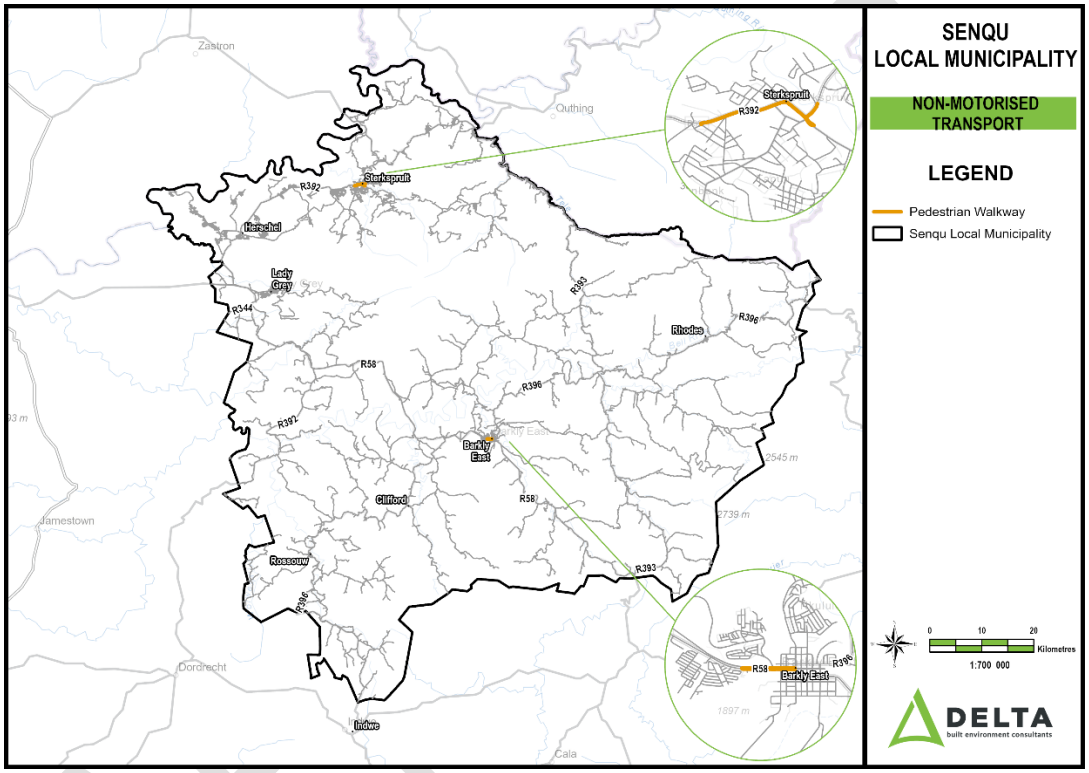

Figure 8-1: Non-Motorised Transport Map

- **Sterkspruit:** A continuous sidewalk is present along the main arterial route (R392), commencing at the Municipal Offices and extending past the Ikhala TVET College and to the Sterkspruit Plaza shopping mall. This section represents the most significant, yet isolated, stretch of formal pedestrian infrastructure in the municipality.
- **Barkly East:** Sidewalk infrastructure is limited to the western approach of the town. A short section exists along the R58, starting approximately 200 meters before the Cloete Joubert Provincial Hospital and ending at the built-up edge of the town centre.

Outside of these specific segments, formal pedestrian walkways are absent. This results in pedestrians being forced onto road verges or the street surface across all other nodes, creating significant safety risks. This map serves to highlight the severe deficit in NMT infrastructure and the urgent need for network expansion.

8.1.1 Legislative Framework

The Constitution of South Africa (Section 9) guarantees equality and prohibits unfair discrimination on grounds of disability. The Promotion of Equality and Prevention of Unfair Discrimination Act (2000) and the National Land Transport Act require that transport infrastructure be accessible to all.

Walking is the primary mode of transport for a significant portion of the population due to low vehicle ownership, unaffordable public transport, and proximity to local services.

8.1.2 Current Status (Senqu LM)

Table 8-1: Universal Access Audit by Node

NODE	TACTILE PAVING	DROPPED KERBS	ACCESSIBLE CROSSINGS	ACCESSIBLE ABLUTION	ADEQUATE WIDTH (>1.8M)
Sterkspruit	No	No	No	No	No
Herschel	No	No	No	No	No
Lady Grey	No	No	No	No	No
Barkly East	No	No	No	No	No
Rhodes	No	No	No	No	No
R393 Corridor	No	No	No	No	No

8.1.3 Key Findings – Universal Access

Table 8-2: Senqu LM Universal Access Key Findings

ISSUE	SEVERITY	IMPLICATION
Complete absence of universal access features across all nodes	Critical	Persons with disabilities, the elderly, parents with prams, and other vulnerable groups are effectively excluded from the transport system.
No tactile paving	High	Visually impaired persons cannot navigate safely.
No dropped kerbs	High	Wheelchair users cannot access sidewalks (where they exist) or crossroads.
No accessible ablution at any PT facility	High	Persons with disabilities cannot use public transport for long journeys.
Sidewalks (where present) are too narrow	High	Wheelchair users cannot pass.

8.2 NMT AND PUBLIC TRANSPORT INTEGRATION

NMT is not separate from public transport; it is an integral part of the public transport journey. Every public transport user begins and ends their trip as a

pedestrian. Poor NMT access to public transport facilities undermines the entire system.

8.2.1 Current Integration Status

Table 8-3: Senqu LM - PT & NMT Integration Status

NODE	PT FACILITY	NMT ACCESS TO FACILITY	RATING
Sterkspruit	Taxi rank + bus rank	Poor; no sidewalks on access routes; pedestrians walk on road	Poor
Herschel	Taxi rank	Poor; no sidewalks	Very Poor
Lady Grey	Informal pick-up	Very poor; no sidewalks; poor lighting	Very Poor
Barkly East	Informal pick-up	Very poor; no sidewalks; poor lighting; gravel verge	Very Poor
Rhodes	Informal pick-up	Very poor; gravel roads; no lighting	Very Poor
R393 Corridor	Informal pick-up	Extremely poor; no facilities; pothole hazard	Critical

8.2.2 Key Findings – Integration

Table 8-4: PT & NMT Integration Key Findings

ISSUE	SEVERITY	IMPLICATION
NMT access to PT facilities is universally poor	Critical	The PT journey is compromised at its most vulnerable points (start and end).
No sidewalks on routes to ranks	Critical	Passengers walk on roads, increasing crash risk.
No lighting on access routes	Critical	Fear of crime; women and elderly avoid PT after dark.
Gravel surfaces	High	Difficult for wheelchair users, elderly, parents with prams.

8.3 SUMMARY OF NMT BASELINE

Table 8-5: Senqu LM - NMT Baseline

ASPECT	BASELINE STATUS
Primary Mode	Walking is dominant across all nodes, particularly in Lady Grey.
Sterkspruit	Sidewalks on one side only, small section. Pedestrians forced onto road. No lighting in residential areas. No crossings. No universal access.
Herschel	No NMT facilities. No lighting. Gravel surfaces.

ASPECT	BASELINE STATUS
Lady Grey	No sidewalks. High pedestrian volumes to CBD unsupported. Lighting poor on Khwezi Naledi access. No crossings.
Barkly East	No NMT facilities. Faded road markings. Lighting poor on Nkululeko access. No crossings.
Rhodes	No NMT facilities. Gravel roads. No lighting.
R393 Corridor	No NMT facilities. Extremely poor road condition (large potholes). No lighting. Pedestrians at high risk.
Universal Access	No provision for people with disabilities, elderly, or parents with prams anywhere in the municipality.
Lighting	Severe deficit across all nodes, particularly in townships and access roads.
Pedestrian Crossings	Almost none; where present, markings are faded.
PT-NMT Integration	Universally poor; access to PT facilities is unsafe and unsupported.
Key Data Gaps	NMT survey results (walking distances, perceived safety, lighting adequacy, user priorities) to be presented in Draft ITP.

8.4 KEY FINDINGS, GAP ANALYSIS, AND SWOT

8.4.1 Summary of Critical Deficits (PT and NMT)

Table 8-6: Public Transport Deficits

NODE	DEFICIT	IMPACT	PRIORITY
Sterkspruit	Poor ablution facilities; no signage; access roads in very poor condition; no with NMT.	Congestion, long waits, commuter dignity compromised, safety risk, and increased operating costs.	Critical
Sterkspruit (Access Roads)	R392 and R393 in very poor condition (severe potholes).	Vehicle damage; safety risk; deters economic activity; costs passed to passengers.	Critical
Herschel	Rank lacks lighting, seating, ablution, signage.	Safety risk; uncomfortable waiting; women and elderly at risk.	High
Lady Grey	No formal rank. Informal operations only. No facilities.	Commuters are exposed to weather, unsafe waiting, confusion, and lost opportunity for economic growth.	Critical

NODE	DEFICIT	IMPACT	PRIORITY
Barkly East	No formal rank. High economic potential unrealised. No facilities.	Lost economic opportunity; unsafe conditions; commuters disadvantaged.	Critical
Rhodes	No facilities. Extremely limited service frequency (early morning out, late afternoon return).	Transport poverty; residents cannot access jobs, health, or education flexibly.	Critical
R393 Corridor	No facilities. Road in very poor condition. High-risk informal pick-up.	Extreme safety risk for passengers and pedestrians; deters cross-border movement.	Critical
Subsidised Services	None. No scholar transport or affordable services for the poor.	Burden on households; limits access to opportunities.	High

Table 8-7: Non-Motorised Transport (NMT) Deficits

NODE	DEFICIT	IMPACT	PRIORITY
Sterkspruit	Sidewalks on one side only (small section); severe obstructions; no lighting in residential areas; no crossings; no universal access.	c	Critical
Herschel	No NMT facilities. No lighting. Gravel roads.	Pedestrians completely unsupported; extreme safety risk.	Critical
Lady Grey	No sidewalks. High pedestrian volumes to CBD unsupported. Poor lighting on Khwezi Naledi access. No crossings.	High risk of crashes; fear of crime; lost walkability potential.	Critical
Barkly East	No NMT facilities. Faded markings. Poor lighting on Nkululeko access.	Nkululeko residents are at risk when walking on the gravel verge.	Critical
Rhodes	No NMT facilities. Gravel roads. No lighting.	Pedestrians unsupported; tourism potential constrained.	High
R393 Corridor	No NMT facilities. Extremely poor road condition (potholes). No lighting.	Extreme hazard for pedestrians walking on the verge.	Critical

NODE	DEFICIT	IMPACT	PRIORITY
Universal Access	Complete absence of tactile paving, dropped kerbs, accessible ablution, or adequate widths.	Systematic exclusion of persons with disabilities, elderly, and parents with prams.	Critical
Lighting	Severe deficit across all nodes, particularly on access roads to townships.	Fear of crime; reduced mobility after dark; women and children most affected.	Critical
Pedestrian Crossings	Almost none; where present, markings are faded.	Systemic safety failure; high risk for scholars and elderly.	High
PT-NMT Integration	Universally poor; access to PT facilities is unsafe and unsupported.	The PT journey is compromised at its most vulnerable points.	Critical

8.5 SWOT ANALYSIS (PT AND NMT)

8.5.1 Strengths

- High pedestrian volumes in all nodes demonstrate that walking is a primary mode of transport, justifying investment in NMT infrastructure.
- Lady Grey's compact urban form offers inherent walkability potential, with residential areas (Khwezi Naledi, Transwilger) located within 1-2 km of the CBD.
- Existing paved walkways in limited areas (Lady Grey CBD, Sterkspruit small section) provide a foundation for network expansion.
- UDF identifies pedestrianisation as a priority catalytic project in Sterkspruit, providing a ready-made intervention framework.
- Community awareness of pedestrian safety issues is high, creating demand for improved facilities.

8.5.2 Weaknesses

- Complete absence of NMT infrastructure in most nodes. Herschel, Barkly East, Rhodes, and the R393 corridor have no sidewalks, crossings, or pedestrian facilities whatsoever.
- Severe pedestrian-vehicle conflict in Sterkspruit. Sidewalks exist on only one side of a small section of Main Road; obstructions force pedestrians onto the road surface.
- No pedestrian crossings at any school, taxi rank, or high-demand location across the municipality.

- Severe lighting deficit throughout the municipality, particularly on access roads to townships (Khwezi Naledi, Nkululeko, Herschel, Mountain View) and along the R393 corridor.
- No universal access provisions anywhere in the municipality. Tactile paving, dropped kerbs, accessible crossings, and adequate widths are completely absent.
- No NMT policy, standards, or design guidelines adopted by the municipality.
- No dedicated budget or staff for NMT planning and implementation.
- Faded road markings in Barkly East and other nodes reduce driver awareness of pedestrian areas
- Gravel roads and verges in Rhodes, Herschel, and rural areas create difficult walking conditions (dust, mud, uneven surfaces).
- Poor integration with public transport. Access to taxi ranks and pick-up points is unsafe and unsupported by NMT facilities in all nodes.

8.5.3 Opportunities

- SANRAL R392 rehabilitation project provides opportunity to advocate for inclusion of pedestrian facilities (lighting, crossings, sidewalks) at village nodes along the corridor.
- NDPG and MIG funding can be leveraged for UDF catalytic projects, including pedestrianisation of Sterkspruit Main Road.
- Climate change adaptation grants may be available for stormwater management that integrates with NMT infrastructure.
- Provincial and national policy frameworks (NLTA, NMT Policy) support and mandate investment in pedestrian infrastructure.
- Partnership opportunities with the Department of Transport, Department of Education, and SAPS for school safety programmes (crossings, scholar patrols).
- Solar lighting technology offers off-grid solutions for lighting at remote pick-up points and village nodes without grid connection.
- Lady Grey could become a model walkable town with targeted investment, demonstrating the benefits of NMT for other nodes.
- Schools along R393 (St Teresa, Tlokweng) provide compelling motivation for targeted safety interventions.

8.5.4 Threats

- Deteriorating road conditions (potholes on R393) force vehicles to swerve unpredictably, endangering pedestrians on the verges.
- Increased traffic volumes from cross-border trade and tourism without corresponding pedestrian safety measures.
- Budget constraints may prevent allocation of sufficient funds for comprehensive NMT network development.
- Maintenance backlogs for existing infrastructure (where it exists) will continue to grow without dedicated budget allocation.

- Lack of political will to prioritise pedestrian infrastructure over motorised transport investments.
- Continued dominance of vehicle-centric planning perpetuates neglect of pedestrian needs.

9 AIRPORTS

9.1 AIRPORTS AND AIRFIELDS

This section provides a status quo assessment of airfields and landing strips within the Senqu Local Municipality. It is important to note at the outset that there are no formal, licensed airports utilised by the general public within the municipal area. Aviation infrastructure is, however, relevant to the ITP for tourism access, emergency services (aeromedical evacuation), agricultural aviation, and potential economic development. This assessment examines the limited existing and proposed facilities.

The Senqu Local Municipality has no formal airports or airfields that are licensed for public use or regular commercial air services. Communities and visitors requiring air travel must access facilities outside the municipal boundary, most notably:

- Elliot Airport (FAET): Located approximately 44 km south-east of Barkly East, in the neighbouring Sakhisizwe Local Municipality.
- Ugie Airport (FAUG): Located approximately 63 km east of Barkly East, in the neighbouring Elundini Local Municipality.
- Bram Fischer International Airport (Bloemfontein): The nearest major commercial airport, approximately 244 km north-west of Barkly East.

9.1.1 Planned/Proposed Airstrip (Tiffindell/Rhodes Area)

The 2010 JGDM ITP noted an investigation into a new airstrip approximately 10 km south-west of Rhodes, near the R396, funded by the Eastern Cape Department of Transport (ECDoT*) [Senqu IDP 2022-27 Review 2025-26].* This was intended to serve the Tiffindell Ski Resort and the broader tourism market.

9.1.2 Current Status

No recent information regarding the progress, funding status, or implementation of this proposed airstrip is available in the reviewed documentation (IDP 2022-27, SDF 2016, UDF 2026). This represents a significant information gap, given the potential importance of such a facility for tourism development in the Rhodes/Tiffindell area, particularly for access during winter when road access may be compromised.

Table 9-1: Airfields - Key Findings and Information Gaps

FINDING	IMPLICATION/RECOMMENDED ACTION
No formal public airports exist within the municipality	Residents and visitors must travel to neighbouring municipalities (Elliot, Ugie) or Bloemfontein for air travel.
Barkly East landing strip exists but is for private use only.	Not available for public transport, emergency services, or tourism development.

FINDING	IMPLICATION/RECOMMENDED ACTION
Lady Grey airstrip is confirmed closed.	No facility in the western part of the municipality.
Status of proposed Tiffindell/Rhodes airstrip unknown.	Critical information gap. The feasibility, current status, and intended role of this proposed facility must be clarified through engagement with ECDoT and tourism stakeholders.
No information on condition, maintenance responsibility, or operational status of Barkly East strip.	The municipality should engage with relevant authorities (ECDoT, private landowners, CAA) to establish a clear understanding of the asset.
Airfields not referenced in IDP, SDF, or LED strategies.	Aviation infrastructure is not currently integrated into municipal planning frameworks, despite potential for tourism and emergency response.

10 RAIL NETWORK

This section provides a status quo assessment of the rail infrastructure within the Senqu Local Municipality. Although the rail network is currently neglected and largely dismantled, its historical significance, residual infrastructure, and potential for future tourism or economic development warrant its inclusion in the ITP baseline. The assessment examines the history, engineering features, current condition, and strategic context of the former branch line from Aliwal North to Barkly East, identifying key information gaps and opportunities for heritage-based development.

10.1 HISTORICAL OVERVIEW: ALIWAL NORTH – BARKLY EAST BRANCH LINE

The most significant rail infrastructure within the study area is the 157 km branch line from Aliwal North to Barkly East. Constructed to the Cape gauge of 1 067 mm, this line was a remarkable feat of engineering, built over more than two decades to serve the agricultural communities of the north ad southern parts of the Senqu Local Municipality.

10.2 OPERATIONAL HISTORY AND CLOSURE

- Traffic: The line primarily carried agricultural produce (wool, livestock) and construction materials. Passenger services were provided by "mixed trains" (goods trains with a passenger carriage), with the journey from Aliwal North to Barkly East taking nine to ten hours.
- Locomotives: For nearly 40 years, the line was worked by Class GB 2-6-2+2-6-2 Garratt locomotives. These were replaced by Class 19D 4-8-2 locomotives in 1966. Diesel locomotives took over in the late 1970s.
- Closure: The line was finally closed in 2001, succumbing to competition from road transport

10.3 STRATEGIC AND DEVELOPMENT CONTEXT

The disused railway line is referenced in the 2016 SDF as a potential development opportunity:

- The SDF notes the "reopening of the historic railway line between Aliwal North and Barkly East passing through Lady Grey is also a unique development option that will attract tourists" *[SDF 2016, p. 93].*
- The SDF identifies "Development potential of existing railway infrastructure" in Lady Grey and notes that the railway station could become a priority for investment to encourage railway transit *[SDF 2016, p. 128, 140].*
- The Joe Gqabi District Municipality SDF and Comprehensive Infrastructure Plan both aim to "reinvigorate railway transportation and divert investment into upgrading of rail infrastructure for the purpose of passenger commuters" *[SDF 2016, p. 141].*

11 FUNDING

This section provides a status quo assessment of the financial resources available for transport-related infrastructure and services within the Senqu Local Municipality. It examines current budget allocations, grant funding, expenditure trends, and the fiscal sustainability of the municipality's transport functions.

11.1 OVERVIEW OF TRANSPORT FUNDING SOURCES

Transport infrastructure and services within Senqu LM are funded through a combination of municipal own revenue, conditional grants from national and provincial government, and, where applicable, district municipality funding. The primary funding sources relevant to transport are shown in Table 11-1 below.

Table 11-1: Funding sources

FUNDING SOURCE	RESPONSIBLE AUTHORITY	APPLICATION
Municipal Infrastructure Grant (MIG)	SLM/JGDM	Capital projects for roads, pedestrian bridges, stormwater management, and community facilities
Provincial Roads Maintenance Grant	ECDoT	Maintenance of provincial roads (R58, R392, R393, R396, etc.)
SLM Own Revenue	SLM	Routine maintenance of municipal roads, street lighting, NMT facilities
EPWP Incentive Grant	SLM	Labour-intensive road maintenance and cleaning projects
Neighbourhood Development Partnership Grant (NDPG)	SLM (via National Treasury)	Urban regeneration and transport-related public space projects (e.g., Sterkspruit UDF)
District Municipality Funding	JGDM	Shared services; limited direct transport funding

11.2 MUNICIPAL TRANSPORT BUDGET ANALYSIS (2025/26 – 2027/28)

The Senqu LM IDP 2022-27 (Review 2025/26) provides detailed budget allocations for transport-related infrastructure. The following tables summarise the capital and operational budgets for roads, stormwater, and related transport functions.

Table 11-2: Municipal Capital projects, capital plan and summary of operational budget – Roads and Stormwater (2025/26 – 2027/28)

PROJECT/PROGRAMME	2025/26 BUDGET (R)	2026/27 BUDGET (R)	2027/28 BUDGET (R)
R&M Roads (W1-17)	5 697 466.81	6 089 096.52	6 491 558.47
QR&M – Bridges - All Wards	3 574.70	3 705.74	3 854.14
R& M Stormwater	470 672.14	487 925.11	507 040.83
R&M Taxi Rank Ward 10	14 831.83	15 375.50	15 731.62
Total Transport R&M Budget	6 186 545.48	6 596 102.87	7 018 185.06

Table 11-3: Transport-Related Repairs and Maintenance Budget (2025/26 – 2027/28)

PROJECT DESCRIPTION	2025/26 BUDGET (R)	2026/27 BUDGET (R)	2027/28 BUDGET (R)
Rehabilitation of Roads & Stormwater in Ward 10	16 303 833.89	18 500 000.00	-
Rehabilitation of Roads & Stormwater in Lady Grey (W14)	16 303 833.89	18 500 000.00	-
Rehabilitation of Roads & Stormwater in Mokhesi (W8)	15 280 038.37	-	-
Rehabilitation of Roads & Stormwater in Barkly East (W15&16)	15 280 038.37	-	-
New Rest Construction – Paving (Ward 8)	8 357 090.49	19 190 921.04	12 495 835.61
Lining, fencing & upgrading of primary storm water channel through Khwezi Naledi (W14)	8 089 706.20	18 109 878.35	13 526 338.23
Repairing of 6 km gravel roads (Sunduza, Bensonvale, Jozana nek) (W17)	4 900 968.00	-	-
Repairing of 5.2 km gravel roads (Ndofela, Bikizana, Mbobo) (W1)	4 516 224.00	-	-
Driving Licence and Testing Centre Sterkspruit (W10)	4 445 000.00	-	-
Repairing of 4,5 km gravel roads (Joveleni, Hinana, Voyizana) (W9)	4 209 242.88	-	-
Construction of interlock paved streets in Khwezi Naledi (Steve Tswete) (W14)	4 998 176.00	-	-
Fleet - GFS ROADS (Plant)	2 808 487.75	1 135 450.05	339 020.64
Tienbank - Access to Property (180 Properties) (W10)	244 051.12	-	-

PROJECT DESCRIPTION	2025/26 BUDGET (R)	2026/27 BUDGET (R)	2027/28 BUDGET (R)
Total Roads & Stormwater Capital	105 734 690.96	75 435 249.44	26 361 194.48

The analysis of the financial landscape for transport within the Senqu Local Municipality reveals a critical misalignment between the scale of the infrastructure deficit and the resources available to address it. While the municipality has access to established funding streams such as the Municipal Infrastructure Grant (MIG), the current budget allocations are wholly inadequate to reverse the systemic decay documented in this report.

The capital budget for the 2025/26 financial year, totalling approximately R105 million for roads and stormwater, is heavily project-specific and offers no sustained programme for network-wide upgrades. Critically, the forward estimates for 2026/27 and 2027/28 show a complete absence of allocated capital funding, indicating a reliance on year-to-year grant applications rather than a structured, multi-year infrastructure programme.

The repairs and maintenance budget, averaging just over R6 million annually, is the most telling indicator of financial distress. For a municipal area of this size, with an extensive road network and severe backlogs, this allocation is insufficient to prevent the accelerated deterioration of existing assets, let alone address the current state of disrepair.

The analysis reveals the following:

- **Underfunding of Maintenance:** The operational budget for roads and stormwater maintenance is critically low, guaranteeing the continued deterioration of municipal roads and the failure to address pedestrian safety backlogs.
- **Lack of a Dedicated Transport Budget:** There is no specific budget allocation for public transport facility maintenance or NMT infrastructure development. These functions are currently unfunded mandates, which explains the complete absence of formal facilities and universal access across all nodes.
- **Reactive Capital Planning:** The capital budget is characterised by ad-hoc, ward-based projects rather than a strategic, network-wide investment programme aligned with the ITP's future priorities.
- **Opportunity in Grant Alignment:** The greatest financial opportunity lies not in increased municipal revenue, but in strategically aligning projects with external grants. The SANRAL R392 rehabilitation, potential NDPG funding for UDF projects, and the MIG pipeline must be coordinated to ensure that infrastructure investments are mutually reinforcing and deliver maximum systemic benefit.

The current funding model for transport in Senqu LM is unsustainable. Without a significant and sustained increase in both capital and operational budgets,

specifically ring-fenced for public transport and NMT, the infrastructure and service deficits identified in this report will not only persist but will worsen. The Draft ITP must therefore prioritise interventions that are not only technically sound but also financially feasible, leveraging external funding and advocating for a fundamental re-prioritisation of municipal resources towards transport.

12 CONCLUSION

This Status Quo Report has provided a comprehensive and evidence-based assessment of the current transport landscape within the Senqu Local Municipality. Through a mixed-methods approach, integrating secondary data review, primary passenger and NMT surveys, nodal infrastructure audits, and institutional analysis, the report has established a definitive baseline of the municipality's transport strengths, weaknesses, and critical deficits. The findings paint a clear picture of a system under significant strain, characterized by historical underinvestment, spatial inefficiency, and a growing misalignment between community needs and available infrastructure.

12.1 SUMMARY OF KEY FINDINGS

- **Spatial Disparity:** The apartheid-era spatial logic, which geographically separates high-density residential areas (Sterkspruit/Herschel) from primary economic and administrative nodes (Lady Grey, Barkly East), continues to govern movement patterns. This generates long-distance, costly commuter trips and imposes a significant economic burden on households.
- **Public Transport Crisis:** The minibus-taxi industry, dominated by HUTA, provides the sole mode of motorized public transport. However, it operates within a severely constrained environment. With the exception of Sterkspruit, *no* formal public transport facilities exist. Lady Grey, Barkly East, and Rhodes rely entirely on informal kerbside operations, where commuters wait without shelter, seating, lighting, or ablution facilities. The extreme service limitation in Rhodes, one trip out and one return daily, constitutes transport poverty, effectively restricting residents' access to employment, healthcare, and education.
- **Critical Infrastructure Failure:** The provincial roads forming the backbone of the municipal network (R392, R393, R396) are in a state of advanced deterioration. The R393, in particular, with its extensive, deep potholes, forces vehicles to swerve unpredictably, creating an extreme safety hazard for both motorists and pedestrians. This condition increases vehicle operating costs, deters economic activity, and isolates rural communities.
- **NMT and Universal Access Neglect:** Walking is the primary mode of transport for a significant portion of the population, yet pedestrian infrastructure is virtually non-existent. There are no sidewalks on access routes to townships, no formal pedestrian crossings at schools or taxi ranks, and a severe deficit of street lighting across all nodes. Critically, universal access features for persons with disabilities, the elderly, and parents with young children are completely absent, resulting in the systematic exclusion of vulnerable groups from the transport system.
- **Institutional and Financial Incapacity:** The municipality lacks a dedicated transport planning function, with no specialist staff for public transport or NMT. The Technical Services Directorate faces critical skills shortages and a

maintenance budget wholly inadequate for the size of the network. The absence of a ring-fenced budget for public transport facility maintenance explains the poor state of existing infrastructure and the absence of facilities elsewhere.

The current transport system is failing to meet the basic needs of Senqu's residents, compromising safety, dignity, and economic opportunity. This report provides the definitive evidence base required to inform the Draft Integrated Transport Plan. The ITP must now pivot from documenting these deficits to developing a strategic, prioritized, and implementable framework that advocates for systemic investment, institutional reform, and a fundamental shift towards a people-centred transport plan.

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APPENDIX A: DATA COLLECTION TEMPLATES

Survey Location: _____

Date: _____ Time: _____

Enumerator Name: _____

Section A: Respondent Profile

1. Gender: ☐ Male ☐ Female ☐ Other
2. Age Group: ☐ <18 ☐ 18–25 ☐ 26–35 ☐ 36–50 ☐ >50
3. Category: ☐ Scholar ☐ Student ☐ Worker ☐ Pensioner ☐ Unemployed ☐ Other: _____

Section B: Trip Characteristics

1. Reason for this trip:

   ☐ Work ☐ School ☐ Shopping ☐ Health ☐ Leisure ☐ Visiting family/friends ☐ Other: _____
2. Origin (Where did your trip start?): Town/Area: _____
3. Destination (Where are you going?): Town/Area: _____

Section C: Transport Details

1. Main mode of transport used:

   ☐ Minibus taxi ☐ Bus ☐ Private car ☐ Walking ☐ Bicycle ☐ Other: _____
2. Number of route/vehicle changes on this trip:

   ☐ None ☐ 1 ☐ 2 ☐ More than 2
3. Total waiting time before boarding (minutes): _____
4. Total in-vehicle travel time (minutes): _____
5. Walking distance to the boarding point:

   ☐ <500 m ☐ 500 m – 1 km ☐ 1–2 km ☐ >2 km
6. Total cost of this trip (one-way):

   R _____
7. Do you find it affordable?

   ☐ Yes ☐ No

Section D: Travel Frequency

1. How often do you make this trip?

   ☐ Daily ☐ Several times a week ☐ Weekly ☐ Monthly ☐ Occasionally

Section E: Transport Infrastructure

1. Condition of boarding facilities (ranks/stops/shelters) at this location:

   ☐ Very good ☐ Good ☐ Fair ☐ Poor ☐ Very poor

2. Are the following facilities available at your boarding point? (tick all that apply):

   ☐ Shelter/roof ☐ Seating ☐ Lighting ☐ Signage/routes displayed ☐ Toilets ☐ None

3. Personal safety at this facility:

   ☐ Very safe ☐ Safe ☐ Neutral ☐ Unsafe ☐ Very unsafe

4. Main infrastructure problems experienced here:

   ☐ No shelter ☐ Poor lighting ☐ Bad Road surface ☐ No formal rank ☐ Congestion ☐ Crime ☐ Other: _____

Section F: Safety & Road Conditions

1. How safe do you feel when accessing this transport facility?

   ☐ Very safe ☐ Safe ☐ Neutral ☐ Unsafe ☐ Very unsafe

2. Main safety concerns at or near this facility (tick all that apply):

   ☐ Crime/theft ☐ Poor lighting ☐ Reckless driving ☐ Overcrowding ☐ Harassment ☐ None ☐ Other: _____

3. Condition of roads used to reach this facility:

   ☐ Very good ☐ Good ☐ Fair ☐ Poor ☐ Very poor

Section G: Service Quality

1. How would you rate the public transport services?

   ☐ Very good ☐ Good ☐ Fair ☐ Poor ☐ Very poor

2. Main problem experienced (if any):

   ☐ Long waiting time ☐ Overloading ☐ High cost ☐ Safety ☐ Reliability ☐ None ☐ Other: _____

Section H: Additional Comments

1. Any suggestions to improve public transport in this area?

   _____
   _____
   _____
   _____

Survey Location: _____

Date: _____ Time: _____

Enumerator Name: _____

Section A: Respondent Profile

1. **Gender:** ☐ Male ☐ Female ☐ Other
2. **Age Group:** ☐ <18 ☐ 18–25 ☐ 26–35 ☐ 36–50 ☐ >50
3. **Category:** ☐ Scholar ☐ Student ☐ Worker ☐ Pensioner ☐ Unemployed ☐ Other: _____

Section B: Trip Information

1. **Reason for this trip:**

   ☐ Work ☐ School ☐ Shopping ☐ Health ☐ Leisure ☐ Visiting family/friends ☐ Other: _____
2. Origin (Where did your journey start?): Town/Area: _____
3. Destination (Where are you going?): Town/Area: _____
4. Walking distance:

   ☐ Less than 500 m ☐ 500 m – 1 km ☐ 1–2 km ☐ More than 2 km

Section D: Travel Frequency

1. **How often do you make this trip?**

   ☐ Daily ☐ Several times a week ☐ Weekly ☐ Monthly ☐ Occasionally

Section E: Sidewalks/NMT Facilities and Safety

1. **Availability of sidewalks / footpaths along your route:**

   ☐ Continuous on both sides of the road ☐ Continuous on one side only

   ☐ Discontinuous / broken sections ☐ No sidewalks available.

15. **Cycling Facilities**

    Availability of dedicated cycle lanes along your route:

    ☐ Continuous cycle lanes ☐ Partial cycle lanes ☐ Shared Road with vehicles

    ☐ No cycling facilities

2. **Condition of sidewalks / footpaths if available:**

   ☐ Very good ☐ Good ☐ Fair ☐ Poor ☐ Very poor ☐ Not applicable

3. **Width of sidewalks / walking space:**

   ☐ Very wide and comfortable ☐ Adequate ☐ Narrow ☐ Very narrow / overcrowded

   ☐ Not applicable

4. **Surface condition of sidewalks / paths:**

   ☐ Smooth and even ☐ Minor defects (cracks, potholes)

☐ Uneven / damaged ☐ Gravel / earth surface only

5. **Obstructions along sidewalks / paths (tick all that apply):**

   ☐ None ☐ Street vendors ☐ Poles / signs ☐ Parked vehicles ☐ Construction works

   ☐ Vegetation ☐ Waste / debris ☐ Other: _____

Section F: Pedestrian Crossings and Intersections

1. **Availability of formal pedestrian crossings along your route:**

   ☐ Signalised crossings ☐ Zebra crossings ☐ Raised crossings / traffic calming

   ☐ Pedestrian bridges / subways ☐ Informal crossing only ☐ No crossings available

2. **Distance between safe crossing points:**

   ☐ Less than 100 m ☐ 100–300 m ☐ More than 300 m ☐ Not applicable

3. **Visibility of crossing markings and signs:**

   ☐ Very clear ☐ Clear ☐ Fair ☐ Poor ☐ Very poor ☐ Not applicable

4. **Waiting time to cross major roads:**

   ☐ Less than 30 seconds ☐ 30–60 seconds ☐ More than 60 seconds ☐ Very difficult to cross

5. **Driver behaviour at pedestrian crossings:**

   ☐ Always yield ☐ Often yield ☐ Sometimes yield ☐ Rarely yield ☐ Never yield

Section G. Safety and Security

1. **Perceived personal safety while walking / cycling in this area:**

   ☐ Very safe ☐ Safe ☐ Neutral ☐ Unsafe ☐ Very unsafe

2. **Main safety concerns experienced (tick all that apply):**

   ☐ High vehicle speeds ☐ Reckless / aggressive driving ☐ Lack of crossings ☐ Poor lighting ☐ Crime / theft ☐ Harassment ☐ Stray animals ☐ Overcrowding

   ☐ None ☐ Other: _____

3. **Time of day when you feel least safe:**

   ☐ Early morning ☐ Daytime ☐ Evening ☐ Night

4. **Availability of street lighting along your route:**

   ☐ Continuous and adequate ☐ Partial / insufficient ☐ Very limited ☐ No lighting

5. **Overall quality of NMT facilities in this area:**

   ☐ Very good ☐ Good ☐ Fair ☐ Poor ☐ Very poor

Section H: Additional Comments

1. Any suggestions to improve NMT facilities in this area?

   _____

Survey Location: _____ Date: _____

Time: _____ Enumerator's Name: _____

*The **Senqu Local Municipality** is currently conducting a study to improve traffic flow and safety within **Sterkspruit**. We recognize that congestion affects everyone, whether you are a local resident, a daily commuter, or just passing through.*

Your feedback is essential in helping us decide where to prioritize infrastructure improvements, such as road widening, synchronized signalling, or potential bypass routes. This survey will take approximately 3 minutes to complete. Your responses are anonymous and will be used solely for urban planning and transport research. Thank you for helping us build a more efficient and accessible community.

1. Origin (Where did your trip start?): Town/Area: _____

2. Final Destination (Where are you going?): Town/Area: _____
3. Reason for this trip:

   ☐ Work ☐ School ☐ Shopping ☐ Health ☐ Leisure ☐ Visiting family/friends ☐

4. How often do you make this trip?

   ☐ Daily ☐ Weekly ☐ Monthly ☐ Occasionally

5. Did you stop, or do you plan to stop, in Sterkspruit during this trip?

   If yes, what is/was the reason?

   _____

   _____

6. Please indicate the approximate time you entered the town today.

   ☐ Before 06:00 ☐ 06:00 – 09:00 ☐ 09:00 – 12:00 ☐ 12:00 – 15:00

   ☐ 15:00 – 18: ☐ After 18:00

7. How much time do you estimate you lose to traffic congestion while passing through Sterkspruit?

   _____

8. Why did you choose this route today?

   _____

9. If a bypass road existed that avoided the town centre but added **3 – 5 kms** to your trip, would you use it?

   _____

10. Including yourself, how many people are in the vehicle?

    _____

11. Type of vehicle

    ☐ Sedan/Hatchback ☐ SUV ☐ Bakkie ☐ Minibus Taxi ☐ Bus ☐ ☐ Heavy Goods Vehicle (truck)

APPENDIX B: STERKSPRUIT URBAN DESIGN FRAMEWORK (UDF)

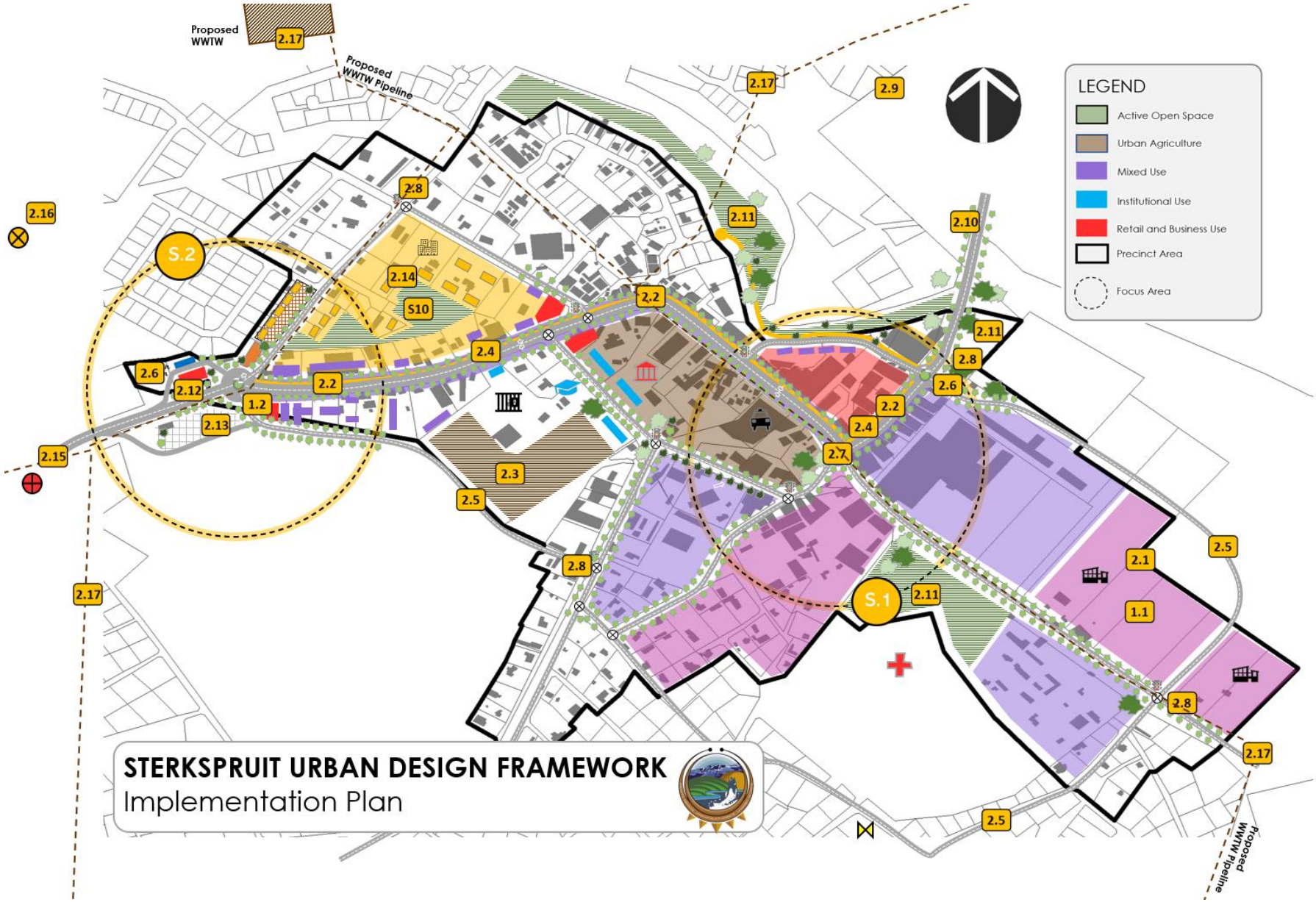
IMPLEMENTATION MATRIX

Table 1: Implementation Matrix

Spatial Reference	Sub-Precinct	Description	Project Type	Program	Time Frame			Priority	Milestone	Possible Funding Source	Responsible directorate	Time frame
					Short	Medium	Long					
1. SOFT PROJECTS												
-	All	Running regular awareness and cleaning campaigns to clean Sterkspruit and to make to town attractive for tourism development	Design and Deliver	Local Economic Development	x				Beautification/ Attract investment	SLM, DEDEA	Community Services	Continuous & May 2025 beautification of entrances
-	All	Ongoing clearing of alien invasive species program	Design and Deliver	Environmental Management	x	x	x		Beautification/ Attract investment	SLM, DEDEA	Community Services	July 2025
-	All	Alienation of Municipal owned land to make land available through a public tender process for residential and commercial purposes; to allow the private sector to invest in development of the area. Land should be made available with strict pro-development conditions.	Design and Deliver	Local Economic Development		x			Land Availability	SLM, Joe Gqabi DM	DTPS	June 2025
2. HARD PROJECTS												
2.2 – 2.4		Pedestrianised road/ partial closure of the Main road.	Plan and Promote	Urban Design		x					DTPS	June 2026

Spatial Reference	Sub-Precinct	Description	Project Type	Program	Time Frame			Priority	Milestone	Possible Funding Source	Responsible directorate	Time frame
					Short	Medium	Long					
2.2	A ll	Development of walkways, landscaping, public art, traffic circles	Plan and Promote	Urban Design		x			Pedestrian friendly Areas	SLM, Joe Gqabi DM, DEDEA	Community Services	June 2026
-		Development of street lighting	Plan and Promote	Urban Design		x					Technical Services	
-		Development of signages	Plan and Promote	Urban Design	x						DTPS	December 2025
2.3	1	Identifying and developing local community-based / urban agriculture initiatives that support local value chains in the agricultural sector.	Plan and Promote	Local Economic Development		x			Food Security	SLM, DALRRD, DEDEA	DTPS	June 2026
2.5	A ll	Construction of new roads to improve accessibility towards and from the proposed Precinct development. Roads should specifically focus on bypass routes to limit further congestion.	Design and Deliver	Roads and Stormwater		x			Infrastructure	SLM, Joe Gqabi DM, Public Works	Technical Services	
2.6	A ll	Upgrading and development of taxi stops, and taxi ranks where required to improve accessibility towards the proposed Precinct	Design and Deliver	Transportation		x			Infrastructure	SLM, Joe Gqabi DM	Community Services	June 2026
2.7	2	Upgrading and refurbishment of the Sterkspruit CBD area as well as the main roads to and from Sterkspruit. Mixed Use development corridors should be strengthened.	Design and Deliver	Urban Regeneration		x			Urban Regeneration	SLM, ECCOGTA, Public Works	DTPS	June 2026
2.10	1	The construction of walkways to and from the Ikhala TVET College (along the R392)	Design and Deliver	Educational Facilities		x	x			DoE, Public Works	Technical Services	

Spatial Reference	Sub-Precinct	Description	Project Type	Program	Time Frame			Priority	Milestone	Possible Funding Source	Responsible directorate	Time frame
					Short	Medium	Long					
2.2 & 2.14	A II	Development of outdoor gym facilities.	Design and Deliver	Sports and Recreation		x			Active Open Spaces	SLM, Joe Gqabi DM, DEDEA, ECSRAC	Community Services	June 2026
2.7	2	The development of Parking Bays, hawker stalls and ablution facilities.	Design and Deliver	Transportation		x			Infrastructure	SLM, Joe Gqabi DM	DTPS& Community Services	


Proposed WWTW
Proposed WWTW Pipeline
LEGEND
Active Open Space
Urban Agriculture
Mixed Use
Institutional Use
Retail and Business Use
Precinct Area
Focus Area
S.1
S.2
S10
STERKSPRUIT URBAN DESIGN FRAMEWORK
Implementation Plan


Sterkspruit