



roads and transport
Department: Roads and Transport
GAUTENG PROVINCE



GAUTENG 25-YEAR INTEGRATED TRANSPORT MASTER PLAN

5 Year Gauteng Transport Implementation Plan



GAUTENG
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

SARF 24th Meeting– 6 November 2012

GTIP5 Report

- Final Report presented in October 2012.
- Provide the foundation for the 25-Year Integrated Transport Master Plan (ITMP25)
- Propose key initiatives and projects to be implemented in the short term that will “alleviate” bottlenecks or address pressing transport problems over next 5 years.

Key Initiatives (3)

	Initiatives and Key Focus Areas
1.	Transport Authority for Gauteng
	1.1 Provincial-wide Public Transport Information Centre
	1.2 “One Province One Ticket”
2.	Integration with the Commuter Rail Corridor Modernisation Project of PRASA
3.	Restructured Subsidised Road-based Public Transport
4.	Transformation of the Taxi Industry
5.	Greener Public Transport Vehicles Technologies
6.	Travel Demand Management, Less Congestions and Shorter Travel Times
7.	Access to Major Freight Nodes
8.	International and City Airports
9.	Pedestrian Paths and Cycle Ways
10.	Continued Provincial Wide Mobility
11.	Effective Management of Existing Transport Infrastructure

NEW ISSUES

**TRANSPORT
REGULATION
AND
ENFORCEMENT**

**ACCESSIBLE
TRANSPORT**

A Transport Authority for Gauteng (1)

Problems and Issues

- Fragmented and unco-ordinated transport service delivery has resulted from:
 - Modal silos and
 - Planning and service provision at a municipal level.
- The Gauteng City Region as a whole (and beyond) operates as a “*Functional Transport Area*”, and
- Institutional arrangements as set out in the NLTA not totally appropriate to Gauteng.

A Transport Authority for Gauteng (2)

Description

- Establishment of an appropriate institutional structure to coordinate, integrate and manage transport service delivery.
- Partnership and “shareholding” by both the provincial and municipal spheres of government.
- Initial focus on planning and public transport service provision.

A Transport Authority for Gauteng (3)

Approach

- Obtaining agreement amongst all stakeholders on an appropriate institutional arrangements and a structure.
- Business Plan development.
- Finalise funding arrangements.
- Institutional development, including legal basis and establishment of the authority.

A Transport Authority for Gauteng (4)

Outcome:
Coordinated
and integrated
public transport
service delivery
for enhanced
mobility and
quality.

Integration with PRASA Passenger Rail Corridor Modernisation Project ⁽¹⁾

Problems & Issues

- Railway stations often operate as islands within the transport system due to a lack of integration.
- Rail commuters have to walk long distances to access stations under inconvenient and unsafe circumstances.
- Support, alignment with and integration of PRASA projects with other PT initiatives are required.
- “Stretch” the rail commuter market to improve its efficiency.

Integration with PRASA Passenger Rail Corridor Modernisation Project (2)

Description

- Integration of PRASA Modernisation Project with IPTN and roads network through:
 - Integrated development and land use planning (densification and transit orientated development),
 - Integrated infrastructure at stations, which enables convenient and safe transfers,
 - Coordination of timetables/schedules of rail and road-based public transport modes,
 - Integrated ticketing,
 - Integrated travel information and signage, and
 - Non-motorised transport facilities & amenities.

Integration with PRASA Passenger Rail Corridor Modernisation Project ⁽³⁾

Projects & Actions

- Joint planning which includes all key role-players,
- Agreement on the main stations to be focussed on initially (ie. Germiston, Vereeniging, Roodepoort and Leralla),
- Operational integration with other modes,
- Provision of non-motorised transport facilities & amenities, and
- Directional signage to and from stations.

Integration with PRASA Passenger Rail Corridor Modernisation Project (4)

Outcome

- Reinforce the role of rail as the “back-bone” of the system,
- “Extend” reach of rail through improved accessibility, and
- Enhanced convenience and safety.

Restructured Subsidised Road-based PT (2)

	Description
Status Quo	Provincial IPTN design incomplete Subsidised commuter bus contracts dated & “expired”
Initiative	Restructuring of subsidised road-based PT services through finalisation of the Integrated Public Transport Network (IPTN)
Actions & Projects	<ul style="list-style-type: none"> • Refinement of the Gauteng IPTN • ID appropriate modes to be deployed on the IPTN corridors & links (i.e. BRT, express bus, bus and mini-bus) • Integrated of funding strategies • Common basis for contracting public transport operators • Design and letting of contracts
Outcome	<ul style="list-style-type: none"> • More efficient deployment of scarce PT resources • Enhanced mobility, convenience and access to employment and other opportunities

Transformation of Mini-bus Taxi Industry

	Description
Status Quo	“Slow rate” of reorganisation and commercialisation of the industry <i>inter alia</i> impacts on the role and sustainability of the mode, as well as the efficiency of the transport system as a whole
Initiative	Continued transformation and restructuring of the mini-bus taxi industry to enhance business and sustainability
Actions & Projects	<ul style="list-style-type: none">• Reorganisation and corporatisation strategy• Stream-lined registration and licencing systems• Business opportunities on IPTN with associated financial support• Pilot project• Urban & CBD planning for taxi facilities (ROW, Ranks, Holding areas etc.)
Outcomes	<ul style="list-style-type: none">• Sustainable and “more stable” mini-bus taxi industry• Improved service and safety levels

Travel Demand Management

	Description
Issue	Travel demand management measures, in addition to promotion of PT required, as it is key to reduction of traffic, travel and creating a more sustainable urban environment
Initiative	TDM Strategy providing for a basket of incentives and disincentives to change travel pattern
Actions & Projects	<ul style="list-style-type: none">• Creation of capacity to manage TDM and Transport Systems Management programmes• Set new standards transportation infrastructure & services• Effective management of transport infrastructure• Optimisation through deployment of ITS & TDM measures• Restructuring of land use & development patterns
Outcomes	<ul style="list-style-type: none">• Reduced travel, traffic and congestion• More effective utilisation of infrastructure

Access to Major Freight Nodes ⁽¹⁾

Problems & Issues

- Huge and sustained growth in freight volumes are expected over the next 3 decades.
- Major intermodal rail freight hubs to be developed on northern and eastern periphery of the City Region (Sentrarrand, Pyramid, Rosslyn, Tambo-Springs).
- Other major freight nodes (Aerotropolis, Transnet Pipeline end and warehousing in Midrand).
- Major freight nodes require integrated road system for feeding and distribution of smaller consignments of cargo into urban areas and CBDs, and
- Effective PT services links for workers are required.

Access to Major Freight Nodes (2)

Description

- Provision of effective road and public transport access to key freight terminals and nodes.
- Integration with the PRASA Passenger Rail Plan and finalisation of the ITPN.
- Upgrade and development of key road links.
- Consideration given to dedicated freight routes on the periphery of the urban areas for freight to flow directly to and from the N1/N12 via the freight terminals to the Limpopo, Mpumalanga, North West and KZN.

Access to Major Freight Nodes ⁽³⁾

Projects & Actions

- Integration with the PRASA Passenger Rail Plan.
- Finalisation of integrated public transport network.
- Prioritise the development of the various freight nodes in the Province.
- Upgrade and development of key road links associated with these key freight nodes.
- Investigate the feasibilities of a number of dedicated freight routes on the periphery of urban area.

Access to Major Freight Nodes (4)

Outcomes

- Continued freight mobility and access to key nodes
 - promotion of sustained economic development and growth
 - job creation and skills development

International and City Airports ⁽¹⁾

Problems & Issues

- Current air transport and travel growth trends indicate that demand at OR Tambo will exceed capacity in 30 years time.
- ACSA has limited capacity expansion options available in addition to midfield development at OR Tambo.
- Land in the City Region comes at a premium.
- All other airports are in municipal or private hands.
- Manner in which capacity is to be provided needs to be finalised as well as the land and transport system implications.

International and City Airports (2)

Description

- Assessment of airports' capacity expansions.
- Air capacity expansion strategy (passenger and freight).
- May include feasibility of operation (hub vs. city airports).
- Assessment of land, transport and other development implications for the City Region.

International and City Airports (3)

Projects & Actions

- Coordination between all role-players.
- Finalisation of capacity expansion strategy beyond the Midfields Terminal development.
- Integrated planning.
- Assess impact on land and associated development.
- Land reservation (if required).
- Assess transport accessibility and linkages required.

International and City Airports (4)

Outcome

Early anticipation and prevention of bottle necks developing in relation to air passenger and freight movements.

Pedestrian Path and Cycle Ways

	Description
Challenge	Establishment and coordinated of the approach toward NMT across the GCR and integrating all NMT related initiatives
Initiative	NMT and the provision of pedestrian paths and cycle ways in an integrated manner.
Actions & Projects	<p>Provision of NMT infrastructure and facilities (with urban “greening”) associated with key PT nodes and provincial roads:</p> <ul style="list-style-type: none">• Finalisation of the Provincial NMT policy and strategy;• 50km pedestrian paths;• 50km cycle ways;• 200 cycle racks at key public transport interchanges; and• Launch of a NMT Campaign.
Outcome	Liveable and safe and more sustainable urban environment

Continued Provincial Wide Mobility

	Description
Challenge	Development of the strategic provincial road network, to ensure efficient mobility across the GCR and beyond
Initiative	Continued provincial wide mobility and acceptable service levels to be maintained for PT, freight and private vehicle traffic, through development of the strategic road network
Actions & Projects	<p>Roads projects that are catalytic in nature and will unlock and stimulate growth in the medium-term;</p> <ul style="list-style-type: none"> • Detail design and construction of the K148/N3 interchange; • Detail design and EIA of K148, K146 and PWV15; • Detail design of the PWV 18; and • Construction of strategic freeway links.
Outcome	Acceptable provincial-wide travel times, mobility and access to key economic nodes

PWV Network

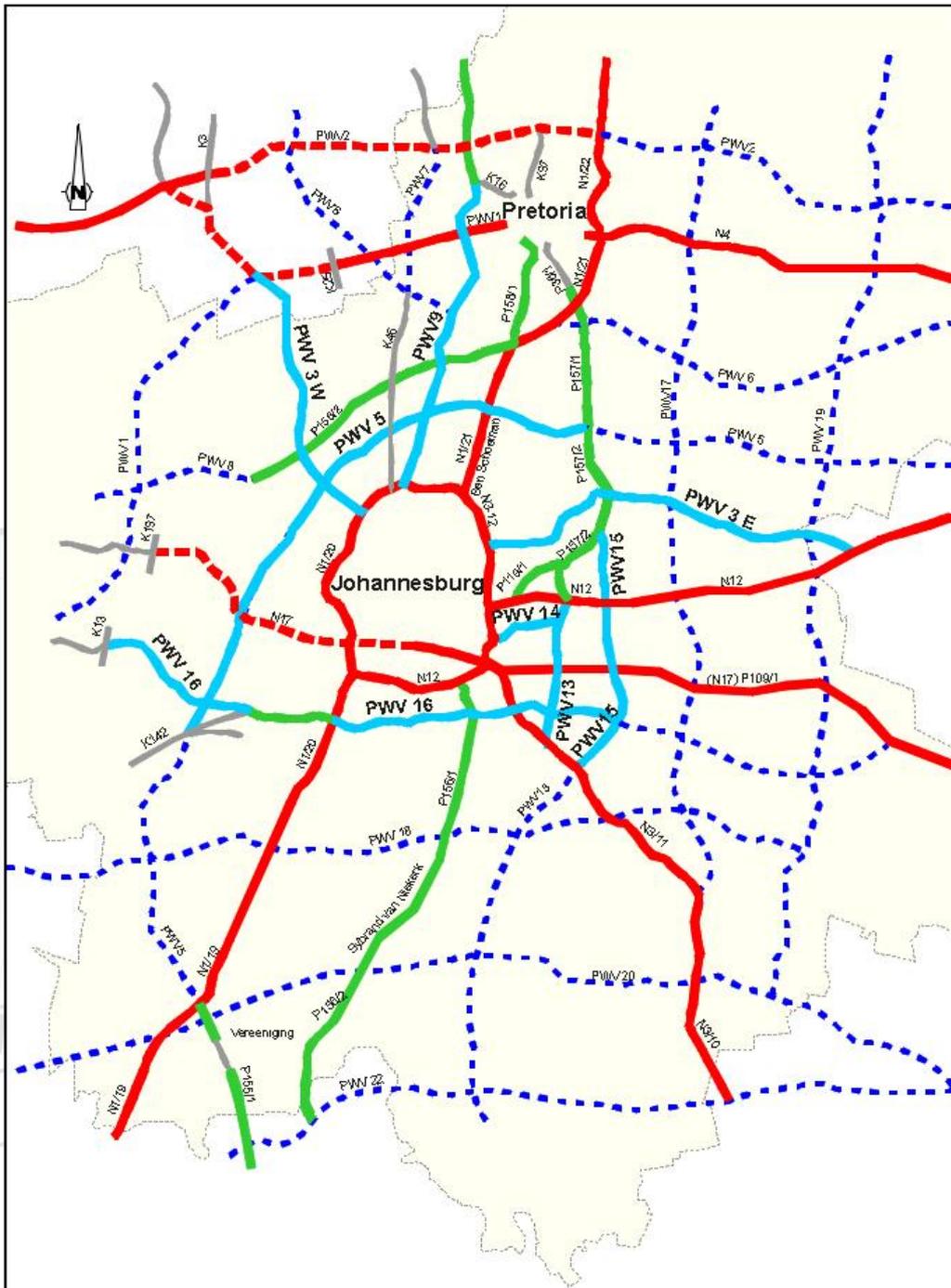
Existing National Freeways

Existing Provincial Freeways

Possible Extensions to National Freeways

Proposed New Provincial Freeways

Proposed New Provincial Freeways (longer term)



Existing Transport Infrastructure Management

	Description
Issue	Sub-optimal management of the provincial strategic road network (i.e. monitoring, maintenance, rehabilitation and repair), linked to inadequate funding, threatens mobility
Initiative	Effective preventive maintenance planning and execution annually over the MTEF period, linked to adequate funding
Actions & Projects	<p>Road Network Management System (RNMS) needs to be address in terms of;</p> <ul style="list-style-type: none"> • Creation of further capacity within GDRT (i.e. Road Pavement and Bridge expertise); • Conduct annual pavement, bridge, and storm water infrastructure assessments; and • Annual Report, containing project prioritisation, as well as budget estimates for preventative maintenance, rehabilitation, and upgrades.
Outcome	Well managed and maintained road network system



**ESTABLISH WORK TEAMS AND DEVELOP
CONCRETE IMPLEMENTATION PLANS FOR 2013**