



roads and transport

Department: Roads and Transport
GAUTENG PROVINCE

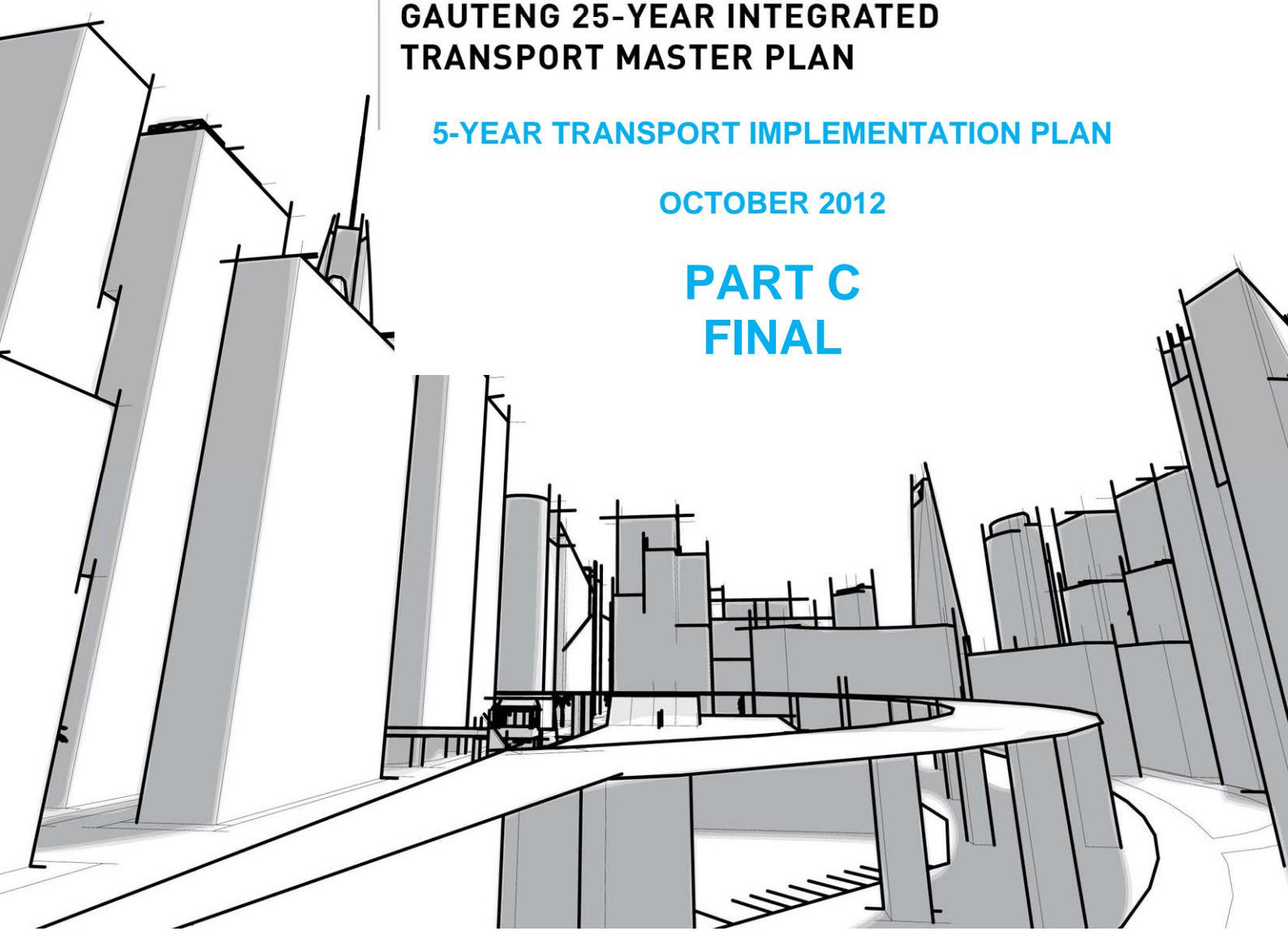


GAUTENG 25-YEAR INTEGRATED TRANSPORT MASTER PLAN

5-YEAR TRANSPORT IMPLEMENTATION PLAN

OCTOBER 2012

PART C FINAL



GAUTENG 5-YEAR TRANSPORT IMPLEMENTATION PLAN

PART C – STAKEHOLDER ENGAGEMENT

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21 INTRODUCTION

21.1 Background

In July 2012 the MEC launched the 5-Year Transport Implementation Plan (GTIP5) at a Consultative Forum session, where the opportunity was given to stakeholders to submit written comments on the GTIP5 report. As part of the consultation process the Gauteng Department of Roads and Transport (GDRT) hosted a number of Focus Group Sessions with respective stakeholders. This document contains the issues raised during those sessions.

21.2 Purpose of Document

The purpose of this document is to provide an overview of all the issues that were raised by the various stakeholders during the Focus Group sessions. The document also contains issues that were part of the written submissions to the Steering Committee on the GTIP5.

21.3 Methodology

The sessions were arranged by the GDRT. The following sessions were held during the latter part of August 2012:

- Focus Group session with the Taxi Industry on 23 August 2012;
- Focus Group session with the Bus Industry on 23 August 2012;
- MEC breakfast with Transport Planning Authorities such as PRASA, Transnet Freight Rail, SANRAL, Metropolitan Municipalities, etc on 24 August 2012;
- Focus Group session with the Environmental stakeholders on 24 August 2012;
- Focus Group session with the Road Industry on 27 August 2012;
- Focus Group session with the Commuter Forum on 28 August 2012;
- Focus Group session with ITS Industry on 28 August 2012;
- Focus Group session with the Freight Industry on 10 September 2012; and
- Focus Group session with ACSA on 14 September 2012.

The minutes of all these sessions are attached as **Annexure A**.

21.4 List of Issues

Annexure B contains the issues raised, by whom the issue was raised and how it is propose to close out the issue. The issues will be dealt with in the following categories:

- To be dealt with as part of the GTIP5 report;
- To be dealt with in the ITMP25 study;
- To be dealt with as part of the implementation plan derived from the GTIP5;
- Noted; or
- Referred to a relevant Department.

ANNEXURE A: NOTES OF FOCUS GROUP MEETINGS

DATE: 23 August 2012
TO: ITMP25 Project Team
SUBJECT: GTIP5 Focus Group Session with Taxis

MEC – Emphasized meeting is to collect and address key issues from various stakeholders to include into the final 5 year Plan GTIP Report. The closing date for comments issues are at the end of August 2012; i.e. 31 August.

Currently experiencing difficulty working with the Taxi Industry. The MEC urged the Taxi Industry to create a united front with sound leadership for the Province to work with. From the Province perspective, the taxi industry (TI) needs to end internal conflict, create organisation within and decide on future business partners.

Acknowledges mixed feelings from TI with respect to the BRT system and requested for the TI to review the draft report.

Taxi Association Discussion Feedback:

The GNTA mentioned that the report is beyond their comprehension and requires training and assistance through workshops to go through the report and give back constructive comments. They also require a legal entity to enable facilitation and management within the industry.

The issue of subsidies has also not been addressed adequately and they feel discriminated. The TI approves of the ticketing system. In the past, they were denied a subsidy and perhaps can now gain from subsidies in this process.

TI feels they have completed the necessary procedures to formalise as an association however, they feel that as an association, they are not being taken seriously as they currently sitting idle, with no feeling of constructive participation or on-going communication.

Infrastructure and mobilisation facilities need to be addressed to formalise the industry. Many taxi ranks are in a poor condition and not friendly to pedestrians/passengers. Need to accommodate disabled, elderly, mothers' with children passengers, public address system, route maps and signage, etc. Not a safe and hygienic place for passengers to operate in. Will be beneficial to have mobile clinics at Taxi ranks – drivers are usually very sick. The clinics are too far away and take too long for drivers to visit regularly to keep healthy and fully functional for their jobs. The Department of Health must also be part of this venture. Require minimum standards for ranking and holding facilities to be drafted. Understands that a budget will determine the availability of services.

Require a dedicated transport lane – this was previously declined. Then further disadvantaged with the BRT system was implemented. Gave the example of Jeppe Street that no cars currently use that street in the peak periods, but mainly taxi vehicles. Require streets to be given to them to utilise as route verification becomes a very territorial issue resulting in conflicts. At present, there are 800 operating taxis along the BRT but only an approximate of 150 taxis is legal. Route verification plans will need to start again. The TI aims to operate like the BRT system and not just be a nucleus in the transportation model.

Licensing Backlogs is a danger to the industry. Also, a new operating license is valid for only 7 years. This is a very limiting timeframe. R300 for new applications – a lot of money for each new application that has no definite timeframe when it will be approved or declined. Also that the power has been shifted to local authority level. Currently the applications are not being processed. No official declaration on a moratorium at the moment. Municipalities standing on

moratoriums needs to be clarified. DRT confirmed that night transportation services also need to be consulted for this process and will be part of the proposed workshop.

Want to be in discussions where PRASA is present. The two organisations need to understand one another and not compete in opportunities, such as the availability of taxis to and from train stations. Government Transport departments (DRT, PRASA etc) must understand the TI daily management activities and vice versa.

Require financial assistance, especially to formulate comments for report and with approved implementation plans.

Workshops and meetings must be in own language. All TI members must be present and not just key representatives. The TI needs to understand the plans so they can fully co-operate and ultimately approve proposed business models. Skills development and training must be afforded to all present from the TI. Must be able to talk to envisaged entities with on-going mentoring. This is important as the TI is here to stay and planners need paradigm shift, therefore on-going consultation is required.

Final report must be published together with an Issues and Response Report. The final report must clearly indicate what issue has been addressed and where it has been addressed in the report. Issues that have been accepted or declined must also require explanations.

On-going public participation is required. The TI feels a lack of confidence as they feel the Gauteng government is only concentrating on the BRT and Gautrain's budget.

A protocol document can be introduced at provincial level – new agenda item.

Scholar Transport Taxis are currently being confused with normal commuter taxis. They offer 'door-to-door' services and feel inconvenienced when confused with the other commuter taxis when pulled over and questioned over licensing issues etc. They are fully registered with the DRT yet they do not feel as they are being recognised by the DRT as a separate service. The DRT needs to make an effort to understand the Scholar Transport industry. Also require to address the issues of subsidies on how subsidies will be allocated to them. The Draft Report does not mention this issue or stakeholder grouping and only focuses on GDE buses. Was confirmed that the Scholar Transport Industry falls into both, the bus and taxi industry. Want to have a separate session to discuss their issues.

Need to address Provincial and National legislation regarding the taxi industry and operating license.

Timeframe to comment on the draft report are too soon and currently have little to no formal comments on the actual report itself. The MEC allowed the deadline to be moved to 14th September 2012. The workshop will allow members of the association to go through the report and give feedback at the workshop.

Summary

The main comments from the Taxi Industry are as follows:

- Need another workshop on GTIP5 with the regional taxi associations – proposed date is 14 September 2012 (final comments from the taxi industry due by 21 September 2012)

- Subsidy for the taxi industry
- Corporatisation – need funding, technical expertise, training and skills development, and support from the GDRT
- Taxi Ranks to be upgraded to intermodal standards
- Intermodal Facilities guideline required
- Travel Demand Management interventions for the taxi mode
- Operating Licenses – re-routing due to BRT, ‘moratorium’ on new applications, integration with rail, bus, BRT, etc., issues with PRE and Community Safety, comments from Municipalities on new routes, value of an OL, commercial/operating life of an OL, etc
- Learner Transport Service – require further consultation; subsidy, OL, classification, etc

DATE: 23 August 2012
TO: ITMP25 Project Team
SUBJECT: GTIP5 Focus Group Session with Bus Industry

MEC forwarded his apology for this meeting.

Bus Industry Discussion Feedback:

The Five year Implementation Plan needs to address disabled facilities / access to transportation. This will then feed into the 25 year plan.

The industry is currently subjected to contracting agreements. There is some ticketing systems already in place and these will be very costly to replace. Progress will depend on contract specifications.

South Africa does not have the latest technology or the funds to invest in greener technologies at present. Would be ideal to have the bus fleets operating on natural gas. At present, the BRT is a closed system. Infrastructural issue in greening the transportation industry.

The 5 year implementation plans however have to be realistic and contracts developed need to be fair to the industry.

The current *status quo* is not acceptable as it is not sustainable. The President recently announced that R800 billion to be spent on infrastructure. Sound infrastructure planning and design should be presented upfront to be part of that budget.

The Transportation Industry has always required funding. Best way to get funding and make money available is to eliminate duplications in the industry. Identifying duplications and inefficiencies are beneficial now to create this funding.

Optimisation issues – BRT has been recently implemented. Issues arising from this now are new issues with no historical trend to identify and address. Why can't the current state be addressed and optimised?

The transport industry requires subsidies as a demand from the public. Public Transport is a supply service that needs to address the demand. They have to continuously discuss the BRT with Treasury. Subsidies need to deal with efficiencies. At present, 1/3 is the fare and 2/3 is the subsidy. Treasury needs to understand the outside activities and revenue of the industry. Need to break down costs and show tenderer cost allocation in maintaining fleet.

Tendered contracts to government – contracts usually not honoured. It is a partnership and government has to honour its obligation. The Bus Industry can put forward conditions to be met.

Public Transport is the only one with contracting agreements. There is currently no fair play in the way that these contracts are being administered. Inflation affects the maintenance and re-investment of bus fleets. Adds pressure to industry until it can't deliver.

The contract usually goes through a normal competitive bidding system that takes into account of the rise & fall of cost escalation. DORA does not take into account the inflation index? Labour index, rest is CPI. BRT is not affordable. Labour, fuel, tyres etc need to be taken into account.

Submission of comments has been moved from 31st August to the 1st week of September.

Operating plans need to be clearer for Operators to understand. Merging bus operators must be given fair opportunities to work with.

Summary

The main comments from the Bus Industry are as follows:

- The main contention is the bus contracts – provision for ticketing technology, clean/green fuels, provision for people with disabilities, proportionate uptake of improvements/conversion of service and fleet, etc
- The escalation clause must address the industry realities
- Small contracts are not feasible
- Address duplication in public transport services and optimise subsidies

DATE: 24 August 2012
TO: ITMP25 Project Team
TIME: 08:00am – 11:45am
SUBJECT: GTIP5 Focus Group Session
VENUE: Westcliff Hotel

Comments / Issues Raised:

The submission date was queried as being too soon i.e. 31st August 2012. MEC confirmed that the submission date was moved to a later date for the Taxi Industry and will grant stakeholders 2 – 3 weeks in September for final comments.

PRASA – Dries van der Walt – mentioned that it is not a massive consultation process at the moment however on PRASA's side, talks between committees and PRASA are currently being taking place and will be forwarded soon for the report.

DRT HOD emphasized to all stakeholders present that Gauteng needs to enter a global competitiveness market and that all modes of transportation need to be integrated into an efficient network. The issues of bottleneck congestion have to be addressed as part of the 5 year plan, including the points of contact. He gave examples of airport management to start thinking where the next major airport needs to be established or upgraded. Need to accommodate all the different linking modes of transportation. Other sectors influence provincial growth as these other sectors develop in context with proposed corridors.

Transnet Freight Rail currently involved in Steering Committees in province. Busy formulating idea on how to integrate plans in other provinces and the city IDPs and will forward contributions towards the process soon.

TRANSNET raised the matter of regulation. Have two green papers off the table however the issues are still there. The issue of regulating roads must be raised again, as there is too much focus on regulating rail and not road.

DATE: 24 August 2012
TO: ITMP25 Project Team
TIME: 14:15 – 16:30
SUBJECT: GTIP5 Environmental Focus Group Session
VENUE: Gautrain Office, Linbro Office Park

Comments / Issues Raised:

CSIR – the current report is only an aim of future plans but not highlighting evidence at ground level. The GSDF needs to be utilised together with the report, as in the daily day-to-day activities. Lots of assumptions made about Gauteng Spatial Structure and daily activities however the population mobilisation dynamics are not being taken into account.

It seems as if the city is busy shaping itself instead of government structuring / planning it. The connecting of large density settlements to transportation infrastructure needs to be planned. Government needs to recognise and understand movement in the labour force, especially in informal settlements.

COJ currently working on a Sustainable Urban Strategy Plan (SUSP) which addresses density issues. Want to know if the proposed draft report has taken these considerations into account? The SUSP also refers to issues of old road hierarchy and preservation of biodiversity etc.

The current process is only collecting comments / issues for the 5 year implementation plan report and only reviews approved plans and projects with allocated budgets such as the municipal budgetary process etc. Existing and approved plans need to be forwarded toward the finalisation of the report

The social-economic dynamics also determine sustainable transport systems e.g. with greener technologies being implemented. Legacy issues reside in South Africa. The need to feel freedom and opportunity to own a car etc., will also contribute to the type of transportation in the province. Changes in behaviour must come about in population. Opportunities such as working from home also need to be considered from businesses. Taxi drivers need to be more aware and considerate on roads. This can be achieved through proper educational programmes.

Energy expenditure needs to be reduced to move people around. Some measurable is required to monitor this and see if progress is made to the right direction. New innovations vs. existing system / infrastructure. We should not compare South Africa to other countries as South Africa has its own unique way to doing things such as the way South Africa buys fuel. Vast capital input is required to implement greener technologies and this cannot be envisaged for the 5 year and 25 year plan.

COT – currently working on the GDS 2055. Feel that Province is not proposing new ideas to municipalities. The Project Team agreed that there is nothing new in the 5 year plan. Plans that have already been approved require focus and certain strategies need to be reconsidered e.g., housing. COJ mentioned that they are planning in isolation to the different municipalities. Not an ideal way to develop such a large scale plan.

Issue of standard of service - on how long to spend in traffic etc., are parameters that need to be set. Connectivity needs to be improved between places and accessibility for people. Not understanding the social dynamics will result in the plan being a failure.

It would be beneficial for stakeholders to comment on the 11 or 12 initiatives of the document.

It was mentioned that it would be wasting energy at Provincial level if it is a national issue. A lot of duplication is taking place and would be preferable to take the Gauteng Province initiative as a pilot to be implemented through National Level. The private sector does not have the will to partner and invest in some of the government initiatives.

The cost of fossil fuels is going up and the availability of reserves going down. Need to take these into consideration as they can influence the mode of transportation in the province. Solar Energy is getting cheaper and more available so this is an option to take into account.

COJ – feel that people are not presented with options. Public Transportation is limited in network connectivity. Buying cars but not using it everyday should be encouraged.

Freight nodes must be placed in decentralised locations. It was noted that this is currently being addressed by Transnet Freight Rail.

The process requires a proactive approach. The industry must not follow the trends taking place in the private sector.

Different departments other than road and transportation departments in municipalities need to participate in the process as well. Town Planning, Environmental, Local Economic development and housing etc., currently working in isolation from one another. Their inputs would be beneficial to this finalisation of the report.

Submission date for comments moved from 31 August 2012 to 14th September 2012,

Summary

The main comments from the Sustainable Transport stakeholders are as follows:

- There is need for measurable objectives that can be monitored
- Transport corridors need appropriate landscaping and trees
- Freight and public transport vehicles should improve with clean fuels, for example, Euro IV

DATE: 27 August 2012
TO: ITMP25 Project Team
SUBJECT: GTIP5 Focus Group Session with Roads Industry

J van der Merwe welcomed all to the meeting. Public Transport is a priority in the 5 year plan report and gave the example of Moloto Road where the number of people travelling in vehicular transport is greater than the number of vehicles of the road. He acknowledged that the issue of funding will come up and that a new, 12th initiative / intervention, Law Enforcement, has been accepted.

He stated the date for comment submissions has been moved from 31st August to 15th September.

Roads Industry Discussion Feedback:

The issue of network: Design and Construction present but the planning element is missing, for example, the K54. If planning does not take place now, planned / proposed routes will not be protected from future development. The MTEF is over a three year budget cycle, and there is need for planning beyond the MTEF period. Road Planning – GFIP excludes the K54 but the detail design should be done.

If money is spent now, the rate of return will indicate that the money was well spent. Overall approach / guideline are required which takes place on another level of decision making. Which project takes priority and why?

A lot is focused in providing infrastructure. Not much is being done on how to fully optimise / utilise existing services. There is need to apply Transport System Management, for example, convert shoulders into additional lanes, etc.

Lack of Road discipline and respect for road infrastructure leads to safety and efficiency issues. The example of stealing cables that disrupted traffic lights and created bottleneck traffic jams was illustrated as a road discipline issue. This matter will also need to be addressed with ITS and Law Enforcement. The K69 / Hans Strydom and R101 were cited. There are several road sections that narrow down from 4 lanes to two lanes. There are currently no dedicated personnel or consultant monitoring traffic signals to optimise signal timing plans for different time periods. It was suggested to do an analysis of bottle neck situations. Response was that there are other priorities with regards to funding. Signal management plans can be worked on to improve efficiency. The authorities need to manage the current transport system and infrastructure efficiently, and quick fixes such as eliminating bottle-necks (application of TSM) can optimise infrastructure, and improve the transportation system.

Increasing lanes eliminate the place for an emergency shoulder lane. Query about Policy shifts and road safety. TSM to provide additional capacity. It was noted that more medical personnel will be using motorbikes. Shoulder lanes get congested during incidents making it difficult for medical and police vehicles access accident scenes.

Subsidising road based public transport is seen as competition in the taxi industry. Issuing of Operating Licenses by the GDRT is problematic. PRASA buses also require Operating Licenses.

SANRAL offered for GDRT to consider the use of its Traffic Management Centre for the proposed Gauteng Public Transport Call Centre.

SANRAL has done detailed studies for HOV and Hubs. The road plans for City Deep must also be prioritised. SANRAL has also discussed Overload Control Strategy with the GDRT.

Proceedings of the Inter-Ministerial Committee on GFIP and e-Toll resulted in the need for public transportation and alternative roads to the GFIP toll network. There is still planning work to be done in context of Land acquisitions, Department of Housing needs, Feasibility Studies, EIA, Construction estimates, etc., to be incorporated into a business plan to approach National Treasury for funds.

PW15 is more important in linking up the freeway to R21, and PWV3/R512 EIA approved and ready to start construction.

Planning Documents from SANRAL must be available to include into Part B of the report.

The GDRT has a road upgrading and maintenance priority plan. A budget is required for the final proposals, and should be incorporated into the GTIP5.

The issue of Roads Standards will be addressed as part of the 25 year plan and not for the current 5 year plan report.

DRT advised that the project needs to be careful on the names used. For example, the future phases of "GFIP" are not freeway improvement but new freeways. Further, what were traditionally referred to as the Road Network Management System (RNMS) are now the Road Asset Management systems (RAMS)

The GFIP was going to provide HOV lanes. How will it work, and will HOV also be tolled? There is need for new interchanges for example, at Orange Farm, Sebokeng, Vereeniging, N17 West Rand, PWV3/PWV9/PWV5, etc

Provincial Roads must also allow for public transport stops and lanes.

The SRN Review addresses Class 1 and Class 2 Roads. Page 246 of the GTIP5 report does not provide the same list of roads as the SRN review. The congestion hot-spots are addressed in the SRN Review and GDRT has considered these in its planning. Priority of projects needs to be explained – there are no text references supporting motivation or reasoning as to why some projects are prioritised over others.

New roads are important not only for economic development but also for job creation.

The GDRT needs to address capacity and technical quality in terms of professional engineers for its Roads and Transportation Engineering services. Further, contracts should be awarded to those who can provide a quality service, and not based on the lowest price only.

Learning from the Gauteng Transport Management Authority should be included for Institutional Arrangements, which represented the ideal model for Gauteng City region. Good lessons can be learned from the work done by the then GTMA, in particular, the Integrated Public Transport norms and standard Manual 1 draft as well as the document on alternative Funding sources.

Direct Tolls as suggested would hamper the economic growth of a developmental state as RSA with such high levels of unemployment. In effect tolls will likely increase the level of unemployment to staggering proportions threatening the fragile foundations of our

democracy. Shadow tolling seems to be a far better alternative than current attempts. Please look up transport for London website (TfL).

GDRT should look into green road building materials; reduce the cost and reliance on oil-based products. More effort and resources should be invested in researching and finding alternative locally sourced road construction and maintenance materials. Crude oil based products like bitumen have become unaffordable especially by developing economies. DRT together with CSIR have developed and tested Roller Compacted Concrete (RCC), local aggregates, with promising results. The dry test trials showed the product performing at trafficked levels of high order roads, the wet test has yet to be concluded. Life cycle cost estimates show RCC to be a third cheaper than bitumen, asphalt, and concrete roads.

The concept of Walking Buses should be encouraged. This is where parents are encouraged to walk their children to school en-mass, providing much needed safety and security for children as well as improving the health conditions of both parents and children, on arrival at school, early breakfast can be provided for all as reward for effort. A public campaign for corporate sponsorship should be considered.

The traffic flows on all the road network system are highly tidal, (there is a high directional flow in -bound in the morning peak with lots of spare capacity in the opposite direction). A network-wide application of contra-flow systems can be easily implemented utilizing a combination of smart gantries and movable roads lane variants. This can be modelled on the existing transport model, predict the results would show congestion dropping by 20%, thereby solving many of the initiatives suggested in the report. In addition, there is a need to embark upon a massive campaign to influence South African drivers to adopt a more professional driving culture. This one could be a challenge, but doable. Many a times, traffic congestion is caused by slow drivers on fast lanes. This does not happen in developed economies, some-how drivers there seem to instinctively know when to exit the fast lane. The public broadcaster SABC seems to be a good tool for educating and influencing good driver behaviour. Our expert team can create graphical images showing best driving practices which can be televised and shown at peak viewing times with voice over. When this is repeated over and over, the penny will drop with most drivers.

Transport Authority needs to start of as a Transport Commission first. The Transport Commission will deal more specifically with public transport issues. The roads projects can be implemented by the Department without the intervention of the Transport Commission or Authority. Current plans and projects must not stop because of the GTIP 5 and 25 year plan implementation.

There is also the need for the GDRT to set KPI's to measure its output, for example, minimum time spent on the road, Congestion Levels on freeways, etc

Must not confuse the issue about road ownership. K Routes on priority list for municipalities. Question of responsibility and initiation – who builds it? The same philosophy is attached to the entire project. ACSA, PRASA etc are all involved and each will cover their cost. But their plans will need to fit into the integration plan.

Summary

The main comments from the Roads Industry are as follows:

- Apply TSM for QUICK FIX, LOW COST interventions.
 - Additional lanes

- Continuous lanes
- Intersection upgrades
- Signal optimisation
- Contra-flow systems
- The SRN Review prioritises bottleneck alleviation projects
- Road Plans for City Deep are available
- Detail design for K54 should be prioritised
- SANRAL offered for GDRT to consider the use of its Traffic Management Centre for the proposed Gauteng Public Transport Call Centre.
- Obtain detailed studies from SANRAL (HOV; Hubs, Route Determination, GFIP Economic Study, etc)
- Overload Control Strategy – potential to coordinate with SANRAL; need for Law Enforcement
- Investigate Green road building materials
- Address professional capacity at the GDRT for Roads and Transportation Engineering
- Prioritise the design and construction of critical interchanges such as the PWV9/PWV5 for access and mobility improvements

DATE: 28 August 2012
TO: ITMP25 Project Team
SUBJECT: GTIP5 Focus Group Session with ITS

J. Sampson welcomed all.

Comments deadline extended to 15th September 2012.

ITS Forum Discussion Feedback:

Both TDM and IPC are related to ITS

- Integrated Passenger Communications
- Integrated Public Transport Tickets
- Banking Infrastructure / Management

This will allow ITS to determine passenger statistics. One province = one ticket – operates similar to a credit card. Risk of crime is decreased when passengers do not handle cash directly. Need to address public distrust of financial institutions.

Aim to move away from technology and to determine end user benefits.

Congestion problem – public needs to be charged to reduce congestion in cities / central town etc. Since there was a strong opposition to e-tolls to reduce congestion, a plan needs to be made to make the public pay in advance before implementation. Need to do studies on Congestion Charging in Cities (25-Year) Plan (TDM).

Road Safety as part of Law Enforcement intervention. Need to apply Engineering, Education and Enforcement. Need for better pedestrian infrastructure.

Transport Authority is key item in document as it will help to bridge institutional gaps in the transport industry. The example of working with PRASA was given.

The overall aim of reducing the carbon footprint in traffic sector with green cars / technology/alternative fuels will be addressed in the 25 year plan. The 5 year plan needs to be realistic in terms of budgets available and implementation. However, during the 5 year plan, the TDM must identify existing footprint of traffic. Non-motorised transport (pedestrian and cycle ways etc) will be included into the 5 year plan.

There is an aim to change the mindsets of people from relying on private transportation to public transport. Need to look at demand management to address key areas and bring efficiencies into public transport. Improving traffic on existing roads / infrastructure will also help. This can be achieved through quicker response times to repair faulty traffic lights and road signals.

Transport Authority must not be responsible for everything upfront. There seems to be great expectations that the Transport Authority will take control over all matters. This may be the aim however, will need to start developing slowly and build up experience and resources for Transport Authority to be fully operational.

Transport Commission will start with “one province = one ticket” initiative. Authorities responsible will be the existing Authorities dealing with transport. Both PRASA and ACSA are fully inline / support of the integration plans.

Need to consider all sources of funding e.g., congestion pricing (tolls), MIG funds etc. Currently R5billion spent on public transport subsidies in Gauteng.

Up-to-date household surveys will be beneficial to the report. Currently, household surveys have identified that 1/3 of all trips made or by the private sector.

ITS Directorate in GDRT. ITS is an enabler for RAMS, Road Safety, TDM, TSM, etc. The Lifecycle Analyses benefits will show much later. Require a key person in the department to talk to. Unsure who to communicate with at present. Problem arises that each focal point will require a different department / directorate. The GDRT ITS Strategy must be completed and approved. The industry can then position itself to respond to the GDRT plans.

Smart card has added benefits as it will assist with data collection and keep the model up to date. Real time information will need to be relayed to commuters.

The application of ATC across municipalities should be standardised. As a result, training on such systems will be more cost effective if bigger groups from municipalities participate. Cities could use CCTV for pedestrian safety. There is need for improved management and maintenance of existing ATC's in the Cities – potential learning from eThekweni and City of Cape Town.

Law Enforcement – currently experiencing cross boundary issues between the different municipalities. Each municipality has different priorities. Agreements will have to be reviewed and co-ordination to be developed.

Weighbridges are currently not operational as there are no funds available to service and maintain them. There is also need for mobile weighbridges. There is potential ITS applications for overload control. GDRT must update the Overload Control Strategy and incorporate ITS and Funding.

Strategy needs to be revised for specific law enforcement organisations.

Summary

The main comments from the ITS Industry is as follows:

- Establish an ITS Directorate in GDRT
- GDRT to finalise ITS Strategy
- The application of TDM, TSM, IFM, IPC, Road Safety etc., may be enhanced through ITS interventions. The focus should be on end-user benefits and not driven by the technology only.
- Need to apply intelligent systems to respond quickly to traffic light failures and optimisation such as CCTV, Area Traffic Control, etc
- Need to standardise ATC for municipalities to obtain scale of economy for procurement, training, etc
- Law Enforcement to address Road Safety, Overload Control, etc, which may be enhanced with ITS applications
- GDRT to review Overload Control Strategy (and address ITS applications)
- GDRT to have a coordination working group with Community Safety, RTMC, Metropolitan Municipalities on Law Enforcement, Overload Control Strategy, ITS, etc.

DATE: 28 August 2012
TO: ITMP25 Project Team
SUBJECT: GTIP5 Focus Group Session with Commuter Forum

Commuter Forum Discussion Feedback:

Road Discipline – drivers are not aware that pedestrians and cyclists have right of way. More Road Safety projects required to raise awareness. Further pedestrian signals are required at major crossings. Drivers must stop before the stop line so that pedestrians do not straddle between vehicles.

Law Enforcement is currently weak / corrupted with authorities accepting bribes and not enforcing the law upon wrong-doers. There is a need to revive dignity in law enforcement and to eliminate corruption.

Shebeens in residential areas result in people driving under the influence of alcohol. Law enforcement should be proactive by doing road-blocks in the vicinity of these shebeens. There is also the need for Law Enforcement to check vehicles for roadworthiness.

Law Enforcement was acknowledged as being the 12th initiative.

Commuter challenges are not listed as an initiative. Training and empowerment required in commuter organisations. Transport Education Authority to benefit commuters.

A complaints centre for public transport (ombudsman) is required. Communication with commuters is necessary and this may be achieved with cell-phone applications.

Transport Authority expected to start middle of next year. Business Plan / model will have to be established. First need legislation to assist.

Mamelodi Transport Commuters Forum – require facilities at taxi ranks such as landscaping, waste management facilities, cleaning services, clinics, change rooms for babies, route information, timetables, etc.

Bus stop bays must be able to accommodate at least two buses at a time. At present, the single bus stop bay creates congestion.

Commuters need an integrated transport system – coordinated modes and services, and schedules.

Non-operating rail lines to be functional again. The Pretoria / Hammanskraal, Garankuwa, and Brits lines were cited. People from Hammanskraal travel to Mabopane and then board a train to Johannesburg. It was established that this is a PRASA initiative and the project is concerned about connecting the different modes of transport (Rail / Air / Road) into an integrated network. PRASA has already identified 3 corridors - Gauteng – Mabopane to Soweto, eThekweni, and Khayelitsha.

There is need for facilities for informal traders at public transport facilities.

The question of ownership of taxi ranks was raised. Municipalities by law must provide and maintain public transport facilities therefore the municipalities implement / establish taxi ranks but the ranks are not being maintained - unhygienic environments are being created. Need a direct contact person within municipalities to deal with taxi rank issues.

Taxis / vehicles need to be road worthy for commuters to use.

Subsidies – how to derive subsidies for the taxi industry? The taxi industry needs a workshop to discuss the subsidy issue.

Department of Housing will need to get involved on the development of townships and road planning to eliminate hazardous pedestrian circumstances.

The Commuter Forum submitted a formal issues / complaints letter at meeting.

Summary

The main comments from the Commuter Forum are as follows:

- Awareness campaign on pedestrian and cyclist safety
- Law enforcement must be proactive and visible to deal with offenders
- School road safety campaigns are required
- Law Enforcement must do road-blocks in the vicinity of shebeens at appropriate hours (for example, early hours of the morning)
- Law Enforcement must not only deal with operating licenses but also driver licenses and vehicle road-worthiness
- Commuters need a complaints centre
- The cleanliness of intermodal facilities and stops must be addressed as a priority
- Ranks and stations must be transformed into inter-modal facilities
- The taxi industry must also participate in the subsidy contracts

DATE: 10 September 2012
TO: ITMP25 Project Team
SUBJECT: GTIP5 Focus Group Session with the Freight Industry

The Gauteng MEC for Roads and Transport, Mr Ismail Vadi and the Gauteng MEC for Economic Development, Mr Nkosphendule Kolisile were present. The MEC for Roads and Transport introduced the GTIP5 report.

Mr Jack van der Merwe presented the 12 Interventions of the GTIP5 report.

Comments by the Freight Industry

City Deep should be seen as an export hub. The Freight and Shipping Industry are forced to establish business in Mozambique and Tanzania which will overtake Gauteng in the race for export hubs in SADC.

Bridge Shipping indicated its willingness to engage with the Planning Authorities for the expansion of City Deep – rail, road, and land use development. The Private Sector is keen to build Rocherville Road and review the traffic management plan for City Deep. There is also the need for Incident Management System for City Deep.

The study must look into the Special Economic Zones (SEZ) and the Industrial Development Zones (IDZ) in EMM. The expansion of the multi-purpose pipelines into Gauteng also provides for expansion of the pipeline hubs, and the need for road accessibility for road distribution vehicles.

Small airports should be considered for tourism travel in Gauteng and surrounds. There is need for the Province to consider the Wonderboom Airport and Rosslyn node as a potential Freight Hub, and also look into the development of the PWV9 with this.

The GDRT and GDED must engage further with the Private Sector on Green Vehicles. The City of Tshwane stressed the need for skills and technology investment in Green Transportation. There is potential for the use of CNG and Hydrogen gas fuels in the near future.

TRANSNET would like to be more involved with the GTIP5 project. The detail plans over the next five years will be shared with the project team. TRANSNET functional design is the hub and spoke model and hub to hub model for long-haul freight. TRANSNET is very keen to take freight off the roads and onto rail. Free roads are subsidised roads for the truck industry since they compete with the rail mode. Overload control is therefore critical as the trucking industry tends to abuse the road network and the lack of law enforcement.

The introduction of dedicated public transport lanes in the inner-city is contributing to congestion since there is not enough parking for delivery vehicles.

SASOL indicate the need for Incident Management Plans for the Province, especially the movement of dangerous goods. Ideally the chemicals should be on rail and not on road. Rail infrastructure is currently shared between freight and passenger trains, which cause significant delays, especially for freight.

TRANSNET indicated the need for integrated transportation and land use planning. Linbro Park, Midrand, Lanseria etc are developed/approved without adequate road and rail access. Land Use regulations along Public Transport corridors require higher densities, and should be enforced to developers.

The MEC said that the Gauteng Cabinet wants to privatise City Deep and needs an implementation plan for City Deep. There is need for a Working Group with GDED, GDRT, Private Sector, COJ, etc to take this matter forward.

The MEC would also like a Working Group to look into the future of the Wonderboom Airport and Rosslyn node.

The MEC stressed the Working Groups for City Deep, Wonderboom/Rosslyn node, Tambo-Springs hub, PWV9 and PWV17, Law Enforcement, and Green Transport requires immediate attention and interventions must be evident within the next 12 months.

Summary

The main comments from the Freight Industry are as follows:

- Need for an Implementation Plan for the Privatisation and Expansion of City Deep – set up a Working Group.
- Review Traffic Management Plan for City Deep; Prepare Incident Management Plan for City Deep; and Prioritise the upgrade of Rocherville Road
- Land Use Planning to incorporate the SEZ and IDZ in EMM (Aerotropolis?)
- Road based accessibility to Pipeline hubs
- The GDRT and GDED must engage further with the Private Sector on Green Vehicles
- Engage with TRANSNET on the five year plan to be incorporated in the GTIP5
- Set up a working group to investigate the Wonderboom Airport/Rosslyn node and Freight Hub, and the supporting road and rail network – set up discussion with the COT
- Develop Incident Management Plan for Gauteng Province with Department of Community Safety and Metro Police Departments.
- Overload Control on the Provincial and Municipal road Network is critical
- Need guidelines for what freight volumes constitute the need for freight corridors?
- Set up a Working Group to address the development of Tambo Springs hub (including TRANSNET)
- Set up a Working Group to review the PWV9, PWV17, and investigate funding options, dedicated freight corridor or general traffic, etc. Need to engage with SANRAL and align with their GFIP business plan.
- Set up a Law Enforcement Working Group to address Overload Control, Incident Management, Abnormal Goods Transport, potential to outsource, identify hazardous routes, etc.

DATE: 18 October 2012
TO: ITMP25 Project Team
SUBJECT: GTIP5 Focus Group Session with Business and COSATU

Mr Jack van der Merwe welcomed all to the meeting and presented the 5 year GTIP. Represented stakeholders at the meeting were the J.C.C.I and COSATU.

Discussion Feedback:

COSATU – Queried about the funding issue for the 5 year plan.

Mr Jack van der Merwe responded that the funding requirements will be based on existing approved budgets from the MTEF budget plans, which are based on 3-year cycles. There is a whole chapter that addresses funding issues in the 25-year ITMP. This will include tolls, shadow tolling, fuel levies etc.

The current funding scenario has been constrained in terms of implementation.
GFIP Phase 1A has been completed

Phase 1B – existing freeway system, upgrading } still need to make a call on these.
Phase 2 – freeways south of Jhb }

GFIP 2 – funding is an issue because of current court case on e-toll.

JCCI said that intersections required upgrading, as well as existing urban roads, where an additional plan could easily be added. Is there Provincial oversight on municipalities in terms of maintenance and implementation?

Mr Jack van der Merwe explained the role of the current GTIP in comparison to Government's Strategic Integrated Project (SIP) plans. SIP2 addresses freight issues.

It was recommended that the presentation should be available to the rest of the JCCI.

Multimodal transport needs to be worked on, especially in addressing freight issues and optimising cargo loads to and from Durban harbour. A "road map" will need to be drafted and make travel routes more strategic.

Summary

The main comments are as follows:

- Funding,
- Freight cargo loads and frequency of trips
- Maintenance and upgrading of existing urban roads
- Capacity at Provincial and Municipal government to address immediate monitoring and maintenance of the transportation system.

DATE: 18 October 2012
TO: ITMP25 Project Team
SUBJECT: GTIP5 Focus Group Session – People with Disabilities

Mr Jack van der Merwe welcomed all to the meeting and presented the 5 year GTIP.

Discussion Feedback:

Quadpara ASA – Quick wins / short term solutions are required for people with mobility impairments, including those with visual impairments.

The group suggested “quick fix” solutions such as fold down ramps for buses. The BRT system will need to be upgraded with retro-fittings such as fold down ramps etc., but warned that such alterations are very costly and could be as high as 150% of the original construction cost.

Currently it is difficult to get people in and out of the buses, which result that own transport is still required.

COSATU raised the following:

- Planning documents do not cater for People with Disabilities, especially in the BRT and Taxi Industry.
- The People with Disabilities also have children that require transport to and from the schools.
- How are affected communities informed about the document?

Stop intersections require a special system to assist people crossing the road.

It seems as if the Gauteng Disability Policy and, the Promotion of Equality and Prevention of Unfair Discrimination Act, 2000 was not incorporated in the GTIP5. The extent of omission of integration of people with special needs (old, very young, sickly, disabled etc) will pose a huge financial and legal risk on the project.

Drivers and conductors have poor attitude toward people with disabilities.

The GTIP5 must address all disability and universal access issues.

Reference was made to the Gautrain meeting in Rosebank in August 2012. Feel there is a lack of transparency in the process as the People with Disabilities always have separate meetings from other focus groups / stakeholders. Mr Jack van der Merwe explained that all focus group sessions with the various stakeholders took place independently of each other.

Need to implement Universal Access (UA). It was suggested that an UA specialist be part of the Transport Authority in a technical or political role.

There is motivation to make public transport green, and so there should be equivalent motivation to make public transport accessible. The taxi industry must also increase / improve accessibility.

Dial-a-bus / Door-to-Door is not the win-win solution but is good for the interim. Need to identify access routes with access points. Also need support and approval from the People with Disabilities community for this option.

Require definite guarantee in report that acknowledges and addresses UA. There is reference to “Integrate” terminology into SIP7 vision. GTIP5 don’t address it specifically but has underlying reference in “Build integrated and sustainable communities” and in the Non-Motorised Transport (NMT) section. The lack in the current document is that there are no short-term initiatives on UA or provision to cater for people with disabilities. The example was used of bus procurement and that the bus has a lifespan of 15-years, it will only be after 15-years that the bus with disability access be introduced in the system.

It was agreed that the GTIP5 will elevate the subject as a specific intervention area.

“One ticket for all” is strongly supported by the group and must cover all modes of transport. Incentive to get e-tag to be used for public transport, and access or right to use disabled parking bay in stadia etc.

It was mentioned that the Tourism Industry has already signed into the UA concept and implementation.

Gautrain – discount the fare for disabled persons. Discounting is considered as a short term win. The use of Gautrain, increases mobility of people with disabilities in the work force and therefore increases employment opportunities. The Disability Forum will, on their own initiative, speak to Housing and organise relocation and the utilisation of public transport.

NMT – has guidelines for facilities to be established on side walks, cycle ways etc. Developing standards in different zones. BRT uses 500m buffer zone parameter for NMT facilities. This is considered to be too far.

Safety in public places. Not so much a strategic element but instead a practical measure for all using public transport.

Summary:

- Report needs to take disability legislation in consideration,
- 13th Initiative – Universal Access will be included in the report,
- “One ticket for all” / e-tag collaboration,
- Implementation of short term goals and solution in respect of UA, and
- Representation of UA specialist on the Transport Authority in a technical or political role.

DATE: 19 October 2012
TO: ITMP25 Project Team
SUBJECT: GTIP5 Focus Group Session - Enforcement

City of Johannesburg and Gauteng Traffic Police attended the meeting.

Discussion Feedback:

The 5 year GTIP presentation was not presented due to the attendees concern of the lack of response / attendance from other stakeholder groups.

It was explained that this plan was for Gauteng, and not specifically implemented on a provincial level as all stakeholders are required to be involved:

- Local
- Provincial
- National

The present stakeholders said key enforcement stakeholders such as the City of Tshwane, JMPD etc were not present and created a lack of confidence in the process if the presentation continued without their acknowledgment. CoJ explained the issue of how will the lack of interaction between key stakeholders influence decisions made in the final report and vice versa.

It was recommended to still continue with the presentation as the comment period had ended in September 2012 and the report is going to be finalised soon.

This was not supported by the attendees (CoJ and Gauteng Traffic Police Department) and instead suggested to postpone the meeting until a better response was established between all key enforcement stakeholders.

It was suggested that SAPS (provincial level) was also to be included into the focus group sessions.

Way Forward:

DRT to take feedback to province / MEC office. A better response might be achieved if the invite comes as a directive from the MEC office.

ANNEXURE B: SUMMARY LIST OF COMMENTS

Issues Raised		Issue raised by / Notes from discussion	Close Out
ITS	The technology exists to implement an Integrated Ticketing Systems already.	Notes from discussion	To be dealt with as part of the implementation of short term Initiative 1.2 ("One Province one ticket")
	The important time consuming and challenging aspects are the rates across modes / players / geographical location	Notes from discussion	Noted
Environmental	Management of carbon emissions will involve vigorous legislation, to make it effective.	Notes from discussion	To be dealt with in the ITMP 25
	Non-compulsory programs and special projects are envisaged to have limited effect.	Notes from discussion	Noted
Strategic Public Transport Network	Public Transport should become the preferred mode of transport for users.	Notes from discussion	Noted
	Need to address the prevailing culture on private vehicle dependence and the need to shift to public transport.	Notes from discussion	To be dealt with in the ITMP 25
Taxi Industry	The Taxi industry is most probably ready for corporation forming/formalisation with each route most probably constituting a business (or other method).	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 4 (Transformation of the Taxi Industry)
	Ensure that the "taxi business" can be transferred to dependants or being sold.	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 4 (Transformation of the Taxi Industry)
	The role of drivers/owners/informal service providers (operating without an Operating License) is to be clarified, to protect the interests of participants. BRT opportunities for example were offered to Taxi Owners with Operating Licenses?	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 4 (Transformation of the Taxi Industry)
	The role of the Operating Licensing Board need to be re-visited, as is the future roles of Gauteng Province and Metro's. Information of routes for example is not readily available, applications is difficult (Tax Clearance Certificates for example need to accompany the application.). In frustration some service providers operate without formal Operating Licenses.	Notes from discussion	Noted
	The informal multiple associations create a divided voice with currently up to 158 registered associations.	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 4 (Transformation of the Taxi Industry)
	Associations are currently involved in unhealthy competition.	Notes from discussion	Noted
	The deterioration of the taxi fleet and safety issues is concerning, as is the scrapping of the re-capitalisation program.	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 4 (Transformation of the Taxi Industry)
Planning to be inclusive of role players and the interest of the industry need to be advanced.	Notes from discussion	To be dealt with ito ITMP 25 (public participation process)	
BRT	The continuation of the implementation of BRT is priority.	Notes from discussion	Noted
Inter city transport movements	Number of transfers for commuters is 3.7!	Notes from discussion	Noted
	Inter-City Transport Movements to be addressed.	Notes from discussion	Noted

Issues Raised		Issue raised by / Notes from discussion	Close Out
Rail	The upgrading of PRASA services is crucial.	Notes from discussion	Noted
	PRASA said that rail must not only focus on heavy rail but should consider LRT as well (versus BRT)!	Notes from discussion	To be dealt with ito ITMP25
	Expansion of Gautrain crucial, including commencement of further planning as the current planning/implementation already took 18 years up to this point.	Notes from discussion	To be considered by GMA
	Feeder and distribution services require more investment.	Notes from discussion	Noted
Communication/ Marketing	Communicate and educate communities about the advantages of transport systems and the down-stream spinoffs and wider economic benefits that can be accrued, even if Gautrain for example is not running into Soweto.	Notes from discussion	To be dealt with ito ITMP25 (Marketing & Communication)
	Communities need to be educated about the long term sustainability and environmental impact of private car usage, in comparison with the benefits accrued with Public Transport. The SA National Women in Transport (SANWIT) was present.	Notes from discussion	To be dealt with ito ITMP25 (Marketing & Communication)
Freight	Tambo Springs and City Deep are currently prioritised and need to be developed as a matter of urgency together with the supporting infrastructure that needs to be put in place like roads, bridges etc.	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 7 (Access to Major Freight Nodes)
Land Use	Commuter Transport reflects on historical divide between where workers live, and economic activities, resulting in significant distances, one-directional peak-period commuter flows from residence to work in the AM, and one-directional peak-period commuter flows from work to residents in the PM.	Notes from discussion	To be dealt with ito ITMP25 (Land use)
	Economic activities (work/shop/etc.) and schools need to be established in the residential areas as to ensure two directional Public Transport flows, and 18 hour travel demand.	Notes from discussion	To be dealt with ito ITMP25 (Land use)
	Further urban sprawl where land is cheaper, need to be abandoned in favor of densification where services can be rendered more cost effectively.	Notes from discussion	To be dealt with ito ITMP25 (Land use)
	Housing developments on the Urban Edge, located again long distances from economic opportunities is not desirable. For example, can the military land in Centurion be used for development because it is in reach of commercial and transport opportunities?	Notes from discussion	To be dealt with ito ITMP25 (Land use)
	Can the urban edge be defined and controlled	Notes from discussion	Noted
	Need to influence the housing development according to transport corridors and commercial/industrial centres	Notes from discussion	To be dealt with ito ITMP25 (Land use)
	Densification along Public Transport Routes should be supported, together with the development of economic activities and schools.	Notes from discussion	To be dealt with ito ITMP25 (Land use)
	The Aerotropolis concept adopted in Ekurhuleni need to be supported and exploited further.	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 7 (Access to Major Freight Nodes)
	Global City Region Observatory (Lifestyle Survey).	Notes from discussion	Noted

Issues Raised		Issue raised by / Notes from discussion	Close Out
Institutional	The creation of a Gauteng Transport Authority (GTA) is envisaged as to coordinate and align planning and execution of transport plans across the different Metro's and to dissolve uncoordinated single modal focus, and to develop a coherent NMT strategy.	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 1 (Transport Authority for Gauteng)
	Development projects need to be de-politicised as to ensure implementation that is not hampered by the time period politicians are in office between elections (office terms).	Notes from discussion	Noted
	Drivers, planners and implementers of developments need to have the necessary technical skills (Technocrats) and should not have a political agenda.	Notes from discussion	Noted
	One of the key elements of project success, namely political will and strong leadership are present in Gauteng, as is the urgency to implement.	Notes from discussion	Noted
	Institutional Structure to be reviewed from a Legal Perspective, inclusive of the National Land Transport Act (NLTA) (S12) and Municipal Systems Act (S24).	Notes from discussion	Noted
Funding	The sustainability of contracted bus services poses challenges as a result of the continued significant subsidy requirements.	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 3 (Restructured Subsidised Road-based Public Transport)
	Identify the current levels of subsidy in Gauteng for each mode	Notes from discussion	To be dealt with ito ITMP25 (Public Transport)
	Budget availability to implement projects is better than ever.	Notes from discussion	Noted
	The Chinese Government offers funding but it is restricted by the tender and procurement processes adopted in South Africa.	Notes from discussion	Noted
	The various funding streams currently in place, lead to fragmented implementation, with a different set of conditions per funding stream .	Notes from discussion	To be dealt with ito ITMP25 (Funding)
There must be a sustainable funding plan.	Notes from discussion	To be dealt with ito ITMP25 (Funding)	
NMT	To receive priority attention and a coordinated plan and strategy across Metros is required.	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 9 (Pedestrian Paths and Cycle ways)
	Cycling and sidewalks to Schools most probably a priority.	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 9 (Pedestrian Paths and Cycle ways)
	Safety need to be addressed.	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 9 (Pedestrian Paths and Cycle ways)
	Note: State of planning gives very good high level guidelines of what and where need to be provided (in relation with road designs for different classes of roads).	Notes from discussion	Noted
Road Network	Acknowledged that no country has ever built themselves out of traffic congestion (through road construction).	Notes from discussion	Noted
	To make best use of existing infrastructure is crucial.	Notes from discussion	To be dealt with as part of implementation of the short term Initiative 6 (Travel Demand Management)
	Focus should be on Public Transport, to develop an attractive alternative to private vehicle usage.	Notes from discussion	To be dealt with ito ITMP25
	Public educational programs need to be implemented as to commence with the required mind shift from private vehicle usage to public transport.	Notes from discussion	To be dealt with ito ITMP25
	Park and ride's need much more attention to allow private vehicle users to enter the Public Transport domain.	Notes from discussion	To be dealt with ito ITMP25

Issues Raised		Issue raised by / Notes from discussion	Close Out
DATE: 2 July 2012 SUBJECT: Notes regarding Provincial GDRT- presentation to MEC			
Issues Raised		Issue raised by / Notes from discussion	Close Out
Report	Present project to stakeholders like PRASA, Transnet, GDARD, DOT, MM etc.	Show State of Planning- draft, approved etc.	addressed
	Workshop with stakeholders+ GDRT senior management on 23 July 2012. comment period. (Bugdet and Business Plan). Two months	Framework Report "Draft".	addressed
	Final Report by 30 September 2012.	Print double sided+ Executive Summary.	addressed
	To send electronic info to all consortium members/steering committee and HOD's office.	High priority to integrate transport service that crosses Municipal boundaries.	addressed
Institutional		Institutional capacity to achieve integration. 1. Something for the short-term and another structure for the long term 2. Preamble statement: • Basic need and function of a GTA. • Principles for GTA. • Key Objectives. • Powers and Functions. • Structure and representation- for administration. • Governance, like GMA, G Fleet. • Dissolution.	addressed addressed
Funding	Provincial GDRT- How to fund these initiatives?	Risks in implementation legislation and budget. Need to prepare a Budget/Business Plan to motivate a budget.	to be addressed in the implementation plan to be addressed in the implementation plan
DATE: 12 July 2012 SUBJECT: Notes from the Presentation to MEC Team			
Issues Raised		Issue raised by / Notes from discussion	Close Out
Report	<i>For Malebo:</i> • To follow-up on Stats SA Census results. • Can we access the data from Census?	Job creation from the Master Plan.	17.14+ 17.15 to be together.
		<i>For Kollan Pillay:</i> • Executive Summary. • Revised document from MEC (Add preamble by MEC+HOD).	Report 1: 5-Year Implementation Plan (Draft). Report 2: 5-Year Implementation Plan Discussion Document (Summary).
DATE: 23 July 2012 SUBJECT: Notes from the Consultative Forum			
Issues Raised		Issue raised by / Notes from discussion	Close Out
Report	Insert GCRO Lifestyle survey results (50% work trips; 20% people searching for work) Hence the need for lower fares and off-peak fares)	References / bibliography in the document.	To be included in GTIP5 update
		Issue of <i>Law Enforcement</i> is not addressed.	To be included in GTIP5 update
		Issue of <i>Universal Access</i> to be addressed.	To be dealt with ito ITMP25
		<i>Social cohesion</i> is not addressed.	To be dealt with ito ITMP25
		Issue of <i>waterways</i> not addressed.	To be clarified with SteerCom

Issues Raised		Issue raised by / Notes from discussion	Close Out
Strategic Public Transport Network	Public Transport Management (which is a local competency).		Noted
	Public Transport: • Metered taxis. • Tourism. • Scholar transport (including statistics).		To be included in GTIP5 update To be dealt with ito ITMP25
	Address intra-zonal transport		To be included in GTIP5 update
	Urban vs. Rural transport needs.		To be included in GTIP5 update
	Movement / Transport within townships.		To be included in GTIP5 update
Taxy Industry	The taxi industry is not adequately enough addressed.		To be included in GTIP5 update
Institutional	Inclusion of various participating groups in the Transport Authority.		To be dealt with as part of the implementation of short term Initiative 1 (Transport Authority for Gauteng)
	Driver and testing centres.		Noted To be dealt with as part of the implementation of short term Initiative 1 (Transport Authority for Gauteng)
	Aspects around the Transport Authority.		
Funding & Financing	Funding for the upgrading of roads.	Freight should pay? Use-pay principle must be discussed in detail	To be dealt with ito ITMP25 (Funding)
	Funding for the maintenance of the roads.		To be dealt with ito ITMP25 (Funding)
	Funding for new roads.		To be dealt with ito ITMP25 (Funding)
	Public Transport is a social good and must be subsidised		Noted
	Private sector involvement in the funding / PPPs.		To be dealt with ito ITMP25 (Funding)
NMT	Storm water – aspect of maintenance / design / part of NMT strategy.		To be dealt with as part of implementation of the short term Initiative 9 (Pedestrian Paths and Cycle ways)
DATE: 23 August 2012 SUBJECT: Key Comments from the Taxi Industry FGM			
Issues Raised		Issue raised by / Notes from discussion	Close Out
	Require another workshop(s) with the regional taxi associations		GDRT to action
			To be dealt with as part of implementation of the short term Initiative 3 (Restructured Subsidised Road-based Public Transport) & 4 (Transformation of the Taxi Industry); To be dealt with ito ITMP25
	Subsidy for Taxi Association		To be dealt with as part of implementation of the short term Initiative 4 (Transformation of Taxi Industry)
	Corporatisation - need funding, technical expertise, training, skills development, and support from the GDRT		Noted
	Taxi Ranks to be upgraded to intermodal standards		To be dealt with ITMP25 (Integrated Public Transport Network)
	Intermodal Facilities guideline required		To be dealt with as part of implementation of the short term Initiative 4 (Transformation of Taxi Industry)
	Travel Demand Management interventions for the taxi mode		To note and consider by GDRT and Metros
	Operating Licenses – re-routing due to BRT, ‘moratorium’ on new applications, integration with rail, bus, BRT, etc., issues with PRE and Community Safety, comments from Municipalities on new routes, value of an OL, commercial/operating life of an OL, etc.		To note and consider by GDRT and GDE
	Learner Transport Service – require further consultation; subsidy, OL, classification, etc		To note and consider by GDRT and GDE

Issues Raised		Issue raised by / Notes from discussion	Close Out
DATE: 23 August 2012 SUBJECT: Notes from the Bus Operators FGM			
Issues Raised		Issue raised by / Notes from discussion	Close Out
	The main contention is the bus contracts – provision for ticketing technology, clean/green fuels, provision for people with disabilities, proportionate uptake of improvements/conversion of service and fleet, etc.		To be dealt with as part of implementation of the short term Initiative 3 (Restructured Subsidised Road-based Public Transport) & 4 (Transformation of the Taxi Industry); To be dealt with ito ITMP25
	The escalation clause must address the industry realities		Noted
	Small contracts are not feasible		Noted
DATE: 24 August 2012 SUBJECT: Notes from the MEC Breakfast Meeting			
Issues Raised		Issue raised by / Notes from discussion	Close Out
	TRANSNET raised the matter of freight regulation		To be dealt with ITMP25 (Freight)
	PRASA Consultation Process currently taking place		Noted
DATE: 24 August 2012 SUBJECT: Notes from the Environmental FGM			
Issues Raised		Issue raised by / Notes from discussion	Close Out
	There is need for measurable objectives that can be monitored		To be dealt with ITMP25 (Sustainable Transport)
	Transport corridors need appropriate landscaping and trees		To be dealt with as part of implementation of the short term Initiative 9 (Pedestrian Paths and Cycle ways); To be dealt with ITMP25 (Sustainable Transport)
	Freight and public transport vehicles should improve with clean fuels, for example, Euro IV		Noted
DATE: 27 August 2012 SUBJECT: Notes from the Roads Sector FGM			
Issues Raised		Issue raised by / Notes from discussion	Close Out
	Apply TSM for QUICK FIX, LOW COST interventions.		To be addressed in GTIP5
	The SRN Review prioritises bottleneck alleviation projects		Noted...GDRT to list detail projects
	Road Plans for City Deep are available		Noted...GDRT to list detail projects
	Detail design for K54 should be prioritised		GDRT to action
	SANRAL offered for GDRT to consider the use of its Traffic Management Centre for the proposed Gauteng Public Transport Call Centre.	Potential coordination with SANRAL through the proposed Transport Commission	GDRT to action with Intervention 1
	Obtain detailed studies from SANRAL (HOV; Hubs, Route Determination, GFIP Economic Study, etc)		In progress by Consortium
	Overload Control Strategy – potential to coordinate with SANRAL; need for Law Enforcement	Add Law Enforcement as a new Intervention Area	To be addressed in GTIP5
	Investigate Green road building materials		To be addressed in ITMP25
	Address professional capacity at the GDRT for Roads and Transportation Engineering		To be addressed in ITMP25
	Prioritise the design and construction of critical interchanges such as the PWV9/PWV5 for access and mobility improvements		To be addressed in GTIP5
	There is need for planning beyond the MTEF period.		noted
	Issuing of Operating Licenses by the GDRT is problematic. PRASA buses also require Operating Licenses		PT OL's to be addressed in GTIP5
	There is a need for public transportation and alternative roads to the GFIP toll network.		To be addressed in ITMP25

Issues Raised		Issue raised by / Notes from discussion	Close Out
	The SRN Review addresses Class 1 and Class 2 Roads. Page 246 of the GTIP5 report does not provide the same list of roads as the SRN review. Priority of projects needs to be explained – there are no text references supporting motivation or reasoning as to why some projects are prioritised over others.		To be addressed in GTIP5
	Contracts should be awarded to those who can provide a quality service, and not based on the lowest price only.		GDRT to action
	A network-wide application of contra-flow systems can be easily implemented utilizing a combination of smart gantries and movable roads lane variants.		To be addressed as TDM in GTIP5
DATE: 28 August 2012 SUBJECT: Notes from the ITS FGM			
Tasks/Report - Issues Raised		Issue raised by	Close Out
	The application of TDM, TSM, IFM, IPC, Road Safety etc., may be enhanced through ITS interventions. The focus should be on end-user benefits and not driven by the technology only.		To be addressed in GTIP5
	Need to apply intelligent systems to respond quickly to traffic light failures and optimisation such as CCTV, Area Traffic Control, etc		To be addressed in ITMP25
	Establish an ITS Directorate in GDRT		To be addressed in ITMP25
	Need to standardise ATC for municipalities to obtain scale of economy for procurement, training, etc	Traffic Engineering ATC to be addressed by Transport Commission	To be addressed in ITMP25
	Law Enforcement to address Road Safety, Overload Control, etc, which may be enhanced with ITS applications	Add to Law Enforcement Chapter	To be addressed in ITMP25
	GDRT to finalise ITS Strategy	GDRT to action	To be addressed in ITMP25
	GDRT to review Overload Control Strategy (and address ITS applications)	GDRT to action	To be addressed in ITMP25
	GDRT to have a coordination working group with Community Safety, RTMC, Metropolitan Municipalities on Law Enforcement, Overload Control Strategy, ITS, etc.	GDRT to action	To be addressed in GTIP5
	Weighbridges are currently not operational as there are no funds available to service and maintain them. There is also need for mobile weighbridges		noted
	Road Safety as the 12th initiative with Law Enforcement as the key driver in the process.		noted
DATE: 28 August 2012 SUBJECT: Notes from the Commuter Forum FGM			
Issues Raised		Issue raised by	Close Out
	Awareness campaign on pedestrian and cyclist safety		To be addressed in GTIP5
	Law enforcement must be proactive and visible to deal with offenders		To be addressed in GTIP5
	School road safety campaigns are required		To be addressed in GTIP5
	Law Enforcement must do road-blocks in the vicinity of shebeens at appropriate hours (for example, early hours of the morning)		To be addressed in GTIP5
	Law Enforcement must not only deal with operating licenses but also driver licenses and vehicle road-worthiness		To be addressed in GTIP5
	Commuters need a complaints centre		To be addressed in Intervention 1
	The cleanliness of intermodal facilities and stops must be addressed as a priority		To be addressed in Intervention 11
	Ranks and stations must be transformed into inter-modal facilities		To be addressed in Intervention 11
	The taxi industry must also participate in the subsidy contracts		To be addressed in ITMP25
	Commuter challenges are not listed as an initiative		To be addressed in GTIP5
	Non-operating rail lines to be functional again		To be addressed in ITMP25
	There is need for facilities for informal traders at public transport facilities.		To be addressed in Intervention 11
	Ownership and maintenance of taxi ranks		To be addressed in Intervention 11
DATE: 28 August 2012 SUBJECT: Notes from the Freight Transport Sector FGM			

Issues Raised		Issue raised by / Notes from discussion	Close Out
	Issues Raised	Issue raised by / Notes from discussion	Close Out
	City Deep – 12 months the Premier needs to cut the ribbon on a redevelopment of concrete changes (Rosserville Rd)		To be dealt with as part of implementation of the short term Initiative 7 (Access to Major Freight Nodes)
	Urgent meeting with Tshwane on Wonderboom Airport and Rosslyn Land Use Planning to incorporate the SEZ and IDZ in EMM		To be dealt with as part of implementation of the short term Initiatives 7 (Access to Major Freight Nodes) & 8 (International & City Airports)
	Freight routes (dedicated routes and hazardous materials)		To be addressed in ITMP25
	PWV 17 and PWV 9 and the acceleration – decisions as to whether		To be dealt with as part of implementation of the short term Initiative 7 (Access to Major Freight Nodes)
	Alternative energy sources for freight vehicles need to be considered / investigated (including the approach towards distribution)		To be dealt with as part of implementation of the short term Initiative 5 (Greener Public Transport Vehicles Technologies)
	Establishment of Freight Working team		GDRT to action
	Spatial Development Framework / Policy	Sasol	To be dealt with ITMP25
	Dedicated lines (and slots) for passenger and freight rail	Sasol	To be dealt with ITMP25
DATE: 14 September 2012 SUBJECT: Key Comments from TransForum			
	Issues Raised	Issue raised by / Notes from discussion	Close Out
	It is essential that the minibus-taxi industry be encouraged and assisted to make the transition to the formal sector.	Include new Chapter on the Taxi Industry	To be addressed in GTIP5
	The key initiative is that summarised as 'Reorganisation and corporatisation strategy'		noted
DATE: 15 September 2012 SUBJECT: Key Comments from TransForum			
	Issues Raised	Issue raised by / Notes from discussion	Close Out
	The information about existing public transport services is not always adequate – that is, the information itself is lacking. None of this means that the call centre cannot be useful. We strongly recommend that the weaknesses of service information be tackled first, and given priority during at least the early stages of the GTIP5 implementation plan.		to be addressed in intervention 1
	The primary objective of the GTIP5 should be to ensure that as early as possible in the five-year period, all ticketing systems are converted to a common system.		to be addressed in intervention 1
DATE: 17 September 2012 SUBJECT: Key Comments from Gauteng Education Transport Services (GETS)			
	Issues Raised	Issue raised by / Notes from discussion	Close Out
	Scholar Transport Industry operating under Gauteng Education Transport Services (GETS) is not mentioned at all in the GTIP5		To be addressed in GTIP5
DATE: September 2012 SUBJECT: Key Comments from ITS South Africa			
	Issues Raised	Issue raised by / Notes from discussion	Close Out
	Attention should also be given to operational funding (operate, maintain, & upgrade) and not just planning, development, and implementation of projects.		To be addressed in GTIP5
	Include Road Safety as a 12th Key Implementation Initiative	Address Road Safety	To be addressed in GTIP5
	Include Law Enforcement as a 13th Key Implementation Initiative to improve law enforcement efficiency		To be addressed in GTIP5

	Issues Raised	Issue raised by / Notes from discussion	Close Out
	Lack of skills in the ITS industry needs to be addressed		To be addressed in GTIP5
	The public sector has not yet come to grips with where "ITS" as typically a "cross-function" fits into a traditional organization structure. This has the effect of failing to achieve the strategic synergies that ITS solutions can introduce to planning, implementation and operations		To be addressed in GTIP5
	The establishment of a Provincial ITS Steering Committee to develop a better integrated and more holistic approach between public and private sector and across spheres of Government.		To be addressed in GTIP5
	Establish an ITS Directorate within the Department of Roads and Transport to contribute towards coordination and cooperate between different functional areas within GDRT		To be addressed in GTIP5
	ITSSA recommends discussions between GDRT and ITS South Africa to develop an MoU to cover aspects such as public-private sector cooperation in matters dealing with ITS training and education, capacity building, methodologies for contract management, supporting the standards processes, developing an ITS Policy, ITS Architecture and the like. ITS South Africa would also be able to assist with the proposed ITS Steering Committee.		GDRT to action
	The development of a Provincial ITS Policy and an ITS Architecture and Guiding Framework		To be addressed in GTIP5
DATE: 10 September 2012 SUBJECT: Key Comments from Gerard de Villiers and Dr Werner Heyns			
	Issues Raised	Issue raised by / Notes from discussion	Close Out
	Chapter 6 S6.1.8 Need a Traffic Congestion Management Plan	Address TCMP	To be addressed in GTIP5 to include TSM, TDM, etc; & ITMP25
	ARUP to discuss TCMP with ITMP25		Consortium to engage GdV & WH
	S6.1.9 Expand on Feasibility Studies for freight nodes and links		To be addressed in GTIP5
	S6.1.9 Some reference is needed to: - Freight corridors, overloading (location of weighbridges, etc) - Hazardous goods movement - Heavy vehicle corridors / freight routes - Incident management (collision, spillage, equipment failures, etc) - Abnormal transport - Facilities such as truck stops, call forward or staging areas; etc - Truck safety (arrestor beds, etc)	Addressed in GP Freight Implementation Strategy	To be addressed in GTIP5
	Chapter 11 - Use the term Freight Logistics (not Freight Logistics Transport)		noted
	Ch11 - It would be useful to split freight traffic into the following categories: - Through traffic (originates and destined outside Gauteng); - Local traffic (originates and destined inside Gauteng); - Outbound traffic (originates inside but destined outside Gauteng); and - Inbound traffic (originates outside but destined inside Gauteng).		noted
	Ch11 - Some issues that seem to be missed: - Hazardous goods movement - Dangerous substances - Heavy vehicle corridors / freight routes (The plan indicates current movements but where should it be?) - Incident management (collision, spillage, equipment failures, etc) - Intelligent transport systems - Heavy vehicle traffic management (areas where trucks can be safely - stopped for inspection) - Abnormal transport corridors / routes - Facilities such as truck stops, call forward or staging areas; etc - Truck safety (arrestor beds, etc) - Cargo security (tracking and tracing, etc)		noted
DATE: July 2012 SUBJECT: Key Comments from Tobie Roux			
	Issues Raised	Issue raised by / Notes from discussion	Close Out
	P25- population- discussion of declining in-migration- what is the effect of economic cycles?		To be addressed in GTIP5
	P22- GVA discussion around 25% for finance could be expanded to comment on second highest 24%-community services.		To be addressed in GTIP5

Issues Raised	Issue raised by / Notes from discussion	Close Out
P36- map refers to GSDF 2007??		To be addressed in GTIP5
P83- I disagree with statement that if there is no GTMA that there will be no coordination- the DR still has coordination structures.		To be addressed in GTIP5
P90- reference to permit board- should be PRE.		To be addressed in GTIP5
P91- note regarding current focus on BRT is supported.		To be addressed in GTIP5
P160- Freight Steering Committee is proposed- however no mention about the proposed freight unit to be created as per the Freight Implementation Strategy- this has not been implemented.		To be addressed in GTIP5
P163- the principle of creating NMT on Class 2 roads needs to be done with circumspection. There should not be a problem of providing public transport stops and walkways to these stops. However providing facilities along Class 2 road (if required) should be on remote location.		To be addressed in ITMP25
P170- par 9.4.2 the discussion in this paragraph ends short and could have discussed the impact of the delay in non-tolling where the tolling revenue would have been used to start new projects.		To be addressed in GTIP5
P170- road statistics as presented are inconsistent provincial roads 5223 plus gravel 788 does not correspond to page 164 statistics.		To be addressed in GTIP5
P220- K89 comments not in line with SRN review which proposes down scaling of the route.		To be addressed in GTIP5
P221- Road network realities: funding and legal problems re Developers contributions not mentioned. NMT cycle lanes being provided in the COHWHS for recreational cycling could be mentioned.		To be addressed in GTIP5
P269- Private Sector involvement: developers contribution- not bulk services! Another way of private sector involvement.		To be addressed in GTIP5
P270- "suggested" user Pay proposal quite ambitious. The current debate around tolling is a good indication that the governments funding instruments are crossing the affordability threshold. On the other hand if we would like to attract investors in Gauteng all these additional funding sources may be contra productive.		To be addressed in GTIP5
P306- Strategic network: as is the case with the road infrastructure network the SRN should also be maintained regarding amendments, new developments- this should be highlighted as short term actions.		To be addressed in GTIP5
DATE: September 2012 SUBJECT: Key Comments from GDED		
Issues Raised	Issue raised by / Notes from discussion	Close Out
Figure 4.7 is from the GSDP and not from the GSDF depicts the spatial location of economic activity in the province (GSDP page 15) and has nothing to do with the development principles or the future spatial vision for Gauteng as depicted in the GSDF. Figure 4.7 and Figure 4.5 therefore illustrate the same information		To be addressed in GTIP5
Figure 4.5 is not part of the GSDP or GSDF		To be addressed in GTIP5
Figure 4.4 Gauteng Spatial Structure is actually the composite urban spatial structure and pattern of consolidation for the Gauteng City Region in the GSDF. This figure therefore depicts how the Gauteng City Region should look 50 years hence and is not a depiction of the current spatial structure as stated on page 36. Figure 4.4 is therefore actually depicting the future spatial vision for Gauteng and not Figure 4.7.		To be addressed in GTIP5
The GSDF is supported by five GIS-based models. The GIS-based models measure the existing urban structure and aims to become a decision making tool for the Gauteng City Region. One of these five models is the Connectivity Model which is believed to be the largest in the world and the first connectivity model to use both rail and road. This model is not mentioned in GTIP%. It is believed that this model can be of value when work is done on key short term initiatives that relates to access to Major Freight Nodes and Continued Provincial Mobility.		To be addressed in GTIP5
Take into account the alignment of the SRN and GSDF currently being addressed	Current GTIP5 road priorities to be compared with the GSDF recommendations	To be addressed in ITMP25

Issues Raised		Issue raised by / Notes from discussion	Close Out
	The view adopted for purposes of the GSDF at this stage is that much of the un-built portions of that network should be abandoned. The focus should be on the mass transit systems, comprising the upgraded rail network and certain components of the Gauteng Strategic Public Transport Network (GSPTN).		To be addressed in ITMP25
	The content of The Principles Governing the Transport Programme for the GCR and The Freight and Logistics Strategy for the GCR which are incorporated in the GSDF as a Policy Position Paper and a Policy Perspective be noted.		To be addressed in ITMP25
DATE: September 2012 SUBJECT: Key Comments from Jhb Urban Cyclists Association			
Issues Raised		Issue raised by / Notes from discussion	Close Out
	Dramatically raise the level of ambition for NMT in the ITMP25 Conceive walking and cycling as part of an integrated system of mobility alongside rail, buses and others There is more than adequate road space for NMT in Gauteng Fully integrate cycling with public transport by allowing for on-board carrying, and provide parking and lock-up facilities at transport hubs Reduce speeds and implement other traffic calming measures Piggy-back on road upgrading and maintenance projects for NMT provision, specifically building of cycle paths implement simple, commuter focused passenger information and communication system		To be addressed in GTIP5 & ITMP25
	Develop a pedestrian and cycle master plan		To be addressed in GTIP5
	Public Awareness and Education Campaign		To be addressed in GTIP5
	Budget for NMT from fiscus and not only from donor funding		To be addressed in GTIP5
	Include NMT as part of the integrated transport system		noted
	Provide for bicycle parking at stations and on board bus and trains - PRASA raiol modernisation; BRT; etc		To be addressed in GTIP5 & ITMP25
	Apply more traffic calming to reduce speeds to increase safety for pedestrians and cyclists		To be addressed in GTIP5 & ITMP25
	All road upgrading and new roads should include dedicated NMT facilities		To be addressed in GTIP5 & ITMP25
	Maps including all PT information and cycle routes		To be addressed in GTIP5 & ITMP25
	Maps including all PT information and cycle routes		To be addressed in GTIP5 & ITMP25
DATE: 13 August 2012 SUBJECT: Key Comments from Gauteng Taxi Alliance			
Issues Raised		Issue raised by / Notes from discussion	Close Out
	Subsidy		To be addressed in ITMP25
	Corporatisation (not formalisation) - need support from Government to achieve this - financial, skills, professional support, mentoring, etc		To be addressed in GTIP5
	Infrastructure - Mobility - dedicated lanes for taxi vehicles		To be addressed in GTIP5
	Infrastructure - Rank Facilities to upgraded (convenient for people)		To be addressed in GTIP5
	Licensing		To be addressed in GTIP5
	Developing new markets - integrate taxi service with other modes		To be addressed in ITMP25
DATE: 14 September 2012 SUBJECT: Key Comments from COJ - Councillor Moosajee			
Issues Raised		Issue raised by / Notes from discussion	Close Out
	Need stronger focus on Road Safety - stats on road crashes, fatalities, and the causes (Education, Enforcement, Engineering, AARTA, functioning of DLTC's)		
	Refer to the Transport Sector - Freight Transport; Public Transport; Aviation Services and Operations and refer to Road Rail Airport NMT and Pipeline Infrastructure		noted
	The document reflects a view that the roads sub-network is seen as PWV network for private cars and freight and not include public transport		To be addressed in ITMP25
	SPTN, IRPTN, and IPTN are used interchangeably - need a time perspective on each		to be edited in GTIP5
	Apply the 'complete streets' approach on provincial road and national roads - provide pedestrian facilities		To be addressed in ITMP25

Issues Raised		Issue raised by / Notes from discussion	Close Out
	Green Transport should be changed to Responding to Climate Change: - how transport can mitigate impacts of climate change - look at greener fuel sources, solar street lights and traffic signals - Harvesting stormwater - Use of renewable resources e.g., using building rubble for sidewalk construction		To be addressed in ITMP25
	Capital projects from COJ is out of date and not clear		
	Capital projects should also be listed for road authorities to ensure alignment		to be addressed in ITMP25
	The section on Funding should be more comprehensive (COJ can share on its alternative funding sources)	Carel van der Merwe to engage with COJ	To be addressed in ITMP25
	Provincial wide PT info Centre - quick win - start with pamphlets for commuters		To be addressed in implementation plan
	One Province one Ticket - the proposal needs to align to the national agenda of fare harmonisation and bank issued smartcards applicable to all modes of transport		To be addressed in implementation plan
	Integration with Rail Corridor Modernisation - needs joint planning with IDP and ITP		To be addressed in implementation plan
	Restructuring of subsidised contracts - need finalisation of the provincial IPTN; and devolution of contracts to metros and relationship with BRTs should be included		To be addressed in implementation plan
	Transformation of mini-bus industry - role of law enforcement, regulation, market forces, & partnerships		To be addressed in implementation plan
	Greener PT veh technologies - COJ is willing to discuss more options	Martin van Veelan to engage with COJ	To be addressed in implementation plan
	TDM requires more specific interventions		To be addressed in implementation plan
	Freight - City Deep is not prioritised		to be addressed in GTIP5 and implementation plan
	Freight quick win is to implement weighbridges		To be addressed in implementation plan
	International and City airports - the role of OR Tambo, Lanseria etc must be specific		To be addressed in the ITMP25
	New roads should include public transport interventions - PWV network with HOV lanes; capital and maintenance funding for roads		To be addressed in ITMP25
	Maintenance should also include PT hubs, weighbridges, and local road network		to be address in GTIP5
	Promotion of TOD and support of Nodes/precincts as a new Intervention		To be addressed in GTIP5 with Public Transport
DATE:29 August 2012 SUBJECT: Key Comments from SABOA			
Issues Raised		Issue raised by / Notes from discussion	Close Out
	Longer term contracts need to be negotiated 2-3 years with reasonable escalation until ITPS are ready		To be addressed in implementation plan and GTIP5
	Extension of routes to new origins and destinations		To be addressed in implementation plan and GTIP5
	Review the effectiveness of the PRE/Licensing Board - issuing of bus permits/Operating Licenses		To be addressed in implementation plan and GTIP5
	Contracts must address clean fuel requirements, wheelchair access, carbon emissions, ticketing machines for the one-ticket concept		To be addressed in implementation plan and GTIP5
	The process for establishing one-ticket must start as part of the 5 year plan		To be addressed in implementation plan and GTIP5
	The establishment of the Provincial Public Transport Integration committee must include all operators as key stakeholders		To be addressed in implementation plan and GTIP5
	Page 62 - One Tariff is unaffordable and not sustainable to the bus industry		to be addressed in GTIP5
	P68 - Review Statement "Duplication of services also exists with the BRT lines, which are already in operation in Jhb		to be addressed in GTIP5
	Page 69 - "Commuter rail being the backbone of an integrated multi-modal system" should be replaced with "identification of the most appropriate mode" and "existing and required infrastructure"		to be addressed in GTIP5
	Page 69 - add "existing contractual obligations"		to be addressed in GTIP5
	Page 69 - delete "as well as identify routes and corridors which can be reserved for minibus taxi type services"		to be addressed in GTIP5
	Page 135 - Tshwane BRT plans have changed		to be addressed in GTIP5
	Page 149 - Most appropriate mode - need to expand this section to be relevant to SA conditions		to be addressed in GTIP5
	Page 301 - "fuel consumption..." The average fuel consumption per passenger is more relevant		to be addressed in GTIP5

Issues Raised		Issue raised by / Notes from discussion	Close Out
DATE: 3 October 2012 SUBJECT: Key Comments from City of Tshwane			
Issues Raised		Issue raised by / Notes from discussion	Close Out
	The Tshwane CITP 2006-2011 is outdated and should not be referred to in the GTIP5		to be addressed in GTIP5
	The establishment of the GTMA must engage with the City		To be addressed in implementation plan
	The overload control strategy must be updated - there is need for a new weighbridge in rosslyn		To be addressed in ITMP25
	The Province and Local Government should be involved with Rail planning with PRASA		To be addressed in implementation plan
	Gautrain to liaise with Local Government on route extensions	for Gautrain Management Agency	Noted
	The Hammanskraal- Pretoria Rail line should be reinstated		To be addressed in ITMP25
	Mabopane-Hammanskraal corridor is a priority for Tshwane and should be developed further		To be addressed in ITMP25
	The IRPTN Hune 2012 report should be replaced with the July 2012 report		to be addressed in GTIP5
	Need to include Tshwane Operational Plan Phase 1 (2012-2015) for BRT		to be addressed in GTIP5
	DOT must approve the NMT Strategy		To be addressed in implementation plan
	All spheres of government must develop NMT policies		To be addressed in implementation plan
	All Municipalities must integrate NMT with BRT and Gautrain		To be addressed in implementation plan
	DOT must develop a standard design for NMT infrastructure		To be addressed in implementation plan
	The construction of PWV9 is critical for the City - Western bypass and alleviation of heavy vehicles in the inner city		To be addressed in implementation plan
	K97 to Zambesi Drive is priority		To be addressed in implementation plan
	K14 from Zambesi Drive to Rachel de Beer is priority for the Rainbow Junction area		To be addressed in implementation plan
	K99 is priority for additional access to the north of Tshwane crossing the Magaliesberg		To be addressed in implementation plan
	K54 is an alternative to the national toll road network and should be prioritised		To be addressed in implementation plan
	Remove PWV6 and PWV7 and K73 from the GSRN		To be addressed in implementation plan
	Jurisdiction of roads in urban areas to be addressed		To be addressed in ITMP25
	Transporting of dangerous goods must be addressed		To be addressed in GTIP5 and implementation plan
	A notice in English and one other language must be published that the GTIP5 has been completed and is available for public inspection	for Communications team	noted
DATE: 26 September 2012 SUBJECT: Key Comments from Notes submitted by Vaughan Mostert and the Commuter Forum			
Issues Raised		Issue raised by / Notes from discussion	Close Out
	Existing PT services and routes should be integrated and not seen as 'township' services (e.g., bus operating from Mamelodi to Pretoria via Menlyn should serve Menlyn residents also) and marketed as such		to be addressed in GTIP5
	Municipal bus services should lead service excellence, ticketing systems, and expanded routes		to be addressed in GTIP5
	BRT is generally not integrated with the Municipal bus services (and other services)		to be addressed in GTIP5
	The Provincial SPTN is not adequate in terms of routes and should be reviewed		To be addressed in ITMP25
	The Moloto Corridor is primarily administered by the Mpu Province, but the major part of the route is in Gauteng and subsidy contracts are administered by the Gauteng Province	This corridor study is now administered by the DOT	To be addressed in ITMP25
	Consider low budget service to Hammanskraal, Heidelberg, and 'mineral-line' south of Jhb CBD		To be addressed in ITMP25
	TOD around existing rail stations and BRT routes should be prioritised (similar to Gautrain stations)		To be addressed in ITMP25
	Existing bus service contracts should look into off-peak services and not only the peak services (e.g., peak services between Soweto to Sandton could provide off-peak services in Sandton)		to be addressed in GTIP5
	The Gautrain feeder system should be integrated with the BRT service and other PT services		to be addressed in GTIP5
	Fare integration should start with existing services such as BRT, Gautrain, Municipal bus services		to be addressed in GTIP5
	Subsidy should not be targeted to the poor but PT services should be subsidised in general		To be addressed in ITMP25
	Road based public transport cannot be expanded due to subsidy constraints		to be addressed in GTIP5
	Rationalisation of existing PT services is needed - detail recommendations for Jhb Metrobus and PRASA Rail, e.g., increase rail services in the Reef; improvements to rail operations, etc		to be addressed in GTIP5
	The appropriate mode must be determined for each corridor on the SPTN		to be addressed in GTIP5
	The BUXI concept must be revisited, i.e., the contracting of smaller capacity vehicles (taxis) on certain routes to support the Mtetrobus and BRT system		to be addressed in GTIP5
	The Metrobus service must be rationalised		to be addressed in GTIP5

Issues Raised		Issue raised by / Notes from discussion	Close Out
	The Jhb Metrobus must be integrated with the subsidised PUTCO services and other services		to be addressed in GTIP5
	the BRT and Gautrain feeder services are currently wasteful expenditure and should be rationalised with the broader public transport system		to be addressed in GTIP5
	A detailed restructuring of Metrobus and BRT routes and scheduling is provided (2011)		to be addressed in GTIP5
	Routes maps, signage, timetables, quality of bus stops must be addressed		to be addressed in GTIP5
	A rationalisation plan for Gauteng was submitted to GTMA in 2008		to be addressed in GTIP5