



# Development of a twenty five year Integrated Transport Master Plan (ITMP25) for the Gauteng Province

25 October 2011



## Transport Planning

### Background

- 1970 The Transvaal Provincial Administration embarked on the development of a strategic road network for the Pretoria-Witwatersrand-Vereeniging (PWV) area (which later became Gauteng Province). The aim was to:
  - Facilitate approval of land-use applications (+- 3000)
  - Steer future land-use development
  - Safe guard the strategic road network reserves
  - Develop a 1975 base case strategic road network, and a 1985, 2000, 2015 & 2025 strategic road network



## Transport Planning

### Background (continue)

- A transportation model was developed for the PWV area based on the USA Federal Highway Transportation model and a strategic road network was developed
- The model was recalibrated in 1985 and 1995
- Results:
  - A grid of Freeways (PWV roads) and main arterials (K roads) were developed
  - Played a major role in land-use patterns in the area
  - Was only a road based transport plan



## Transport Planning

### Background (continue)

- Results (continue):

- Due to funding constraints only a small % of the PWV roads were actually built (a larger % of K-roads were built)
- Road reserves were protected but of these reserves are being challenged in court
- If the time between planning & implementation is too long the process loses credibility**



## Transport Planning

### Current Reality

- In developing an integrated transport master plan (ITMP) for Gauteng the following has to be considered:
  - The ITMP must focus on a functional transport area (which is the whole of Gauteng – and actually an area much larger than Gauteng)
  - It must give priority to public transport
  - It must take into account current and future land-use. Including the two proposed new mega-cities in Gauteng



## Transport Planning

The MEC for Roads & Transport, Mr. Ismail Vadi, announced on 6 June 2011, the appointment of a Steering Committee of transport planning experts, academics and specialists to assist in developing a 25 Year Integrated Transport Master Plan for Gauteng



## 25 Year Integrated Transport Master Plan

### Vision

To develop a long term Integrated Transport Master Plan that will underpin Gauteng as the economic powerhouse of Southern Africa, stimulate sustainable long term economic growth, skills development and job creation. The basic aim is to transform society in order to create a better life for all the people of Gauteng.



## 25 Year Integrated Transport Master Plan

### Mission

To enable the Department of Roads and Transport to regulate, plan and develop an efficient and well integrated transport system that serves the public interest by enhancing mobility and delivering safe, secure and environmentally responsible road based public- and private transport and air and rail services.



## 25 Year Integrated Transport Master Plan

### Brief of Steering Committee (continue)

- Develop an ITMP25, which will enable the GDR&T, in collaboration with other spheres of government, to regulate, plan & develop an efficient & integrated transport system that serves the public interest by enhancing mobility and delivering safe, secure & environmentally responsible road-based public & private transport and air & rail services.
- The ITMP25 should embody the principles of an efficient , competitive & responsive economic infrastructure network that prioritises public transport



## 25 Year Integrated Transport Master Plan

### Brief of Steering Committee (continue)

- The ITMP25 should assist government at all levels to deliver a world class, sustainable transport system that supports Gauteng's economic, social, cultural, environmental & developmental goals.
- The Committee must provide technical guidance to & co-ordinate the research for the ITMP25; determine short, medium & long term targets & deliverables for the project: reporting requirements & timeframes for the completion of the ITMP25; prepare quarterly progress reports for the MEC; and submit the final ITMP25.



# 25 Year Integrated Transport Master Plan

## Brief of Steering Committee (continue)

- The Committee must establish an ITMP25 Consultative Forum



## 25 Year Integrated Transport Master Plan

### Consultative Forum- Composition

- Planning Executive members
- Senior managers DRT
- Representative of the 3 Metropolitan Authorities
- Representative of the District & local Authorities
- Representative of PRASA
- Representative of ACSA
- Representative of the SACAA
- Representative of SANRAL
- Representative of Blue IQ
- Representative of the AA



## 25 Year Integrated Transport Master Plan

### Consultative Forum- Composition (continue)

- Public Transport modes
  - Buses
  - BRT
  - Mini-bus Taxis
  - Metered Taxis
  - Metro Rail
- Association of Consulting Engineers
- Federation of Civil Engineering Contractors
- Labour Unions
- Commuter organisations
- NDoT



## 25 Year Integrated Transport Master Plan

### Consultative Forum- Composition (continue)

- Gauteng City Region Observatory
- Gauteng Planning Commission
- Transnet Freight Rail
- Road Freight Association
- National Planning Commission
- Civil society
- SARF
- ATNS
- Gauteng dept of Planning & Local Government & Environment

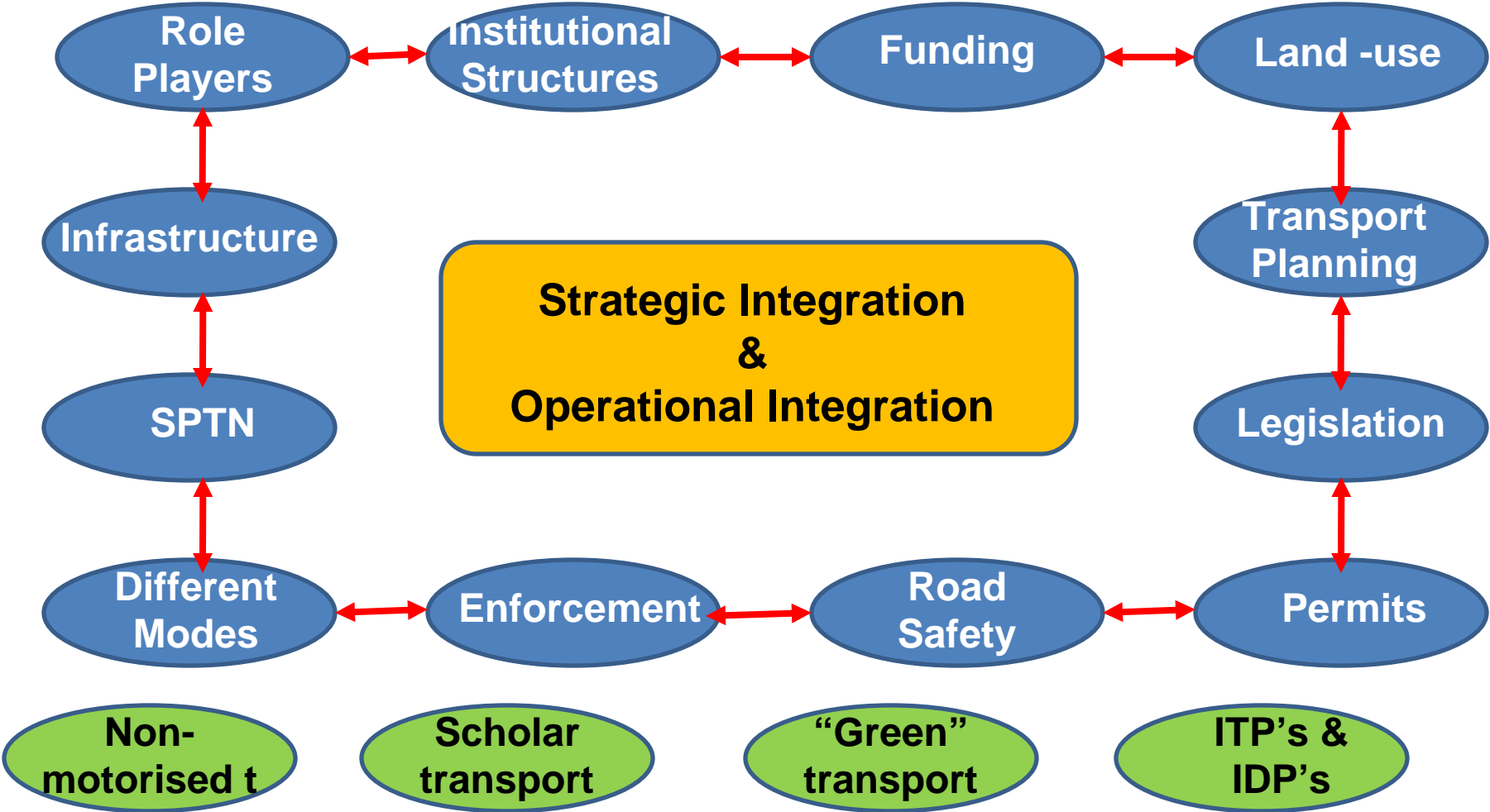


## 25 Year Integrated Transport Master Plan

### Brief of Consultative Forum

- Make recommendations to the Steering Committee to enhance their work
- Discuss the quarterly report of the Steering Committee to the MEC

# Integrated Transport Master Plan





# Content of Integrated Transport Master Plan

## 1 Current reality

- The current land-use patterns in Gauteng.
- The current housing backlog in the Province and the pressure on the province to address this backlog.
- Transport planning is currently fractured and un-coordinated in the Province with only pockets of success.
- The efficiency and productivity of the Gauteng economy is being hampered by congestion on the road network
- International experience has shown that it is not possible to “build one-self out of congestion” by only focussing on the expansion of the road network



## Content of Integrated Transport Master Plan

### 1 Current reality (continue)

- The focus must be on public transport but the Gauteng Public transport system largely still reflects the pre-1994 status, with fragmented and non-integrated services planned by operators, in order to maximise their own market share.
- Public transport still mostly remains modes of force and only travellers captive to these modes use them.
- Financial support to public transport is given in an un-coordinated and isolated manner and mostly in “modal silos”.



## Content of Integrated Transport Master Plan

### 1 Current reality (continue)

- A large percentage of road fatalities and accidents involve pedestrians and this can in part be attributed to the neglect of non-motorised facilities.



## Content of Integrated Transport Master Plan

### 2 Points of departure

- Transport planning must be used as a government intervention to change the status quo? (pro-active)
- The transport plan must be developed to underpin the Global City Region concept.
- The proposed Transport Plan must be environmentally sound and sustainable.



## Content of Integrated Transport Master Plan

### 2 Points of departure (continue)

- Key recommendations must be made on what mode(s) of public transport is preferable for a specific corridor.

‘Competition for a route not on a route’

- The transport network and the utilisation of the various modes of transport must be optimised in order to minimise congestion and maximise service delivery to the economy

And the people of Gauteng

- The transport plan must give priority to public transport and the movement of freight in the Province

- The transport plan must be socially inclusive and transform the Region



## Content of Integrated Transport Master Plan

### 2 Points of departure (continue)

- Key freight and logistics nodes and corridors have to be considered.
- Non-motorised transport facilities need to be included in the planning to support public transport services specifically and enhance the quality of the built environment in general
- Financial support to transport and subsidisation have to be used as a lever and catalyst for the development of the desired urban form.
- The implementation of the plan must lead to significant further economic development and job creation.



## Content of Integrated Transport Master Plan

### 3 Legislative & Policy Framework

- National Land Transport Act (Act 5 of 2009)
  - Provincial sphere of government is *inter alia* responsible for provincial transport policy formulation, planning of the land transport functions and ensuring implementation of the provincial integrated development and public transport strategy (Section 11(b)).
  - Provincial and municipal regulatory entities.
  - Devolution of the Public Transport Operations Grant (PTOG).
  - Devolution of the rail function.



## Content of Integrated Transport Master Plan

### 3 Legislative & Policy Framework (continue)

- Draft National Non-motorised Transport Policy
- Scholar Transport Policy
- Planning Legislation
- GTIA
- National White Paper on Transport Policy, 1996
- Gauteng Provincial White Paper on Transport Policy



## Content of Integrated Transport Master Plan

### 4 Develop a vision for transport for the Gauteng City Region

- Where we want to go, how do we want our Gauteng City region to “look and work” and how do we get there
- “Big bang” vs. focus on key areas
- Extrapolate trends vs. interventions using available levers
- Long-term vision as a focus, with shorter-term steps/projects



## Content of Integrated Transport Master Plan

### 5 Existing planning and available data for the Province

- Gauteng City Region Growth & Development Strategy
- Metropolitan Planning
- Strategic freight network (work done by Blue IQ / DRT)
- Gauteng Toll Road Strategy
- National Rail Network
- Subsidised Bus contracts (routes & subsidies)
- Gauteng Strategic Road Network, 2010
- Gauteng Transport Model (updated in part for the Department in 2010)
- Gauteng Strategic Public Transport Network (2009)
- Gauteng Spatial Development Framework and continued land-use modelling



## Content of Integrated Transport Master Plan

### 6 New data that will be required

- Travel demand model for people (commuters) based on household travel surveys
- Utilisation of current public transport modes on priority public transport corridors (CPTR)
- Update the PWV Transportation Model
- Update the various Metropolitan transport models
- Cross boundary travel (DoT Master Plan data)



## Content of Integrated Transport Master Plan

### 7 Governance structures & planning institutions

- NLTA requirements
- Role of the Gauteng Transport Management Authority (GTMA) –old or a new structure
- Lessons learned from other Metro's



## Content of Integrated Transport Master Plan

### 8 Use of Technology

- Develop a GIS model for Gauteng with different layers for different sets of information
  - Land-use and transport infrastructure (existing)
  - Future planned infrastructure
  - CPTR information
  - ● Standard for future data & information
  - ● will maintain the data?



## Content of Integrated Transport Master Plan

### 9 Key focus areas

- Priority public transport corridors
- Development of strategic modal transfer nodes and interchanges
- Freight routes and logistics centres
- Protection of future priority corridors
- Future toll road network
- Provincial road network
- Rail network – Passenger & freight
- Airports



## Content of Integrated Transport Master Plan

### 10 Focus on the road network

- Road statistics (all three spheres of Government)
- Road classification
- Re design the provincial road cross-section:
  - Width
  - make provision for HOV / public transport lanes and facilities
  - make provision for non-motorised transport
- Draw up standard plans for modal transfer nodes and interchanges
- Road signage & way finding
- Road Safety



## Content of Integrated Transport Master Plan

### 11 Optimisation of the current network

- ITS
- Public transport priority measures (i.e. exclusive lanes where road-reserves allows for this)
- Travel Demand Management (TDM)
- For Roads, rail & freight
- Taking into consideration future direction & planning



## Content of Integrated Transport Master Plan

### 12 Maintenance of the existing infrastructure

- Develop a pro-active maintenance plan for the Provincial network
- Develop a comprehensive road-condition monitoring system
  - including PT infrastructure
  - Including Freight



## Content of Integrated Transport Master Plan

### 13 Land-use

- Develop a comprehensive model on all trip origin and destinations in the province (existing and future population)
- Develop a model to predict current and future land use in the Province ( especially residential growth and future job-opportunities)
- Including two new mega Cities in Gauteng



## Content of Integrated Transport Master Plan

### 14 Public Transport Regulatory framework

- What are the regulatory requirements and where is there a need to amend or expand these regulations



## Content of Integrated Transport Master Plan

### 15 Mode specific

- Safety & security on public transport modes and facilities
- Develop common information, time tables and trip planning tools (call centres?)
- Focus on business tourism
- Challenges facing the industries
- Scholar Transport & people with special needs
- Minimum requirements



## Content of Integrated Transport Master Plan

### 16 Possible Funding Solutions

- MTEF funding
- Current & future public transport subsidies
- Income from Toll Road Strategy
- Funding through PPP's
- DBSA / IDC funding
- Bulk Services Contributions from Developers
- Others



## Content of Integrated Transport Master Plan

### 17 Communication & marketing plan

- Branding
- Identification of all role players & stakeholders
- Constant Feedback
- Consultative forums



## Content of Integrated Transport Master Plan

### 18 Public participation process

- Identification of all role players & stakeholders (Interested and affected parties)



## Content of Integrated Transport Master Plan

### 19 Recommendations

- Development of supporting policies and regulations
- Capacity requirements at Provincial & Local level
- 5 year & 25 year plan



## Content of Integrated Transport Master Plan

### 20 Final brief for Integrated Transport Master Plan

- Develop a final Brief for the ITMP



## Content of Integrated Transport Master Plan

### 21 Composition and requirements of pre-qualified consortiums

- Skills-mix required in the Consortium
- BBBEE / SMME requirements
- Experience & exposure
- Selection criteria for selecting the pre-qualified Consortiums



## Content of Integrated Transport Master Plan

### 22 Requests for Proposal

- What are the essential minimum requirements
- Content, costing, phasing & timeframes



## Content of Integrated Transport Master Plan

### 23 Tender process & RFP evaluation

- Logistics & administration



## Content of Integrated Transport Master Plan

### 24 Time lines & phases of the study

- Reporting criteria
- Deliverables for each phase

\* Short term 5 Year implementation plan : 31 January 1012

\* Long term 25 Year ITMP : 31 March 2013



DEPARTMENT OF ROADS AND TRANSPORT



## Content of Integrated Transport Master Plan

# Thank You



# Development of a twenty five year Integrated Transport Master Plan (ITMP25) for the Gauteng Province

26 August 2011

# ITMP25 Progress

- Finalised TOR for the appointment of project team
- SCM process underway – will go to the market within two weeks
- ITMP25 year presentation to Local Authorities
  - Completed
    - Sedibeng
    - West Rand
    - Tshwane

# ITMP25 Progress (Continue)

- ITMP25 year presentation to Local Authorities
  - Completed
    - Sedibeng
    - West Rand
    - Tshwane
  - In following weeks
    - Ekurhuleni
    - Johannesburg
    - Individual Local authorities ?

# ITMP25 Progress (Continue)

- Feedback from interaction with Local Authorities
  - Very positive & supportive
  - Local Authority Officials must play an active role in rolling out the ITMP25 – create structures
  - Local authorities are currently busy with their own IDP's and IDP's these processes cannot be delayed
  - Condition of Provincial roads in the area
  - Do they continue to protect PWV road corridors

