



SEDIBENG DISTRICT MUNICIPALITY



INTEGRATED TRANSPORT PLAN

FOR 2008 TO 2013 FOR THE

31 Aug 2010

**DISTRICT INTEGRATED TRANSPORT PLAN FOR 2008 TO 2013 FOR
THE SEDIBENG DISTRICT MUNICIPALITY**

EXECUTIVE SUMMARY

Transport Vision

“The Sedibeng District Municipality enhances social upliftment, economic growth and the quality of life of people through the provision of peaceful, integrated, safe, reliable, frequent, affordable, accessible and convenient public transport services, facilities and roads infrastructure required for human, economic and social interaction and transporting goods in Sedibeng.”

Transport Objectives

Focus Areas	Objectives
Public Transport	<ul style="list-style-type: none"> • To provide safe, affordable and accessible public transport to employment, education, recreation and markets • To drive transport user and provider behaviour towards public transport
Transport Infrastructure	<ul style="list-style-type: none"> • To provide road and infrastructure linkages to residential nodes and between key nodes which are currently lacking • To rehabilitate key roads currently in a poor condition
Land Use and Transport Integration	<ul style="list-style-type: none"> • To develop transport infrastructure and services to support Sedibeng’s Spatial Development Framework
Environmental Protection	<ul style="list-style-type: none"> • To support sustainable transport solutions with ongoing reductions in environmental externalities
Congestion Management	<ul style="list-style-type: none"> • To implement targeted travel demand management measures
Road Safety Management	<ul style="list-style-type: none"> • To provide or upgrade storm water drainage, signals and other road furniture to improve traffic safety • To develop specific pedestrian safety promotion and infrastructure investment programmes
Regulation and Control	<ul style="list-style-type: none"> • To minimise unroadworthy public transport vehicles • To educate public transport operators about relevant legislation and by-laws
Information Systems	<ul style="list-style-type: none"> • To invest in improved transport information services
Stakeholder Participation	<ul style="list-style-type: none"> • To actively involve interested and affected parties in shaping the transport industry and services
Non-motorised Transport	<ul style="list-style-type: none"> • To promote non-motorised transport solutions
Funding	<ul style="list-style-type: none"> • To secure appropriate funding for transport

Proposed Interventions / Programmes

Transport Element		Proposed Interventions/Programmes	
1	Spatial Planning	1.1	Support residential densification / infilling east of N1 at Evaton-Sebokeng up to CBDs of Vanderbijlpark and Vereeniging.
		1.2	Support economic and residential development along R59.
		1.3	Support infilling between Ratanda and Heidelberg Town, and formalisation of informal settlements around Vischkuil and Devon.
		1.4	Support Sedibeng Precinct developments, i.e.: regeneration of historic area of Sharpeville; creation of Government and Cultural Precincts in old Vereeniging CBD; and Waterfront Development along Vaal River.
		1.5	Support establishing the Vaal Logistics Hub west of Arcelor Mittal Works in Vanderbijlpark.
		1.6	Support implementing Planning Framework for Southern Areas of City of Johannesburg and surrounds (i.e. Sedibeng and WestRand Districts), including future housing developments.
2	Development Corridors	2.1	Implement Development Framework for R59 corridor.
		2.2	Implement Development Framework for R82 corridor.
		2.3	Implement Lesedi Nodal and Corridor Study.
3	Public Transport Plan	3.1	Modal Integration
		3.1.1	Develop a strategy that integrates mini-bus taxis, buses and trains into the public transport system operating as a single seamless system.
		3.1.2	Implement initiatives or awareness programmes to instil in the minds of operators the need for integration of different modes of transport.
		3.1.3	Set-up an institutional body or structure where representatives of different travel modes can voice their needs and concerns.
		3.1.4	Ensure that new or future upgrades of public transport facilities actively and practically promote modal integration, i.e. facilities should be designed to cater for more than one travel mode.
		3.2	Metered Taxis
		3.2.1	Undertake an assessment of the metered taxi industry to establish the future role or market niche of metered taxis in Sedibeng. Specific aspects to be considered include establishing a client profile and travel patterns of metered taxis (pick-up and drop-off points).
		3.2.2	Set-up an institutional body or structure (also referred to under Modal Integration) where representatives of different travel modes (including metered taxis) can voice their needs and concerns in an integrated manner.
		3.2.3	Investigate how metered taxis should be accommodated in terms of taking up space / holding bays, i.e. where to provide holding bays.
		3.3	Learner Transport
		3.3.1	Develop and implement strategy for learner transport
		3.3.2	Set-up an institutional body or structure (also referred to under Modal Integration) where representatives of different travel modes (including learner transport) can voice their needs and concerns in an integrated manner.
		3.4	Transport for People with Special Needs
		3.4.1	Ensure user-friendly new and existing public transport facilities in terms of providing for people with special needs.
		3.4.2	Use various forums and institutional structures to encourage public transport operators to be sensitive and considerate to people with special needs.

Transport Element		Proposed Interventions/Programmes	
		3.4.3	Invite representatives of people with special needs to participate in relevant forums by voicing their transport needs and concerns.
		3.5	Management of Public Transport Facilities
		3.5.1	Develop a policy on the management and maintenance of mini-bus taxi facilities. Draft a by-law to enforce such a policy.
4	Transport Infrastructure Plan	4.1	Road Networks and Corridors
		4.1.1	Support Gauteng Province with finalising main public transport corridors for Gauteng (including Sedibeng) – i.e. Integrated Public Transport Network Design project
		4.2	Road Safety
		4.2.1	Assist Local Municipalities to meet their responsibility towards the general public in terms of traffic safety through the phased implementation of a Road Traffic Safety Management Plan.
		4.2.2	Assist Local Municipalities to carry out independent Road Safety Audits.
		4.2.3	Assist Local Municipalities to identify hazardous road locations, prioritise these locations for remedial treatments, and systematically budget for and implement improvement programmes.
		4.2.4	Assist Local Municipalities to identify locations where there is a concentration of schools or high learner pedestrian activities to implement road safety measures.
		4.2.5	Fund safety campaigns and road safety programmes for Local Municipalities to educate and train road users regarding road safety matters.
		4.3	Traffic Signals
		4.3.1	Encourage and assist Local Municipalities to systematically implement the Traffic Signal Management Process as stipulated in the South African Road Signs Manual, Volume 3: Traffic Signal Design.
		4.3.2	Assist Local Municipalities with regular maintenance of traffic signals in their respective jurisdictional areas.
		4.3.3	Assist Local Municipalities with assessing the need for signalised intersections (i.e. Traffic Impact Assessments) in highly developed areas.
		4.4	Traffic Signage and Road Markings
		4.4.1	Assist Local Municipalities to systematically formulate and implement a Road Signs Management System as defined in the South African Road Signs Manual, Volume 2, Chapter 16.
		4.4.2	Assist Local Municipalities with improving signage and information services to tourist attractions.
		4.4.3	Assist Local Municipalities with the ongoing maintenance or replacement of outdated or damaged signs in Sedibeng.
		4.4.4	Assist Local Municipalities to identify specific locations where road markings have a higher than normal impact on the safety of road users, such as at stop signs, traffic signals or pedestrian crossings (especially where learners cross a road section). These locations will be prioritised based on among other considerations the condition of the road markings, where after high quality, durable paint will be used for road markings at such locations.

Transport Element		Proposed Interventions/Programmes	
		4.5	Upgrading and Maintenance of Roads in Strategic Roads Network
		4.5.1	Ensure that the Pavement Management System (PMS) for Sedibeng is up to date to assist with prioritising road network improvements.
		4.5.2	Encourage Local Municipalities to ensure that the upgrading/maintenance of roads is bias towards roads having a high volume of public transport vehides.
5	Airports	5.1	Support and cooperate with studies to investigate commercial and/or private development of AerovalAirport in Heidelberg and other local airports, including new airports.
		5.2	Ensure adequate road access to exiting airports/ airfields.
		5.3	Investigate opportunities to enter into a public-private-partnership for the development and operation of airfields in Sedibeng.
6	Freight Transport	6.1	Develop Freight Transport Management Plan considering overload control, abnormal loads and transporting hazardous materials
		6.2	Further explore the establishment of a centralised truck stop facility/hub in the Meyerton industrial area next to the R59 freeway to accommodate freight movements to among other places Ekurhuleni and City Deep, based on the initial investigation done by GPTRW.
7	Non-motorised Transport	7.1	Develop a course Area-wide Master Plan to provide for proper network planning for NMT purposes.
		7.2	Promote the use of bicycles and especially among learners through the project called Shova Kalula.
		7.3	Promote the piinciple that new roads being designed for high density areas should make provision for pedestrian sidewalks.
		7.4	Explore and use funding opportunities for the implementation of NMT projects.
8	Waterways	8.1	Investigate feasibility of using VaalRiver to transport public transport users
		8.2	Undertake a course assessment of access across the VaalRiver for NMT.
9	Monitoring and KPIs	9.1	Collect data and measure identified KPIs as required by GautengProvince.
10	Funding	10.1	Explore additional and alternative sources of funding.
11	IIP Implementation: Human Resources	11.1	Confirm resources required for public transport and infrastructure planning and appoint staff.