

Program 4: Integrated Planning and Inter-sphere Coordination

Branch Integrated Planning and Inter-Sphere Coordination

The main aim of the Branch is to provide leadership in integrated transport planning, implementation of key transport projects and in the provision of transport infrastructure across all spheres of government in support of economic, social and regional development.

Mandates

- develop transport planning requirements, guidelines and standards and co-ordinate the development of transport plans by all spheres of government;
- develop a national strategic transport infrastructure framework for all modes;
- develop and facilitate an inter-sphere strategic implementation framework;
- implement the NLTTA and related transport legislation;
- facilitate the establishment of transport related institutional structures;
- develop and implement an integrated infrastructure investment plan; and
- develop and manage transport infrastructure to enable infrastructure to support social and economic development i.e. transport and government priorities and strategies for all modes of transport.

POLICY DEVELOPMENT AND PROGRESS TO DATE

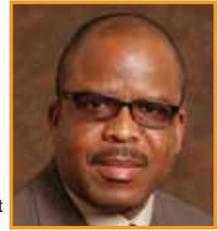
While transport is an important sector of economic activity in its own right, of even greater importance is its role as a facilitator, enabling people and goods to move freely and efficiently from one place to another. This is essential for achieving a wide range of more fundamental economic and social objectives. The way movement takes place also has environmental consequences.

• Planning Support Centre Project

The establishment of a planning support centre was investigated to provide technical and data support to local, district and provincial planning officials. The tender has been approved and the project will be completed by August 2006. The implementation of the recommendations will start in the current financial year.

• Travel Demand Management (TDM) Pilot (2006)

Three pilot studies will be undertaken to investigate and recommend TDM measures in the City of Johannesburg, Cape Town and Durban.



ACT DDC: Martin Mokonyama

Final recommended measures are expected by July 2006. The Department is increasingly moving towards a framework for action at national, provincial and local levels.

• Implementation of a Road Infrastructure Strategic Framework for South Africa

Based on the action plan the following projects were implemented:

- Road Asset Management Systems Audit project which was intended to take an inventory of information systems that are used by roads authorities across the spheres. It also defines a minimum system that roads authorities should put in place to effectively manage their road networks as well as a system that the DoT should implement for decision support;
- Feasibility study for road transport interventions in the Nquthu area, which augmented an access road that was recently constructed with assistance from the DoT. The study will ensure that the community of Qudeni village gets comprehensive services that will enable integrated development;
- Transfer of over 3000km of roads from provinces to SANRAL in accordance with the Horizon 2010 vision for road network development. The SANRAL road network is now 14,000km;
- Municipal road network assessment study commenced in January 2006. This study seeks to collect information on the status of road network management at municipal level in order to update current statistics and inform road sector budgeting;
- Development of guidelines for road network classification, to help roads authorities roll out the new road classification system;
- Development of a DoT road network information system as per the recommendations of the information systems audit; and
- Scaling up of the EPWP in the road sector by replicating Zibambele, Vukuzakhe and Gundo Lashu projects across the country.

KEY OBJECTIVES

As part of the broad priorities of the Department, the following areas are top priority and therefore need urgent and maximum attention:

- support for the 2010 FIFA World Cup;
- development of a National Transport Masterplan
- integrated Transport Planning;
- land Transport Planning Development of a Geographic Information System (GIS) platform; and
- rural transport development.

• National Transport Master Plan

The Department's Management and the Committee of Transport Officials (COTO) have approved the proposed format, components, and output of the Project on the 3rd of November 2005. Critical stakeholders have been identified and invitations to participate and/or contribute to the preparation of the proposed National Integrated Transport Plan have been completed. The project organisation and management has partially been defined. An agreement has been reached to establish a Steering Committee, a Technical Committee and a Departmental Project Technical Team.

In the 2006-2007 financial year the Department is to undertake an inventory of all land users and transportation systems to determine current demand and supply, and an analysis to determine critical deficiencies of all modes of transportation.

• 2010 FIFA Soccer World Cup

The Action Agenda started by focussing heavily on creating a legacy in Public Mobility through investments in Public Transport systems and infrastructure, services, and non-motorised transport infrastructure investment. R 3.5 Billion in new and additional monies have been allocated by National Treasury. These funds have been set aside for public transport and non-motorised transport infrastructure and systems investment, with priority to venues supporting the 2010 soccer events. The Department of Transport now oversees these funds under the Public Transport Infrastructure and Systems Fund (PTIF).

The DoT's Initial Travel Demand Projections for the international and domestic aviation sector, for land-based distance travel and local venue city travel demand were prepared in mid 2005. This initial analysis confirms that the scale and dynamics of the 2010 events will be unlike

anything ever experienced in South Africa before, and will require planning and co-ordination beyond any transport management experience the country has ever faced. In order both to avoid excessive transport investment requirement and to enable optimal transport performance and therefore overall tournament hosting success, the travel demand investigations have thus far made some specific recommendations for communication by the Local Organising Committee to FIFA with respect to: (i) The exact dates of the 2010 FIFA World Cup; (ii) Sequencing of matches according to an agreed clustering of venues based on transport constraints; (iii) Timing of the commencement of matches; (iv) Transport Security Requirements, and (v) Transport for the "FIFA Community".

A Road Infrastructure Sub Sector Task Team will be established to immediately develop a framework for the sector with respect to the needs that directly support the 2010 events. The Framework seeks to include the sectors planning to anticipate the major changes and improvements foreseen in local transportation management (including the implementation of Travel Demand Management (TDM) measures) and substantial improvements and investment in public transport infrastructure (including the Gautrain and ITS applications along the N1 and N2 in Cape Town).

• Freight Transport

Detailed research and forecasting is required in this sector to establish the scale of likely demand, and the ability to reduce regular freight movements during the 2010 World Cup. The Freight Logistics Task Team has embarked on the development of a framework for this sector within the ambit of freight logistics policy and its relation to other sectors (border security control, employment, energy supply, trade, etc.).

• Oversee the Strategic Implementation of Non-Motorised Transport (NMT) Programme

A revised NMT implementation plan to facilitate the rollout of 1 million bicycles by 2010 has been drafted. To date, 16 478 bicycles were distributed to scholars. The Department is now in the process developing new partnerships signing MOUs with NGOs, businesses and departments such as Education, Sports and Recreation, etc. to participate in this project. A decision was taken to expand the NMT relations beyond South African borders through a Bicycle Partnership Programme.

• Evaluation of the Transport Authorities (TA)

A draft report on the implementation of Transport Authorities (TA) was developed. The department is currently busy developing a sustainable TA model, which is based on international best practice. It is envisaged that at least two TA's will be established in 2007.

• The Rural Development Strategy

The delivery of rural transport infrastructure and services will continue to include the following main categories and related delivery actors:

- Rural transport infrastructure — access roads, district roads, public transport interchanges, tracks and other non-motorised transport infrastructure — provided mainly by the provincial and local spheres of government, the National Department of Public Works (NDPW) and the South African National Roads Agency (SANRAL) — all of which are directly or indirectly involving communities and creating local construction-related jobs.

- Village-level or intra-farm transportation, where communities — particularly women — and farmers themselves provide transport services that involve head loading, as well as the use of non-motorised and intermediate means of transport (such as tractor-trailers), trucks and light delivery vehicles (LDVs).

- Rural passenger and (small-volume) freight transport services to and from "deep" rural areas, where operators of LDVs (the so-called "bakkie sector") and animal-drawn carts are the main service providers.

- Passenger transport services along the main connector routes (to towns, clinics and other facilities), served mainly by combi-taxis, converted LDVs and — in some areas — subsidised bus services.

- Special needs transportation services — to address the needs of persons with disabilities, the elderly, trauma and non-emergency patients, learners and tourists — provided, either in-house by the relevant sectors or on an outsourced basis

- Bulk freight transportation to and from processing plants, distribution centres, markets and suppliers — provided mainly by commercial producers and transport operators

Rural transport development programme mandates the following actions:

It is accepted that the delivery of most rural transport infrastructure and services will increasingly be a local government responsibility, funded through consolidated capital grants, the equitable share mechanism and transfers of monies in terms of the NLTTA. Although some provinces may still have a strong direct delivery role in the short to medium-term, the long-term focus of all provinces — together with that of the national sphere — will be on the facilitation, coordination and strengthening of service delivery.

To guide and support this, and serve as the principal short-, medium- and long-term mechanism for the implementation of the rural strategy, a Rural Transport Development Programme (RTD programme) will be established. Some of the actions suggested for inclusion in this programme form part of the gazetted rural transport strategic actions specified in the NLTSF.

Seen together with the NLTSF, the RTD programme will be the principal guiding mechanism in terms of which the national and provincial spheres of government will perform their short-, medium- and long-term delivery, facilitation and coordination roles.



SHORT-TERM QUICK WIN STRATEGIES

Measurable Objective: Infrastructure Development

Sub-program	Output	Measure / Indicator	Targets and time frames	Impact
Support for the 2010 FIFA Soccer World Cup	Awareness campaign <ul style="list-style-type: none"> • Consultations around the Action Agenda • Raise the profile of the Action Agenda to that of a Transport World Cup Plan • Approval of the plan • Projects rollout 	Successful launch of Action Agenda Number of PTIF projects underway	August 2006	Provide the platform and clarify the process for transport for the World Cup
Non-Motorised Transport Exposition	Profiling and Awareness of NMT <ul style="list-style-type: none"> • Shova Kalula Bicycle exhibition, display of various types of NMT technologies, • Bicycle tournament • Shova Kalula communication/ marketing plan • A 10 year NMT roll-out plan • NMT policy discussion document 	Level of awareness of NMT Level of stakeholders participation	February 2007	Setting up a platform for choice of non motorised transport projects
Land transport promotion	Expanded information drive through the Amendment Bill processes <ul style="list-style-type: none"> • Targeting other spheres of government • Participation in the parliamentary public hearings • Develop user friendly brochures 	Parliamentary process completed Promulgation of Amendment Act Capacity building workshops Information booklets	November 2006	An enhanced regulatory framework for land transport promotion
Development of GIS platform and mapping service for DoT (War Room)	GIS system Map service	Operational GIS system Availability of maps	December 2006	Availability of information for planning purposes
Phase 1 and 2 (inventories and analysis) of the National Transport Master plan	Vol.1 Inventory Findings Draft Report - Macro Status Quo <ul style="list-style-type: none"> • Problems identification, • Network capacities and deficiencies • Short remedial measures • Vol. 2 Land use/ Transportation systems Data Analysis Draft Report <ul style="list-style-type: none"> • Alternatives analysis • Establishment of major travel corridors • Policy reviews and amendments 	Macro overview of land use/transportation systems performances. <ul style="list-style-type: none"> • Population distribution • Land use • Travel patterns and characteristics • Supply and demand for infrastructure facilities and services • Funding • Institutions • Demographic distribution and growths • Socio-economic outlook projections • Land use density, intensity, stability • Travel patterns and characteristics • Network analysis • Economic feasibility • Funding criteria • Institution/organization(s) 	Phase 1- July 2006 Phase 2- Nov 2006	A national outlay of transport investment notes for all modes of transport

MEDIUM - TERM STRATEGIES

Measurable Objective: Effective implementation of the NLTTA

Sub-program	Output	Measure/Indicator	Targets and time frames	Impact
Development of a transport planning training programme	Development and registration of unit standards with SAQA at NQF level 5 Develop course material based on unit standards	Units standard developed and registered with SAQA Course materials developed	June 2006 February 2007	Increased Capacity

Measurable Objective: Integrated transport planning

Sub-program	Output	Measure/ Indicator	Targets and time frames	Impact
Coordinate implementation of Part 7 of the NLTTA	Approval of provincial business plans Provision of programme management, monitoring, and technical support Periodic status reports on transport planning Coordinate the incorporation of the ITP's into the IDP	Approved business plan Scheduled steering committee meetings attended % expenditure of transport planning funds utilized Status reports completed and submitted	Annually	Enhance service delivery
Phase 3 (Forward Planning) of the National Transport Master plan	Vol.3 of the plan Data Bank Model/criteria for long-term planning Priority list of CAPITAL INTENSIVE remedial measures, infrastructure facilities, investment goals matrix Agenda for Action	Approval of Final report, Commissioning of Data Bank @DoT Hq. Populating of data bank Approval of the predictive model for use Approval of priority projects list	April 2007	Reliable data for planning purposes

