

## Appendix E

### Extracts from 2007 PTAP phase 1 Annex 1

#### Phase 1 (2007–2010) IPTS Projects Per City

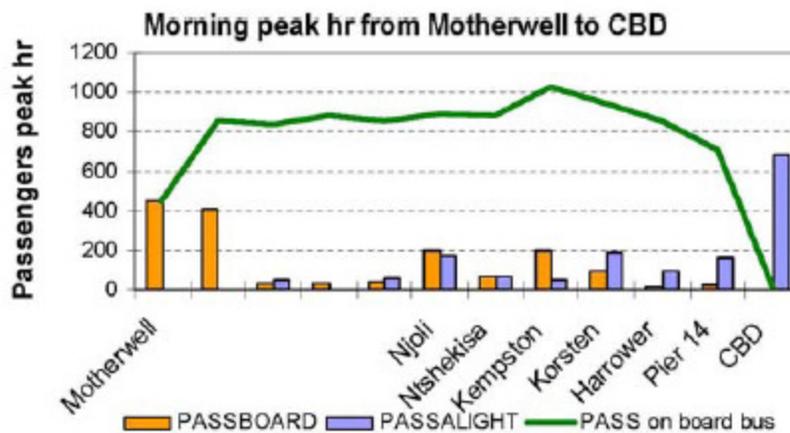
This section of the 2007 PTAP phase 1 Annex 1 is a summary of where the various metros stood in early 2007. Page numbers used refer to the parent document

#### Overview

- E1 In collaboration with the metropolitan municipalities and the six large urban local municipalities, the DoT has translated the Phase 1 Strategic Roadmap of the Public Transport Strategy into “catalytic implementation projects”.
- E2 The characteristics of the IRPTN Strategic Action Plans and their relationship with the overall Public Transport Strategy are illustrated in detail in the **Action Plan for the City of Johannesburg**. Action - plans for the **other cities** are provided without all the details of the IRPTN Strategies - which **are similar to those of Johannesburg**.

#### Nelson Mandela Bay (page 4)

- E3 The city has been successful in securing R150m to date of PTIF funding towards the strategy to make the **Khulani Corridor**, running from Motherwell to the city centre a prioritised public transport system intervention.



Load Chart Khulani corridor from page 42

- E4 **A well prepared Public Transport Plan** highlighted the strategic and operational advantages of a road-based priority public transport network

- E5 A further R340m proposal was submitted under the 2006 PTIF request to complete intended infrastructure and system initiatives along the **Khulani corridor**.
- E6 Beyond the infrastructure components the city is committed to bringing about operational structuring to run concessioned contracts on the main corridor routes with a formalisation and integration of the feeder service network.
- E7 **In the regard, the city has a good relationship with the local bus and taxi operators.**
- E8 **The Khulani corridor group of initiatives has the potential to quickly expand in quality to upgrade to a full IRPTN system. There is a possibility that by March 2007, the city will scope the conversion of the existing proposals into a full BRT type Phase 1 system.**

**Ekurhuleni Metropolitan Municipality (EMM) page 47**

- E9 The DoT held meetings with officials from Ekurhuleni Metropolitan Municipality (EMM) late in 2006, in order to obtain input into the Action Plan with respect to IRPTN proposals in the EMM.
- E10 Unfortunately, **the EMM is still in the process of finalising its ITP and is still currently reviewing and fine-tuning its strategic public transport network**. Meetings were held with ITP consultants, but understandably both officials and consultants were reluctant to commit the EMM to specific proposals at this stage.
- E11 Accordingly, the DoT has prepared some DRAFT catalytic proposals, based on the experience of the other metropolitan areas. These are offered to commence the debate and can be evaluated against the ITP's strategic public transport proposals in 2007.

E12 Example of development nodes around transport nodes (envisaged for all cities)  
From page 6

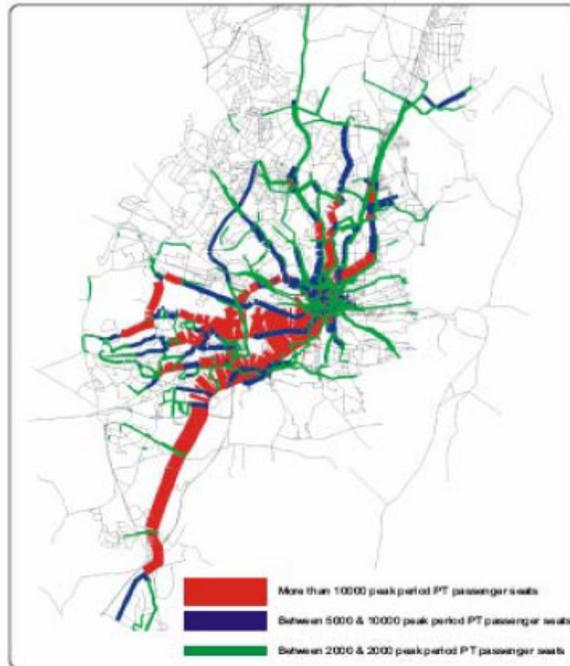
### 1. CITY OF JOHANNESBURG

#### Links between the Action Plan and the Joburg ITP

The figure opposite reflects the current demand for public transport in Johannesburg highlighting the two major features of the current system:

- the dominance of Soweto as the source of most travel by public transport; and
- the radial characteristics of the public transport network centred on the central nodal point the CBD and environs.

The Johannesburg Spatial Development Framework (SDF) identified emergent development nodes in other parts of the city and is concerned about developing mobility spines to support movement between the nodes. Part of these spines will be a strong public transport component operating in uncongested conditions in prioritised public transport lanes.



The emergent spatial structure of Johannesburg and the node and corridor concept which underpins both the SDF and the Johannesburg Integrated Transport Plan is illustrated opposite.

With respect to the ITP, this nodal spatial structure finds expression in the proposed "Strategic Public Transport Network" which is the dominant feature of the Joburg ITP.

