

Transportation sector plan



High level overview

The Public Safety Sector is responsible for rendering safety services to the people of Johannesburg. These services The Transportation Sector remains committed to deliver on its mandate in terms of the 2003/08 Integrated Transport Plan (ITP), which was approved by Council, the Gauteng MEC for Public Transport, Roads and Works and the Minister of Transport.

Throughout its existence as a sector it has experienced many challenges, which threatened its commitment to service delivery e.g. Metrobus strike, Soweto flooding, threats to the launch of the Rea Vaya system. These challenges have seen the Sector coming together to find solutions. The launch of the Rea Vaya system, on 31 August 2009, is testimony to that and marked the ever so important change of the face of the public transport industry in the City of Johannesburg as well as South Africa at large.

June 2009 was a challenging month for the Sector where it had to test its 2010 Soccer FIFA World Cup Transport Plan using the opportunity of the 2009 FIFA Confederations Cup. During this time the Johannesburg Roads Agency worked very hard to put up signage throughout the City, on a shoestring budget. Metrobus also proved its commitment to the cause when its bus drivers, together with other operators, transported on average 20 000 spectators per match to the Ellis Park stadium. Despite these challenges, the tournament proceeded without any major incidents.

Five -year promise

The vision of the Transportation Sector is:

“A city with a safe and efficient world class transportation system, with a public transport focus, and a well-developed and well-maintained roads and stormwater infrastructure, able to connect businesses, people and places in a sustainable and cost-effective manner, thereby enhancing the standard of living and quality of life for all inhabitants as well as the overall competitiveness and growth of the local economy”.

Aligned to its vision the Transportation Department developed seven long-term goals, which were later developed into programmes:

- A community aware of and committed to a core set of values so that all road and public transport users can travel and be safe. This goal is in view of the need for the road users' ability to share space and take care of our road infrastructure;
- Improved access and reduced travelling time for residents to employment, education, recreation and markets through implementing an innovative public transport system which is well aligned with the City's spatial development framework and is safe, affordable, accessible, convenient and comfortable;
- Development and maintenance of a quality and environmentally friendly road, traffic-signalling and storm water infrastructure network across the City;
- Environmentally sustainable transport infrastructure and systems through the promotion of public transport and non-motorised transport choices;
- A transformed transport industry which is customer focused and maximises broad based black economic empowerment;
- An efficient freight-transport and logistics infrastructure to position Johannesburg as a 'gateway city' in relation to national and international markets; and
- Well resourced and skilled Transportation Department and related municipal-owned entities able to implement the mandate of the City of Johannesburg. This may also contribute towards retaining the scarce resources.

The five-year strategic objectives and the accompanying programmes are premised around the above mentioned goals:

Goal	Strategic objective	Programmes
Values and safety	<ul style="list-style-type: none"> • To improve the safety of road and public transport users through <ul style="list-style-type: none"> – Contributing to reducing number of traffic accidents – Introducing traffic safety measures in all wards including signage and traffic calming – Improving the safety of our facilities and infrastructure by looking at measures to reduce the possibilities of crime and vandalism in our facilities and on our infrastructure – Running safety awareness programmes 	Travel Values and Safety Programme
Systems	<ul style="list-style-type: none"> • To ensure the integration of modal integration so as to offer highest quality of service that would encourage a shift towards public transport and maximise the efficiencies that come with this shift, i.e. congestion reduction, high quality of life, etc. • To improve public transport in the City of Johannesburg and reduce travelling times of the public through • Introduction of a new public transport system (BRT Rea Vaya) • Improved levels of service of Metrobus • Ensuring that Gautrain infrastructure and services is well integrated with other transport modes and services • To improve the mobility of people with disabilities through • Specific public transport programmes • Improved accessibility in the design and construction of sidewalks, traffic signalling, etc 	<ul style="list-style-type: none"> • Integration and promotion of public transport • Bus Rapid Transport Rea Vaya • Metrobus modernisation and improvement • Support and participation in the Gautrain Project • Accessibility for people with disabilities

Goal	Strategic objective	Programmes
Infrastructure	<ul style="list-style-type: none"> To implement city-wide gravel roads surfacing programme To resurface roads so that the visual conditions index improves at 2% per annum To construct new roads to improve mobility in newly developed areas To maintain our road network including traffic signalling, storm water and road markings to meet the following targets: <ul style="list-style-type: none"> Reduction in traffic signal outages to less than 1% of all signals out on a given day 100% of all major intersections provided with adequate road signs To improve stormwater infrastructure and management Public transport facilities and infrastructure improvements 	<ul style="list-style-type: none"> Gravel Roads Surfacing Programme Road Infrastructure Development Programme Road Resurfacing Programme Road Maintenance Programme Traffic Signal Upgrade and Maintenance Programme Signage Stormwater Management Programme Public Transport Facilities Programme
Environmental sustainability	<ul style="list-style-type: none"> To reduce congestion and emission levels by improving the modal split between commuter public vs private transport through Introduction of travel demand programmes Improved off street and on street parking provision, pricing and management Awareness campaigns of the impact of private car use on air quality, climate change, etc., to increase the percentage of residents who can use non-motorised transport (walking or cycling) to work shops and schools To implement energy efficient measures, use of recyclable energy and cleaner production technologies in all aspects of transport including: <ul style="list-style-type: none"> More energy efficient buses Solar traffic signals To look at new ways of managing storm-water taking into consideration the increased built up nature of the city, changes in climate and the opportunities of new technology 	<ul style="list-style-type: none"> Travel demand management Non-motorised transport Sustainable transport programme Storm Water Management Programme
Industry transformation	<ul style="list-style-type: none"> To increase the formalisation, productivity, sustainability and profitability of the taxi industry (mini bus and metered) through Supporting taxi recapitalisation Supporting and enabling the taxi industry to become part of the Bus Rapid Transit System Rea Vaya 	<ul style="list-style-type: none"> Incorporation of taxi industry into BRT Taxi recapitalisation and regularisation Law enforcement Enhanced public transport operator's engagement
Freight	<ul style="list-style-type: none"> To facilitate the speedy movement of freight around as well as in and out of the City so as to enable economic development 	<ul style="list-style-type: none"> Freight and Logistics Programme
Well resourced department	Skills Development Programme	<ul style="list-style-type: none"> Skills development and retention strategy Wellness Programme

Transportation sector indicators

The transportation sector indicators are informed by the City's five-year strategic objectives of creating a city with efficient transportation with a public transport focus and a well-developed and well-maintained stormwater infrastructure. With such a transportation culture in place, the City will connect business, people and places in a sustainable and cost-effective manner, thereby enhancing the standard of living and a quality of life for all inhabitants.

Indicator	Five-year target (2006/11)	Progress against the five-year target (accumulated)	2010/11 delivery agenda
Kilometres of Rea Vaya (BRT) implemented	122 kms	25,5 km	18 km towards phase 1B Refinement of Rea Vaya infrastructure based on lessons learned from operations of phase 1A Maintain and repair 33 Rea Vaya stations. Its equipment as per the maintenance agreement
Percentage increase of people travelling by public transport	15% per annum	Work in progress	15% per annum
Percentage occupancy to Metrobus	55% of total capacity	54,9% as at the end of last year	55% of total capacity
Percentage improvement levels of Metrobus services to users	80%	60%	80%
Percentage implementation of 2010 transport plan to meet all 2010 FIFA Soccer World Cup bid-book commitments	100%	<ul style="list-style-type: none"> Ellis Park public transport components 100% The 2010 Transport Operational Plan is 100% complete and tested during the 2009 Confederations Cup NASREC public transport projects are 100% complete 	The 2010 FIFA Soccer World Cup will be over in the 20/11 financial year
Kilometres of gravel roads surfaced in townships	250 km	124 km (assuming all targets for 2009/10 are met)	Roads 9,7 km plus major storm water culvert (R7 million) for Orange Farm
Reduction in traffic signal outages	Less than 1% signals out on any given day	Less than 1%	Less than 1%
Fatalities per 10 000 registered vehicles	Five fatalities	Information not available from JMPD	Information not available

Challenges and opportunities

In the current climate and context the key external challenges facing the Transport Sector include:

- The global economic crisis and its ripple effect on the availability of budgets from all spheres of government;
- Traffic congestion particularly in the inner city;
- Stakeholder expectations on the different priorities;
- Providing accessible, affordable and safe public transport;
- Ageing road infrastructure and public transport infrastructure; and
- Unstable transport industry and the different views on the Rea Vaya system.

The key internal challenges facing the Transport Department include:

- Availability of funding for transport programmes e.g.
 - Road infrastructure
 - Public transport facilities
 - Roll-out of the Rea Vaya;
- Capacity especially in respect of engineers; and
- Poor information management.

Even though the Transportation Sector continues to face challenges both internally and externally, the Sector continues to make progress even with limited resources in terms of delivering on its agenda.

Strategic priorities

With the City still undergoing serious budgetary constraints it only makes sense to streamline the delivery agenda and concentrate on the top strategic priorities. After much deliberation and taking into account the countrywide challenges on service delivery, the Sector decided that its three top strategic priorities would be the following:

Public transport interventions

These interventions would concentrate efforts towards the Rea Vaya system, Metrobus Gautrain and ensuring that public transport integration is maximised.

Infrastructure improvement

The focus on public transport facilities will not be to develop new ranks but to upgrade existing facilities particularly in the inner city and focus on erecting PT shelters on major public transport routes.

Improvement: roads, bridges, stormwater

Despite the budgetary challenges, other sources of funding need to be investigated:

- To try and address stormwater management in areas where infrastructure and lives are threatened; and
- To improve the visual condition index on our road infrastructure as well as to implement a bridge maintenance plan to address the ageing freeway infrastructure.

Inter-governmental relations

The Transportation Sector acknowledges the need to have robust inter-governmental relations with all the other spheres of government including neighbouring municipalities and districts. In as much as there is some interaction currently taking place it has been acknowledged that there is room for improvement particularly interactions with the Passenger Rail Agency of South Africa (PRASA). This organisation has recently been restructured and has seen a big change in its mandate such as the merging of Autopax with PRASA. Herein lays the opportunity of modal integration with rail, Rea Vaya, as well as Gautrain and other public transport operations.

The sector continues to engage with both the national and provincial governments, and this interaction is even more necessary to facilitate partnerships as budgets seem to be a problem for all. In this way resources can be streamlined and maximised towards the same delivery agenda.

Transportation sector plan

Below is the Transportation Sector Plan which seeks to outline the proposed delivery agenda for the 2010/11 financial year, the progress achieved to date, as well as outlining who is responsible for the various programmes within the Sector.

Transportation sector plan

Five-year strategic objective	IDP programmes and achievements (accumulated to date)	2010/11 delivery agenda
<p>To improve the safety of road and public transport users through:</p> <ul style="list-style-type: none"> • Contributing to reducing number of traffic accidents • Introducing traffic safety measures in all wards including signage, traffic calming • Improving the safety of our facilities and infrastructure and looking at measures to reduce the possibilities of crime and vandalism in our facilities and on our infrastructure • Running safety awareness programmes 	<p>Travel Values and Safety Programme</p> <ul style="list-style-type: none"> • To date 29 education interventions were undertaken at schools, malls, public transport facilities as well as the Soweto festival • Priority No 1 implemented at 107 wards so far • Priority No 2 implemented at 43 wards so far 	<p>Travel Values and Safety Programme</p> <ul style="list-style-type: none"> • Identification of hazardous locations/ hotspots and determine appropriate interventions (education, enforcement, engineering) including in respect of Rea Vaya BRT pedestrians and right hand turns • This exercise should then lead to: <ul style="list-style-type: none"> – At least 50 education interventions with strong focus on values – Ongoing implementation of public sector law enforcement strategy in partnership with JMPD – Identification of further ward-based community safety engineering interventions for the following financial year • Implementation of priority number three community safety interventions for each of the 109 wards
<ul style="list-style-type: none"> • To improve awareness in our communities of Johannesburg's transport history • To improve awareness of transport services including public transport offered in the City of Johannesburg 	<p>Transport Information and Awareness Programme</p> <ul style="list-style-type: none"> • Programme was 60% implemented in October 2009 with the following programmes: <ul style="list-style-type: none"> – Intersection awareness – The school awareness programmes on safety – Transportation Indaba – Other regional events 	<p>Transport Information and Awareness Programme</p> <ul style="list-style-type: none"> • Use October Transport Month as an opportunity to promote our service delivery achievements (e.g. launch roads and public transport facilities) • Improve the provision of all transport information and managing complaints and feedback from the public through: <ul style="list-style-type: none"> – Ensuring that Joburg Connect operates effectively in respect of JRA, Metrobus and Rea Vaya services and of public transport information, traffic accommodation during road construction and reporting on potholes, traffic signal outages – Updating spatial information of the City in respect of transport

Five-year strategic objective	IDP programmes and achievements (accumulated to date)	2010/11 delivery agenda
<p>To ensure integration of public transport across modes and providers so as to:</p> <ul style="list-style-type: none"> • Offer highest quality of service • Enable shift to public transport • Maximise efficiencies and sustainability • Reduce congestion 	<p>Integrated Transport Plan Programme Due to budgetary constraints the Department could not review the ITP (2008 to 2013), however, a few studies that will ultimately feed into the ITP are currently under way:</p> <ul style="list-style-type: none"> • Inner city traffic and transport • Gauteng feeder and distribution services • Rea Vaya BRT before and after studies currently being undertaken • Conducted a study for the Gautrain road based feeder and distribution service to determine the appropriate mode on the proposed corridors • Continue to engage with Province and Bombela to achieve integrated public transport facilities • Initial consultation with SANRAL took place, the study is currently in progress and SANRAL will engage with the City as it progresses 	<p>Integrated Transport Plan Programme</p> <ul style="list-style-type: none"> • Conduct appropriate surveys to determine information about changed travel patterns as a result of public transport changes to inform a new ITP for the 2011/2016 term of office • Implement measures to improve mobility and safety of cars, pedestrians and public transport operators in the inner city as recommended by the study being done in 2009/10 • Implement measures to improve public transport integration arising from the introduction of Rea Vaya BRT and Gautrain • Implement results of sustainable funding study including parking policy (pending completion of study) • Work with Gauteng Freeway Improvement Project to maximise public transport integration (e.g. with HOV lanes)
<p>To improve public transport in the City of Johannesburg and reduce travelling times of the public through the Introduction of a new public transport system (BRT Rea Vaya)</p>	<p>Rea Vaya BRT Programme</p> <ul style="list-style-type: none"> • Construction of phase 1B is ongoing. • Phase 1A starter service of the Rea Vaya service commenced in August 2009 • Construction of BRT phase 1B is ongoing with Section 3 is 35% complete, Section 5 is 50% complete and the metro loop is 60% complete • Planning and negotiations with affected operators for phase 1B including taxi operators, Metrobus and Putco proceeded sufficiently so that buses are on order and there is a redeployment strategy in respect of existing vehicles 	<p>Rea Vaya BRT Programme</p> <ul style="list-style-type: none"> • Remaining kilometres of revised phase 1 B including selected stations on UJ route constructed • Refinement of infrastructure of phase 1A based on lessons learnt from operations of phase 1A • Dobsonville permanent depot 80% completed pending EIA approvals received timeously and sufficient funding • Inner city depot land acquired done and detailed design completed • Fully functioning Intelligent Transport Systems (ITS) and future of location of control centre determined • Precinct upgrades around selected BRT stations planned for and commencement of implementation • 90% customer satisfaction with operations of Rea Vaya BRT phase 1A • Improved information, marketing and communication to passengers

Five-year strategic objective	IDP programmes and achievements (accumulated to date)	2010/11 delivery agenda
<p>To improve public transport in the City of Johannesburg and reduce travelling times of the public through modernisation and improved levels of service of Metrobus</p>	<p>Metrobus programme</p> <ul style="list-style-type: none"> • Gautrain has developed a study to assist with the restructuring of routes for both Metrobus and other operators to establish the most suitable operator to feed into Gautrain • With the new five-year strategic plan for Metrobus there is an improvement in this regards • Awaiting policy direction in terms of fare integration on all modes of public transport • Still in the process of the tender process to appoint service providers that will develop a proper funding model • This is an ongoing process and speaks to the distribution of timetables amongst other things • Metrobus currently working with SANERI (SA National Energy Institute) to determine the actual cost of this programme • Every year Metrobus conducts a customer satisfaction survey 	<p>Metrobus programme</p> <p>Rescheduling plan in place to accommodate Rea Vaya requirements of phase 1B and Gautrain with the aim of maximising modal integration</p> <ul style="list-style-type: none"> • Ongoing fare evasion strategies implemented • Ongoing management of assets <p>Modernised fare collection</p> <ul style="list-style-type: none"> • Implementation of recommendations of Metrobus viability study including sustainable funding model • Improved information, marketing and communication to passengers • Piloting of 100 buses using alternative fuel (compressed natural gas) • 80% customer satisfaction of Metrobus
<p>To improve public transport in the City of Johannesburg and reduce travelling times of the public through ensuring that Gautrain infrastructure and services is well integrated with other transport modes and services</p>	<p>Gautrain Integration and Support Programme</p> <ul style="list-style-type: none"> • This taxi rank is still scheduled for completion mid June 2010. A committee has also been established that will look into the relocation of these operators to the new taxi rank within the Gautrain station • The study on the Gautrain feeder and distribution services has been completed and approved. There still needs to be consultation on the detailed routes with operators • Currently this system is still under discussion until the automated fare collection system is awarded • Ongoing monitoring process 	<p>Gautrain Integration and Support Programme</p> <ul style="list-style-type: none"> • Complete relocation of taxi rank from the present station to the Gautrain station (PTI level) and implementation of a sustainable management plan for the rank together with Gautrain Management Agency and MTC • Implementation of feeder and distribution services, lay byes, stops, etc and integration with other public transport service providers • Continue to work towards inter-operability of ticketing systems • Ensure proper reinstatement of city's road ways

Five-year strategic objective	IDP programmes and achievements (accumulated to date)	2010/11 delivery agenda
<p>To improve public transport facilities (ranks, depots, lay byes and stops)</p>	<p>Public Transport Facilities and Infrastructure Programme</p> <ul style="list-style-type: none"> • Trump Street has been identified to pilot public transport integration in the Faraday precinct. Also Westgate taxi rank is being expanded to be integrated in to the Rea Vaya and Rail systems • Together with Gautrans, a study has been completed on integrated network designs • Currently working with JPC to develop an acceptable public partnership model for the management of ranks • Ongoing through the existing forums • This strategy is being implemented as there are no new ranks planned but revamping existing ones viz. Midrand, Jack Mincer and Kaserne taxi ranks • This forms part of the PPP model mentioned above • The City and Gautrain have agreed on common bus shelter standards and MoU has been signed in this regard • Design has been completed and DED and transportation are looking at strategic interventions in this regard • Two facilities have been identified to house cross border movements until such time that Kaserne has been redeveloped 	<p>Public Transport Facilities and Infrastructure Programme</p> <ul style="list-style-type: none"> • To review our approach to the construction of public transport facilities including to: <ul style="list-style-type: none"> – Maximise public transport integration along key corridors and nodes – Consider public private sector partnerships – Engage and consult more effectively with public transport operators – Move away from constructing new facilities to improving existing facilities and improving the surrounding areas including landscaping, sidewalks, lay byes, lighting, etc. • To review our approach to the management of taxi ranks and develop a comprehensive strategy to: <ul style="list-style-type: none"> – Involve the private sector in the rank management through funds generated from advertising in selected ranks which are well located from an advertising perspective – Involve the taxi industry in rank management in a way they will also ensure they pay for the services provided by the City – Involve other levels of government in respect of ensuring common approach, funding and regulation – Ensure better integration at ranks between the management of traders and the management of taxis – Continue to roll-out common public transport shelters in partnership with Gautrain, Rea Vaya BRT, taxi industry and private advertisers – Continue to facilitate the redevelopment of Kaserne through a public private partnership as a long-term solution for cross border and long distance operations – Continue to improve short-term solutions for cross border operations
<p>To increase the formalisation, productivity, sustainability and profitability of the taxi industry (mini bus and metered) through</p>	<p>Public Transport including Taxi Industry Normalisation Programme</p> <ul style="list-style-type: none"> • Negotiations to form the Rea Vaya Bus Operating Company (BOC) is on course • City is currently looking for alternative ranking space for metered taxi operators that have been displaced by the Rea Vaya BRT system in the CBD 	<p>Public Transport including Taxi Industry Normalisation Programme</p> <ul style="list-style-type: none"> • Continue to enable the taxi industry to form bus operating companies to operate Rea Vaya BRT as well as to benefit from the BRT value chain • Review of metered taxi ranking strategy especially in light of Rea Vaya BRT reducing city road space and in consultation with the sector

Five-year strategic objective	IDP programmes and achievements (accumulated to date)	2010/11 delivery agenda
<ul style="list-style-type: none"> Supporting taxi recapitalisation Supporting and enabling the taxi industry to become part of the Bus Rapid Transit System Rea Vaya 	<ul style="list-style-type: none"> The forum continues to meet on a quarterly basis Ongoing and report monthly to the Section 79 Portfolio Committee City is currently exploring ways to mediate between conflicting parties in the BRT via intense negotiating with the assistance from the Gauteng Safety Department as well as the Gauteng Department of Transport, Roads and Public Works 	<ul style="list-style-type: none"> Ongoing Public Transport Operators Forum to consult about public transport policy and programmes Continue with the monitoring and implementation of public transport law enforcement and campaigns to promote behavioural change to ensure that operators comply with by-laws (no illegal ranks, illegal ranking, use of BRT lays, vehicle condition and customer care) Improve conflict management mechanisms to manage the transition to Rea Vaya in respect of the taxi industry
<p>To increase the percentage of residents who can use non-motorised transport (walking or cycling) to work shops and schools</p>	<p>NMT Programme</p> <ul style="list-style-type: none"> An NMT forum has recently been established with an intention of developing design guidelines for NMT Still awaiting a response from KfW Bank regarding sponsorship This was taken into account in the initial planning of the Rea Vaya BRT system 	<p>NMT Programme</p> <ul style="list-style-type: none"> Establish viability of pedestrianisation and NMT routes targeting inner city, Zandspruit and Diepsloot Implement sidewalks and cycle tracks in Orlando in partnership with international sponsors Improve NMT access to Rea Vaya BRT stations especially Soweto Review designs standards for sidewalks including by bridges to promote and ensure disability friendliness
<p>To implement energy efficient measures, use or recyclable energy and cleaner production technologies in all aspects of transport including more energy efficient buses</p>	<p>Sustainable Transport Programme</p>	<p>Sustainable Transport Programme</p> <ul style="list-style-type: none"> Continue to procure Rea Vaya buses with low emission standards Continue with CDM application for Rea Vaya BRT Roll-out of Metrobus pilot in respect of CNG and/or other ways of reducing CO² emissions through bus propulsion systems (see earlier) Implement air quality environmental management standards at asphalt plant. Continue installation of LED modules at traffic signals
<p>To meet bid book commitments for transport services in respect of the 2010 FIFA Soccer World Cup and ensure that World Cup 2010 transport infrastructure is designed so as to ensure lasting value for the City</p>	<p>2010 FIFA Soccer World Cup programmes</p> <ul style="list-style-type: none"> A draft 2010 public transport operational plan has been developed. The process that is currently being followed is integrating these plans with those of other role-players within the City 	<p>2010 FIFA Soccer World Cup programmes</p> <p>Note: The 2010 FIFA World Cup will end 12 days into this financial year. However, for planning purposes the delivery agenda in this regard is not included here</p>

Five-year strategic objective	IDP programmes and achievements (accumulated to date)	2010/11 delivery agenda
To improve the mobility of people with disabilities through specific public transport programmes and Improved accessibility in the design and construction of sidewalks, traffic signalling, etc	Transport Access Improvement Programme Standard will be reviewed in 2010/11	Transport Access Improvement Programme <ul style="list-style-type: none"> • BRT stations continue to be built and buses procured according to PWD specification and ongoing reviews • Ongoing Metrobus disability service • Implement sidewalks which are PWD friendly • Review JRA sidewalk design standards to cater for people with disabilities
To implement a city-wide gravel roads surfacing programmes	Gravel Roads Surfacing Programme <ul style="list-style-type: none"> • A total of 0,85 km, (Diepsloot – 0,6 km and Ivory Park – 0,25 km), has been constructed out of a planned 14,58km. Budget cuts and cash flow has slowed down progress • This will be reviewed in 2010/11 • Status quo and re-determination of backlog will be undertaken once new aerial photos have been loaded on CGIS system 	Gravel Roads Surfacing Programme <ul style="list-style-type: none"> • Complete the five-year gravel roads upgrading programme on the basis of the mayoral priority list and allocated budget • Review the five-year gravel roads surfacing plan to look at sustainable options inclusive of stormwater • Improve the pavement management system to include gravel roads and verify gravel roads surfacing backlogs
To construct new roads to improve mobility in newly developed areas	Roads Infrastructure Development Programme <ul style="list-style-type: none"> • Capital programmes and development contributions programmes being loaded onto CIMS for consideration in 2010/11 	Roads Infrastructure Development Programme <ul style="list-style-type: none"> • Identification, planning and implementation of road infrastructure projects (inclusive of stormwater) identified through CIMS and funded by both the City and development contributions for a three-year cycle
To resurface roads so that the visual conditions index improves by 2% per annum	Road Infrastructure Maintenance and Upgrading Programme <ul style="list-style-type: none"> • Transportation Department: Safety and infrastructure 13,31 lane km out of 110 lane km has been completed. 85,65% of potholes reported are repaired within three days • Cash flow is hindering progress. • Bridge maintenance contracts are being structured to address critical maintenance issues • CoJ /JRA/Bombela are discussing the best way forward to reinstate roads damaged by Bombela • 57% of way leaves completed by stakeholders are completed within three days. Management of way leaves is currently being reviewed to ensure service delivery 	Road Infrastructure Maintenance and Upgrading Programme <ul style="list-style-type: none"> • Continue to implement the Road Surfacing Maintenance Programme in respect of road surfacing, pothole repair, road maintenance and kerb inlet cleaning • Continue to implement the elevated highway and bridge rehabilitation programme as identified by the Bridge Management System (BMS) • Monitor the impact of the Gautrain project on the City's road network and ensure that reinstatement takes place in line with City standards and procedures • Through the timeous management and enforcement of way leaves, monitor other organs of state and private sector that work on the City's road network to ensure that these reinstatements don't negatively impact on the VCI of the road network

Five-year strategic objective	IDP programmes and achievements (accumulated to date)	2010/11 delivery agenda
<p>To maintain our road network including traffic signalling storm-water and road markings to meet the target of reduction in traffic signal outages to less than 1% of all signals out on any given day</p>	<p>Traffic Signal Upgrade and Maintenance Programme</p> <ul style="list-style-type: none"> • 18 traffic signals had new phasing plans implemented • On hold due to financial constraints • Four traffic signals were fitted with remote monitoring • 17 new signals were commissioned • Duplication • 31 signals have been installed with UPS This can only be done once LED signal heads have been installed • On hold due to financial constraints • On hold due to financial constraints • Traffic signal on BRT route is problematic when power lost. Being discussed with NDoT 	<p>Traffic Signal Upgrade and Maintenance Programme</p> <p>Continue implementation of the Traffic Signal Upgrade Programme:</p> <ul style="list-style-type: none"> • Upgrading existing intersections to comply with SARTSM requirements • Roll-out of remote monitoring solutions for traffic signals • Installing new traffic signals at warranted intersections • Signal phasing implementation • Installing Uninterrupted Power Supply (UPS) along major routes • Continued installation of remote monitoring systems at major intersections • Upgrading of old controllers especially to ensure proper lighting protection • Continue replacement programme of old traffic signal cables • Cooperate with the National Department of Transport to review the SARTSM to take into the Rea Vaya phasing requirements
<p>To maintain our road network including traffic signalling storm water and road markings to meet the target of:</p> <ul style="list-style-type: none"> • 100% of all major intersections provided with adequate road signs • 2010 signs in place 	<p>Road Signage Upgrade Programme</p> <ul style="list-style-type: none"> • 1 558 missing/damaged road traffic signs were replaced • 477 lane km of road markings were painted • No thermoplastic painting scheduled due to financial constraints • Alexandra – five street name changes have now been installed 	<p>Road Signage Upgrade Programme</p> <p>Continue implementation of the Road Signage Upgrade Programme including:</p> <ul style="list-style-type: none"> • Replace old, damaged and non-compliant road and street name signs with new signs • Maintain and upgrade road lane markings • Continued implementation of thermoplastic road marking • Implement installation of new approved street names in proclaimed townships (subject to confirmation by CoJ Planning Department)
<p>To improve storm water infrastructure and management</p>	<p>Stormwater Development and Management Programme</p> <ul style="list-style-type: none"> • Flood line and stormwater master planning has been completed for Bramfischerville. Base data capturing complete across entire city • Protea Ext 1 to 4 complete 	<p>Stormwater Development and Management Programme</p> <ul style="list-style-type: none"> • Planning and implementation of storm water infrastructure • Projects identified through: <ul style="list-style-type: none"> – Stormwater master planning network – Stormwater audit of catchment major drains – degree three, four and five

Five-year strategic objective	IDP programmes and achievements (accumulated to date)	2010/11 delivery agenda
<p>To intensify storm water management taking into consideration the increased built up nature of the city, changes in climate and the opportunities of new technology</p>	<ul style="list-style-type: none"> • Projects being identified and CIMS updated • Ivory Park ext 7 and 8 in progress • Diepsloot detail design complete 	<ul style="list-style-type: none"> – Infill stormwater master planning in areas of rapid development – Implementation of identified projects (above) following prioritisation by CIMS over a three-year cycle to agreed milestones • Continue with the conversion of open stormwater channels to appropriate enclosed or underground systems in high-risk areas • Participate in COJ's environmental management initiative on Climate Change (CC) including input for: <ul style="list-style-type: none"> – Disaster management – flash floods – Effect on service delivery by climate change – High-risk flooding areas (including mitigation measures, i.e. attenuation ponds) – Other related initiatives
<p>To reduce congestion and emission levels by improving the modal split between commuter public vs private transport through:</p> <ul style="list-style-type: none"> • Introduction of travel demand programmes; • Improved off street and on street parking provision, pricing and management • Awareness campaigns of the impact of private car use on air quality, climate change, etc. 	<p>Travel Demand Management Programme</p> <ul style="list-style-type: none"> • Currently the Department engages with JBF as and when required • Currently there is a Johannesburg inner city transport and traffic study being conducted which addresses traffic circulation and on- street parking in the inner city 	<p>Travel Demand Management Programme</p> <ul style="list-style-type: none"> • Ongoing engagement with business sector through JBF transportation working group on short and long-term solutions to congestion and improved mobility • Determine and begin implementing measures to discourage private car use in the inner city including parking policy, freight management and parking pools on borders of inner city and link that to Rea Vaya inner city services
<p>To facilitate the speedy movement of freight around as well as in and out of the City so as to enable economic development</p>	<p>Freight and Logistics Programme</p> <p>A City Deep freight management plan was finalised and key stakeholders including property owners in the area and Transnet were consulted</p>	<p>Freight and Logistics Programme</p> <ul style="list-style-type: none"> • Implement the City Deep Freight Management Plan by: <ul style="list-style-type: none"> – Doing detailed design for Cleveland and Main Reef roads upgrading – Together with JMPD monitoring overloading

Five-year strategic objective	IDP programmes and achievements (accumulated to date)	2010/11 delivery agenda
		<ul style="list-style-type: none"> – Raising freight management issues with the private sector through the City Deep partnership structures managed by DED – Implement recommendations of inner city study to improve freight management in the inner city
<p>To support and enable BBBEE and EPWP in all aspects of the Transport Sector capital projects viz. JRA, Transportation and BRT</p>	<p>BBBEE and EPWP Programme</p> <ul style="list-style-type: none"> • 573 Jobs were created in the first quarter from the Rea Vaya construction and other CAPEX projects 	<p>BBBEE and EPWP Programme</p> <ul style="list-style-type: none"> • Targeting 4000 jobs created • Maximise BEE spend: Target 75% of all procurement • Create 250 new jobs through JRA Capex, Rea Vaya BRT and Transportation Department • Create new jobs through Rea Vaya and operations • Create new jobs through transportation Capex
<p>To provide a working environment which is conducive to high levels of productivity, and to ensure skills development, mentorship and retention strategies to develop and retain staff</p>	<p>Skills Development Programme</p> <ul style="list-style-type: none"> • Staff members are undergoing training as per their Individual Learning Plans on an ongoing basis. Staff members are also being trained on things like HIV/AIDS peer educators, OHASA, etc. • 25% of JRA employees to be trained for improved productivity (technical, management and financial management skills) 	<p>Skills Development Programme</p> <ul style="list-style-type: none"> • Life skills training to employees including ABET, HIV and AIDS and financial management • Training of staff members (100%) in line with their job descriptions • Implement recognised retention strategies • In respect of JRA: <ul style="list-style-type: none"> – Continuation of JRA internship programme for engineers in partnership with ECSA and DBSA – Continuation of training of unemployed youth in level 2 road worker learnerships – In respect of Rea Vaya and Metrobus, train 305 new drivers – Re-introduce the employee satisfaction survey for Metrobus, JRA and the Transportation Department and target 60% staff satisfaction
<p>To improve intra and inter-governmental relations to ensure effective implementation of transport sector plans</p>	<p>Inter-governmental relations</p> <ul style="list-style-type: none"> • Currently there are interactions with the other spheres of government on a number of projects including the 2010 FIFA Soccer World Cup 	<p>Inter-governmental relations</p> <ul style="list-style-type: none"> • Participate actively and effectively in all IGR forums to ensure effective synergies and co-ordination to reduce overlaps and duplication • Establish procedures between the Transportation Department and the JRA on the development applications

Conclusion

Despite the challenges, the Transportation Sector is convinced that the three priorities that have been selected, will contribute in achieving the City's medium-term goals. It is evident that not all the issues raised at the stakeholder Indaba can be addressed, hence the need to manage stakeholder expectations. There is also a need to investigate private partnerships in as far as these can be achieved to alleviate the burden for transport resting only with the City when private companies could both contribute to and benefit from increased involvement.