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GENERAL NOTICES

NOTICE 289 OF 2002

DEPARTMENT OF TRANSPORT

PUBLICATION FOR PUBLIC COMMENT: MINIMUM REQUIREMENTS FOR CERTAIN TRANSPORT PLANS IN TERMS OF THE NATIONAL LAND TRANSPORT TRANSITION ACT, 2000 (ACT NO. 22 OF 2000)

The draft minimum requirements for certain transport plans which the Minister of Transport proposes to prescribe in terms of the National Land Transport Transition Act, 2000 (Act No. 22 of 2000), are hereby published for public comment in compliance with section 154(2) of the Constitution of the Republic of South Africa, 1996 (Act No. 108 of 1996). These draft requirements are:

1. Minimum Requirements for Preparation of Provincial Land Transport Frameworks, and
2. Minimum Requirements and format for Preparation of Current Public Transport Records by all Planning Authorities.

Interested parties are invited to lodge their written comments within ten days of the date of publication hereof at the following address:

Department of Transport
Room 4099, Forum Building
corner of Struben and Bosman Streets
PRETORIA

or to fax them to no. 012 323 8365 or E-Mail them to pillayk@ndot.pwv.gov.za

Attention: Mr K Pillay
Tel no. 012 309 3819

T MSIKINYA
DIRECTOR GENERAL

NOTICE 290 OF 2002

CURRENT PUBLIC TRANSPORT RECORDS: PLANNING REQUIREMENTS IN TERMS OF THE NATIONAL LAND TRANSPORT TRANSITION ACT, 2000

DEPARTMENT OF TRANSPORT

NATIONAL LAND TRANSPORT TRANSITION ACT, 2000 (ACT NO. 22 OF 2000)

The document titled *Requirements and Format for Preparation of Current Public Transport Records by Core Cities* as published in the Government Gazette on 22 May 1998 under General Notice No. 847 of 1998 is hereby amended in terms of section 23(2) of the National Land Transport Transition Act, 2000 (Act No. 22 of 2000) by replacing it with the document set out in the Schedule below.

SCHEDULE

MINIMUM REQUIREMENTS AND FORMAT FOR PREPARATION OF CURRENT PUBLIC TRANSPORT RECORDS BY ALL PLANNING AUTHORITIES

Arrangement of Requirements

1. Definitions
2. Purpose of these requirements
3. Purpose of current public transport records
4. Principles for preparing current public transport records
5. District and local municipalities
6. Process for preparation and submission to the MEC
7. Date for completion
8. Current public transport records prepared by core cities in terms of act 45 of 1998
9. Minimum contents of current public transport records
10. Standard coding of routes and facilities

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1. DEFINITIONS

In these Requirements, unless the context indicates otherwise, any word or expression to which a meaning has been assigned in the Act has that meaning, and—

"Act" or "the Act" means the National Land Transport Transition Act, 2000 (Act No. 22 of 2000) as amended by the National Land Transport Transition Amendment Act, 2001 (Act No. 31 of 2001) ;

"CPTR" means a current public transport record;

"facilities" means ranks, terminals, stations, holding areas, informal taxi ranks and holding areas and major boarding points in rural areas, for road and rail based public transport;

"Guideline" means the guideline document titled *Guidelines for the Preparation of Current Public Transport Records* that has been prepared as a non-compulsory guideline for the use of planning authorities in preparing CPTRs, subject to these Requirements, and which is available from the National Department of Transport;

"route" means the roads or railway lines that are traversed by a vehicle or train from point of origin to point of final destination or, in the case of road-based transport, where no roads are clearly demarcated, the route followed by the particular vehicle as described with reference to landmarks or beacons;

"services" means public transport services.

2. PURPOSE OF THESE REQUIREMENTS

2.1 The purpose of these Requirements is to provide minimum requirements for the preparation of current public transport records for all planning authorities, in addition to the requirements contained in the Act.

2.2 Planning authorities must also comply with any additional requirements prescribed by the MEC under section 23(4) of the Act, and may include information additional to that required in this document.

2.3 Although it is not required by these minimum requirements, over time the CPTR should be developed into a more comprehensive public transport information system.

2.4 Where there is a conflict between these Requirements and the Guideline, these Requirements prevail.

3. PURPOSE OF CURRENT PUBLIC TRANSPORT RECORDS

3.1 The purpose of CPTRs, as outlined in section 23 of the Act, is to provide a record of public transport services, facilities and infrastructure, which will constitute the basis for the development of operating licences strategies, rationalisation plans, public transport plans and integrated transport plans.

3.2 In terms of section 18(1) of the Act, transport plans must form the transport component of the integrated development plans of municipalities.

3.3 All activities in collecting information for the CPTR must be guided by the question "for what purpose do we need to know this?"

3.4 Subject to the Act, these Requirements, the Guideline and other relevant legislation such as local government legislation, the information collected should not be a wasteful *status quo* of the past, but should rather be defined, directed and focussed by the priorities established in the integrated development planning process and the transport planning process as a whole.

4. PRINCIPLES FOR PREPARING CURRENT PUBLIC TRANSPORT RECORDS

In addition to the principles stated in the Act, the following principles apply to the preparation of CPTRs:

(a) Rural areas must not be neglected, and plans must pay due attention to the development of rural areas.
(b) Where the CPTR is used as input to determine demand for and supply of public transport, appropriate, non-motorised forms of transport, such as walking and cycling, must be taken into account.
(c) Facilities for transport for special categories of passengers must be considered.

5. DISTRICT AND LOCAL MUNICIPALITIES

5.1 Every district municipality that is not part of a transport area or MTA (metropolitan transport area) must negotiate with its local municipalities with a view to reaching agreement as to which of them will prepare CPTRs as required by section 20(6) of the Act.

5.2 If such agreement is not reached, the district municipality will be responsible to prepare a CPTR for the entire area, but this will not prevent a later agreement that the relevant local municipalities will take over the planning functions, subject to satisfactory arrangements being made for such taking over.

5.3 CPTRs must not be prepared at both district and local level as this will lead to duplication. Thus only one CPTR is required for any particular geographical area.

5.4 Where the CPTR for part of the area of a district municipality is prepared by local municipalities, it is the responsibility of the district municipality to ensure that the entire area is covered and to submit the total CPTR to the MEC in terms of section 23(5) of the Act.

6. PROCESS FOR PREPARATION AND SUBMISSION TO MEC

6.1 As soon as possible after the date of publication of these Requirements, but not later than the date mentioned in 7, every planning authority must complete its CPTR, consisting of at least the matters set out in 9 below.

6.2 On completion off the CPTR it must be submitted to the MEC in terms of section 23(5) of the Act and, if it has rail commuter components, also to the Minister under section 28 thereof.

6.3 If the Minister is of the opinion that the CPTR is not a true reflection of the situation relating to commuter rail, or that it has not been prepared correctly or completely according to the Act or these Requirements, he or she may request the planning authority to adjust the plan, and the planning authority must comply with such a request forthwith.

6.4 Every planning authority must update its CPTR annually in accordance with section 23(6) of the Act and submit it to the MEC.

7. DATE FOR COMPLETION

CPTRs must be prepared, adopted and submitted to the Minister and MEC by the date determined by the MEC under section 23(1) of the Act, which may not be later than 31 December 2002.

8. CURRENT PUBLIC TRANSPORT RECORDS PREPARED BY CORE CITIES IN TERMS OF ACT 45 OF 1998

8.1 A CPTR prepared and submitted to the MEC under section 3 of the National Land Transport Interim Arrangements Act, 1998 (Act No. 45 of 1998) is deemed to be a CPTR in terms of section 134(3) of the Act as inserted by section 11 of the National Land Transport Transition Amendment Act, 2001 (Act No. 31 of 2001), but such a CPTR must be updated and revised so as at least to comply with these Requirements, and be submitted to the MEC and, where applicable, the Minister, by not later than the date mentioned in 7.

8.2 CPTRs mentioned in 8.1 must also be adapted to take account of boundary changes that may have occurred in terms of the Local Government: Municipal Demarcation Act, 1998 and related legislation.

9. MINIMUM CONTENTS OF CURRENT PUBLIC TRANSPORT RECORDS

9.1 General format

Every CPTR must contain at least the following:

a) Introduction

The introduction must provide a clear description of the area for which the CPTR is prepared, the identity of the relevant planning authority and the period for which the CPTR is to apply, i.e. the 2002 - 2003 financial year for the first plan or the subsequent financial year in the case of an update. In the case of a district municipality, it must state whether such municipality or a named local municipality or municipalities have prepared the CPTR.

b) Process

A brief description of the process followed in developing the CPTR must be given, including liaison with other persons and bodies, such as the relevant operating licence board (board)

and public transport operators and associations, a description of information obtained from the board, the Land Transport Permit System (LTPS) and other bodies, and procedures followed to check it for reliability and accuracy.

c) The Record

The actual record of public transport must be reported in this chapter consisting of at least the following two parts:

Part 1: A detailed base map showing all public transport routes and facilities.

Part 2: Other information and output tables in the format prescribed below.

9.2 Format of output

The detailed information of the CPTR must at least be submitted as shown below, in tabular form where applicable.

9.2.1 Route and area descriptions

9.2.1.1 A detailed description must be provided of the route(s) or network(s) on which public transport services are operated, by specifying the relevant street names, road numbers, beacons or land marks for each city, suburb, town, village or settlement, the points of origin and destination and all points where passengers are picked up and set down. The following example is provided:

"Saulsville to Rosslyn: Saulsville terminus, Masopha, L. Ramakgopa, L. Hlahla, R. Mareka, Seeiso, R. Moroe, R. Khosa (Mosalo), L. Kalafong, R. Church, L. Transoranje, Bremer, L. Van der Hoff, R. (M17) Hornsnek Road, R. (R566) Brits Road, R. Ernest Oppenheimer, L. Hendrik van Eck, L. Hardie Muller, L. (R566) Brits Road, R. Piet Rautenbach, R. Kitshoff, R. Jobson to terminus in Sloan Street (near Second Avenue)."

9.2.1.2 Where no street names are demarcated, use must be made of township zone names or numbers and land marks, such as schools, churches, magistrates' offices, filling stations, sports and recreational centres, places of interest or even house numbers. The following example is provided:

"From the terminus in Zone XX, R. past Caltex Station, R. to Tsapo School, R. at Library, past cemetery Zone YY, Secondary School, L. House No. 1083 Zone ZZ, etc."

9.2.1.3 Where there are permits for services in the area that are radius and area based and have not yet been converted to route-specific operating licences, the relevant areas or radii must be described and demarcated on the map mentioned in 9.1.

9.2.1.4 Routes and areas used for illegal services must also be included.

9.2.1.5 Rail commuter routes must also be included.

9.2.1.6 Where off-peak routes are different, they must also be specified separately.

9.2.1.7 The following tables must be completed:

Table 1: Route descriptions

No.	Mode*	Code if available	Route description
1.			
2.			
3.			
4.			
n			

Note: 1. Not applicable to metered taxi or any other area or radius based services
* Mode refers to minibus taxi-type service, bus service or rail service and should include information on commuter, long distance, interprovincial and cross-border services

Table 2: Routes as identified by rank or terminus

No.	Mode	Origin rank/terminus		Destination rank/ terminus		Route code if available	Route distance (km)
		Name	Code if available	Name	No. or code		
1.							
2.							
3.							
4.							
n							

Note: Not applicable to metered taxi or any other area or radius based services

9.2.2 Description of facilities

9.2.2.1 This section must list all ranks, terminals, stations, holding areas, informal taxi ranks and holding areas and major boarding points in rural areas, for road and rail based public transport in the area, used for public transport services.

9.2.2.2 The following information must be included as a minimum:

a) **Location:** The location of the facility must be described, e.g. corner of X and Y street, or, if so desired, by means of a geographical information system (GIS).

b) **Capacity**: The capacity of the facility, stating types of vehicles that can be accommodated, number of loading bays and maximum number of passengers that can be serviced.

c) **Condition:** The condition of the facility must be described in terms of matters such as paving, lighting, ablution facilities, shelters, etc.

d) **Geometric features:** This must include at least the size of the facility in square metres, size of loading bays, minimum clearance under any roof structure, minimum loading bay width, average loading bay length and minimum turning clearance from loading bays.

e) **Facilities for trading:** A description of facilities for trading and other commercial facilities must be given, if there are any.

9.2.2.3 The following tables must be completed:

Table 3: Listing of all facilities

No.	Facility Name	Physical location	Mode	Type of service	Status		On/Off street		Paving		Code if availa ble
					F	I	On	Off	Yes	No	
1.											
2.											
3.											
4.											
n											

Note: As regards status, F = formal and I = Informal

Table 4: Amenities at taxi facilities

No.	Facility name	Electricity		Telephone		Office		Ablutions	
		Yes	No	Yes	No	Yes	No	Yes	No
1.									
2.									
3.									
4.									
n									

Table 5: Dimensions of taxi facilities

No.	Facility name	Min. shelter roof height*	Min. loading bay width**	Ave. loading bay length***	Min. turning clearance from loading bays****
1.					
2.					
3.					
4.					
n					

Notes: * Minimum clearance in metres under any roof structure provided for vehicle shelter. If there is no roof shelter, indicate "N/A"

** Minimum loading bay width in metres provided for vehicles to stop in order to load or offload passengers

*** Average length of all loading bays in metres (including loading and queueing area) on the site

**** Distance in metres to nearest obstacle in the turning path of a turning vehicle into or out of a loading bay

9.2.3 Utilisation of routes

9.2.3.1 This section must describe the utilisation of each route in terms of the following:

a) **Frequency:** The number of trips each day for each type of public transport service.

b) **Capacity**: The number of seats available in the total number of vehicles.

c) **Utilisation**: The average number of seats occupied in the vehicles.

9.2.3.2 The information on route utilisation should as a minimum be confined to peak hours and critical route sections only.

9.2.3.3 The following tables must be completed:

Table 6: Service capacity and capacity utilisation of routes (bus and minibus-taxi only)

No.	Route code if available	Survey location	No. of vehicle trips	Average vehicle capacity	Service capacity	No. of pass.	% util-isation*
1							
2							
3							
4							
n							

Note: 1. Survey location is a description of the route section, if only critical sections of the route are surveyed
* Rounded to nearest percentage

Table 7: Extent of illegal minibus taxi and bus operations

No.	Mode	Route code if available	Survey location	No. of vehicle trips	No. of registration numbers matched by LTPS*	% illegal **
1.						
2.						
3.						
4.						
n						

Notes: * Cross-check with the National Transport Information System (NaTIS) may be necessary if LTPS (Land Transport Permit System) information is suspect
** Rounded to the nearest percentage

Table 8: Service capacity and capacity utilisation of routes (commuter rail)

No.	Route code if available	No. of trains*	Train capacity*	Service capacity*	Utilisation		% ***
					No. of pass.*	Obser-vation	
1.							
2.							
3.							
4.							
n							

Notes: * Information from Metrorail/SA Rail Commuter Corporation Limited (SARCC) if available
** Where information on passenger numbers is not available from Metrorail/SARCC, indicate observed utilisation as: (o) = overfull, (f) = full, (½) = half-full, (¼) = a quarter full, (e) = empty
*** Indicate as follows: more than 100%, 100%, 75% etc.

9.2.4 Capacity and capacity utilisation of facilities

9.2.4.1 This section must describe the utilisation of each facility in terms of the following:

a) **Frequency:** The number of vehicles using the facility each day for each type of public transport service.

b) **Capacity:** The number of loading bays available for each type of vehicle.

c) **Utilisation:** The average number of bays occupied in the facility.

9.2.4.2 The information on route utilisation should as a minimum be confined to peak hours and critical route sections only.

9.2.4.3 The following tables must be completed:

Table 9: Rank/termini utilisation of loading facilities

No.	Facility		No. of bays	Utilisation		% utilisation*
	Name	Code if available		Max. no. of vehicles	Time of maximum utilisation	
1.						
2.						
3.						
4.						
n						

Notes: 1. Not applicable to metered taxi services
* Rounded to the nearest percentage

Table 10: Rank/termini utilisation of holding facilities

No.	Facility		No. of bays	Utilisation		% utilisation*
	Name	Code if available		Max. no. of vehicles	Time of maximum utilisation	
1						
2						
3						
4						
n						

Note: * Rounded to the nearest percentage

9.2.5 Information relating to service quality and transport characteristics

9.2.5.1 This section must contain information on passengers for minibus taxi-type and bus services waiting at ranks or termini at the trip origin or at main loading points along the route.

9.2.5.2 Surveys to determine waiting times should generally be done at the same locations as the surveys to determine capacity utilisation (see 9.2.3.2).

9.2.5.3 The information on route utilisation should as a minimum be confined to peak hours and critical route sections only.

9.2.5.4 The following table must be completed:

Table 11: Passenger waiting times

No.	Route code if available	Survey location	Passenger numbers	Average waiting time*	Fares**		
					Single	Weekly	Monthly
1							
2							
3							
4							
n							

Notes: * Rounded to the nearest minute
** Calculated as the cost per trip

NOTICE 291 OF 2002

PROVINCIAL LAND TRANSPORT FRAMEWORKS: PLANNING REQUIREMENTS IN TERMS OF THE NATIONAL LAND TRANSPORT TRANSITION ACT, 2000

DEPARTMENT OF TRANSPORT

NATIONAL LAND TRANSPORT TRANSITION ACT, 2000 (ACT NO. 22 OF 2000)

The Minister of Transport has made the Requirements in the Schedule under section 22(1) of the National Land Transport Transition Act, 2000 (Act No. 22 of 2000).

SCHEDULE

MINIMUM REQUIREMENTS FOR PREPARATION OF PROVINCIAL LAND TRANSPORT FRAMEWORKS

Arrangement of Requirements

1. Definitions
2. Purpose of these Requirements
3. Principles for preparing provincial land transport frameworks
4. Date for completion
5. Process for completion and approval by the MEC
6. Process for submission to the Minister
7. Minimum contents of provincial land transport frameworks

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1. DEFINITIONS

In these Requirements, unless the context indicates otherwise, any word or expression to which a meaning has been assigned in the Act has that meaning, and—

"Act" or "the Act" means the National Land Transport Transition Act, 2000 (Act No. 22 of 2000) as amended by the National Land Transport Transition Amendment Act, 2001 (Act No. 31 of 2001) ;

"CPTR" means a current public transport record;

"facilities" means ranks, terminals, stations, holding areas, informal taxi ranks and holding areas and major boarding points in rural areas, for road and rail based public transport;

"Guideline" means the guideline document titled *Guidelines for the Preparation of Provincial Land Transport Frameworks* that has been prepared as a non-compulsory guideline for the use of provincial departments in preparing PLTFs, subject to these Requirements, and which is available from the National Department of Transport;

"PLTF" means a provincial land transport framework;

"route" means the roads or railway lines that are traversed by a vehicle or train from point of origin to point of final destination or, in the case of road-based transport, where no roads are clearly demarcated, the route followed by the particular vehicle as described with reference to landmarks or beacons;

"services" means public transport services.

2. PURPOSE OF THESE REQUIREMENTS

2.1 The purpose of these Requirements is to provide minimum requirements for the preparation of provincial land transport frameworks, in addition to the requirements contained in the Act.

2.2 Where there is a conflict between these Requirements and the Guideline, these Requirements prevail.

3. PRINCIPLES FOR PREPARING PROVINCIAL LAND TRANSPORT FRAMEWORKS

3.1 In addition to the principles stated in the Act, the following principles apply to the preparation of PLTFs:

(a) Rural areas must not be neglected, and plans must pay due attention to the development of rural areas.
(b) Appropriate, non-motorised forms of transport, such as walking and cycling, must be taken into account.
(c) Transport for special categories of passengers must receive specific attention.

3.2 The integrated planning process must be continuous and the PLTF must be synchronised with other planning initiatives.

3.3 The PLTF must contain a programme in Chapter 4 indicating how it is integrated in the provincial transport and land-use planning process. Specific reference must be made to the integrated development planning and land development objective (LDO) processes, the municipal budgeting process and the spatial planning processes.

4. DATE FOR COMPLETION

4.1 The initial annual PLTF for the 2002 - 2007 financial years must be prepared, adopted by the MEC and submitted to the Minister by the date determined by the Minister for the province concerned under section 19(4)(a) of the Act, which may not be later than 31 December 2002.

4.2 The date for submission of the next annual PLTFs for the 2003 - 2008 and subsequent five year periods will be determined at a later stage.

5. PROCESS FOR PREPARATION AND APPROVAL BY THE MEC

5.1 A PLTF must be prepared in the following two phases, as required by section 22(1) of the Act:

(a) The initial annual PLTF for the years (2002 - 2007) which serves to guide land transport in the province, and
(b) the PLTF for second and subsequent years that includes summaries of local plans in the province.

5.2 The initial PLTF must at least contain the matters listed in 7.1.

5.3 The PLTF for the second and subsequent years must include summaries of the local plans within the province and at least the matters listed in 7.2.

5.4 After completion of subsequent local plans, the PLTF must be amended to reflect them.

5.5 The province must prepare its PLTF annually for a five-year period in accordance with section 22(1) of the Act for the financial year in question.

5.6 Between the initial PLTF and later ones, the province must refine the accuracy and relevance of information and substantiate estimates.

5.7 The integrated planning process must be continuous and the PLTF must be synchronised with other planning initiatives in the province.

5.8 The provincial department must undertake a process of consultation with planning authorities and other major role players and stakeholders, and this process must be reflected in the PLTF.

5.9 The Member of the Executive Council (MEC) responsible for development planning must be given an opportunity to provide input to the development of the PLTF.

6. PROCESS FOR SUBMISSION TO THE MINISTER

6.1 As soon as possible after the date of publication of these Requirements, but not later than the date mentioned in 5, every provincial department must complete its PLTF, consisting of at least the matters set out in 7 below.

6.2 On completion off the PLTF it must be submitted to the Minister in terms of section 22(4) of the Act, together with written confirmation from the MEC that he or she has approved it.

6.3 If the Minister is of the opinion that the PLTF is not a true reflection of the situation relating to commuter rail, or that it has not been prepared correctly or completely according to the Act or these Requirements, or is in conflict with national policy or the National Land Transport Strategic Framework, he or she may request the MEC to adjust the plan, and the MEC must comply with such a request forthwith.

6.4 Should a conflict arise between the Minister and the MEC in relation to a PLTF, the parties must make every reasonable effort to settle it in terms of section 41(3) of the Constitution.

7. MINIMUM CONTENTS OF PROVINCIAL LAND TRANSPORT FRAMEWORKS

The initial PLTF may be in a different format from the one prescribed below, but must contain at least the minimum information as set out below. However, the PLTF for the next and subsequent years must be in the format set out below.

7.1 Initial PLTF for the 2002 - 2003 financial year

The initial PLTF for the 2002 - 2003 financial year must contain at least the following:

Chapter 1: Transport vision, objectives and policy

This chapter must contain the following as a minimum:

(a) The provincial land transport policy published under section 9(2) of the Act, if such policy has already been published.

(b) Where such policy has not yet been published, the provincial white paper on transport policy, or green paper if a white paper has not yet been produced, must be attached as an annexure.

(c) Where policy has not been published and a white or green paper has not been produced, a plan of action indicating time frames for publishing policy under section 9(2) of the Act.

(d) A highlighting of actual or potential areas of conflict between national and provincial land transport policy.

Chapter 2: *Status quo* of transport in the province

This chapter must contain the following as a minimum:

(a) Maps for orientation purposes, showing the following information:
- Public transport network and facilities of provincial significance;
- National and provincial road and rail networks, and

(b) A statement on any backlogs that exist in the provision of provincial roads.
(c) A description of intraprovincial and interprovincial long distance services, interprovincial commuter services and cross-border services.
(d) A list of perceived problems and issues relevant to public transport.
(e) A description of the status quo regarding metered taxi services in the province.

Chapter 3: Co-ordination measures and structures, liaison and conflict resolution

This chapter must contain at least the following:

(a) A short description of existing and planned liaison structures between the province and planning authorities, working groups and co-ordination committees, if any, and their terms of reference, distinguishing clearly between political (decision making) liaison structures and mechanisms, liaison structures with stakeholders and technical structures.
(b) Measures to resolve possible conflicts between provincial transport and land use planning.
(c) Measures to ensure co-ordination between transport plans, both between the province and the local sphere and between planning authorities in the local sphere.
(d) Measures to ensure co-ordination of interprovincial long-distance and commuter services.

Chapter 4: Integrated development framework

This chapter must contain at least the following:

(a) A draft or approved spatial development strategy or plan for the province, or, failing such strategy or plan, a progress report towards the development thereof.
(b) A statement of how the transport strategy will facilitate the integration of social, economic and housing development strategies as well as other relevant development initiatives or strategies.
(c) A statement of how transport in the province will facilitate economic and spatial development.
(d) An indication of industrial and residential areas, land reservation for transport infrastructure and priority development areas.
(e) An indication of the strategic transport network of roads and railways and provincial public transport networks in relation to land use development and the built environment.
(f) A summary of strategies to implement the integrated framework and objectives promoting land use and transport integration, in keeping with national policies.

Chapter 5: Public transport strategy
This chapter must contain at least the following:

(a) A description of strategic and high-priority focus areas for public transport.
(b) A summary of initiatives planned and taken by the province relating to public transport in the province, and initiatives to promote public transport over private transport.
(c) An identification of deficiencies in the transport system and measures to address them.
(d) A list of initiatives regarding the transporting of persons with disabilities and other special categories of passengers.
(e) A list of the following initiatives, if any:
- Corridor development strategies;
- Approach to financial and economic support to public transport, including the allocation of subsidies;
- Modal integration strategy;
- Rail transport strategy, i.e. network and strategies aimed at utilising the rail system;
- Transport addressing the needs of learners;
- Public transport security, and

- A policy on special categories of vehicles not normally used for public transport, such as adapted light delivery vehicles.

(f) Copies of agreements regarding interprovincial transport concluded with other provinces.

Chapter 6: Non-motorised transport

This chapter must contain at least the following:

(a) An indication of how non-motorised transport is provided for in the general road plan of the province.
(b) A detailed strategy to promote and encourage the use of non-motorised transport.

Chapter 7: Transport infrastructure strategy

This chapter must contain at least the following:

A list of major planned provincial infrastructure and facility development initiatives, and transport priorities and projects regarding infrastructure, including roads and railway lines.

Chapter 8: Transport authorities

This chapter must contain at least the following:

(a) A report on the institutional status of transport authorities that exist or are planned in the province, and the progress made in establishing them.
(b) If no transport authorities exist or are planned, a progress report on how the province proposes to improve transport service delivery in the local sphere of government by grouping transport functions into single, well managed and focussed institutional structures.

Chapter 9: Transportation Management Strategy, including hazardous substances

This chapter must contain at least the following:

Transportation management aspects, including—

- movement of dangerous substances
- freight transport and overloading control
- intelligent transport systems measures
- incident management.

Chapter 10: Tourism

This chapter must at least contain—

(a) a comprehensive strategy dealing with the transportation needs of tourists;
(b) policies and standards for tourist transport services, if any.

Chapter 11: Budget

This chapter must at least contain—

(a) A copy of the detailed components of the budget for the 2002 - 2003 and 2003 - 2004 financial years with regard to land transport, including funding sources for—
  - the preparation of the PLTF and other transport plans in the province, including assistance to transport authorities under section 9(1)(c) of the Act;
  - subsidies for road and rail public transport;
  - monitoring of public transport contracts;
  - provincial roads and other infrastructure;

- assistance to special categories of passengers;
- provision and maintenance of infrastructure and facilities;
- institutional development;

(b) the planned five-year budget for—
- the preparation of the PLTF and other transport plans in the province;
- subsidies for road and rail public transport;
- monitoring of public transport contracts;
- provincial roads and other infrastructure;
- assistance to special categories of passengers;
- provision and maintenance of infrastructure and facilities;
- institutional development;

(c) funding sources, and gaps or shortfalls.

Chapter 12: Programme for implementation of the PLTF

This chapter must at least contain—

(a) a description and programme of the provincially funded short and medium term strategies and action plans to implement the PLTF, and
(b) a summary in tabular form indicating provincially funded target dates, milestones and development periods.

Chapter 13: Monitoring

This chapter must at least contain—

(a) a list of key performance indicators (KPIs) in line with national KPIs, and
(b) the trends of key information provided in chapter 2.

Chapter 14: Public participation

This chapter must contain a description of public participation procedures undertaken during the formulation of the PLTF.

7.2 PLTFs for the 2003 - 2008 and subsequent five-year periods

The PLTFs for the 2003 - 2008 and subsequent five-year periods must contain as a minimum the following:

Chapter 1: Transport vision, objectives and policy

This chapter must contain the matters set out for Chapter 1 in 7.1 as a minimum.

Chapter 2: *Status quo* of transport in the province

This chapter must contain the matters set out for Chapter 2 in 7.1, as well as the following as a minimum:

(a) Integrated maps for orientation purposes, showing the following information:
- Public transport network and facilities of provincial significance;
- National and provincial road and rail networks, and
- Transport nodes of provincial significance, identified after consultation with planning authorities in the municipal sphere.

(b) A brief assessment of the *status quo* of transport infrastructure in the province, including pubic transport facilities, describing the infrastructure, reflecting on its adequacy and a detailed description of its condition.
(c) A statement on any backlogs that exist in transport infrastructure provision.
(d) A summary of the CPTRs for the province, consisting of a table analysing key statistics extracted from the CPTRs and other information, including at least—
- an estimate of peak-hour and 24-hour modal choice statistics;

- the number of passengers and vehicle movements;
- average passenger travel distances and waiting times for each mode;
- transport nodes of provincial significance, identified after consultation with planning authorities in the municipal sphere;
- total freight tonnage and km travelled, and
- information comparing the various regions of the province.

(e) A discussion of the development of the CPTR data into a comprehensive information system, the approach to the *status quo* data collection process to be followed during the next year, and the format and data items to be focussed upon relevant to municipal transport plans.

(f) A summary of municipal transport plans in the province that are available in the relevant year.

Chapter 3: Co-ordination measures and structures, liaison and conflict resolution

This chapter must contain the matters set out for Chapter 3 in 7.1, as well as the following as a minimum:

A schedule specifically for co-ordinating the preparation of—
- updated CPTR reports;
- updated operating licences strategies and rationalisation plans;
- public transport plans and integrated transport plans, and
- the PLTF itself.

Chapter 4: Integrated development framework

This chapter must contain the matters set out for Chapter 4 in 7.1, as well as the following as a minimum:

(a) A description and evaluation of land use and economic nodes of provincial significance.

(b) A broad description of relevant social, demographic and environmental issues that affect transport.

(c) An integrated map showing the *status quo* and a short description of—
- spatial development;
- economic development;
- housing development;
- other development initiatives, including master plans and development programmes.

(d) An integrated map illustrating the frameworks for future development, with a short description of—
- spatial development;
- economic development, and
- housing development.

(e) Information on each spatial development initiative in the province, with their *status quo* and urban renewal and rural development nodes where applicable.

Chapter 5: Public transport strategy

This chapter must contain the matters set out for Chapter 5 in 7.1, as well as the following as a minimum:

(a) A summary of public transport strategies of provincial significance taken from the public transport plans and integrated transport plans, focussing mainly on strategies, actions and projects.

(b) A list of the following initiatives, if any:
- Rationalisation of subsidised public transport, where applicable;
- Regulation, control and operating licence strategies.

(c) A summary of operating licences strategies in the province giving details of interprovincial, long-distance and cross-border transport.

Chapter 6: Non-motorised transport

This chapter must contain at least the matters set out for Chapter 6 in 7.1.

Chapter 7: Transport infrastructure strategy

This chapter must contain the matters set out for Chapter 7 in 7.1, as well as the following as a minimum:

A summary of strategies of municipal planning authorities and major initiatives of provincial significance, highlighting those taken from public transport plans and integrated transport plans where applicable and available.

Chapter 8: Transport authorities

This chapter must contain at least the matters set out for Chapter 8 in 7.1.

Chapter 9: Transportation Management Strategy

This chapter must contain at least the matters set out for Chapter 9 in 7.1, as well as the following as a minimum:

A travel demand management strategy.

Chapter 10: Tourism

This chapter must contain at least the matters set out for Chapter 10 in 7.1.

Chapter 11: Budget

This chapter must contain the matters set out for Chapter 11 in 7.1, as well as the following as a minimum:

(a) A summary of prioritised transport planning and implementation projects and the budgets for each, listing projects from public transport plans and integrated transport plans of provincial significance or to which the province contributes financially.
(b) A summary of prioritised transport planning and implementation projects and the budgets for each, listing provincial projects, including those of national significance.

Chapter 12: Programme for implementation of the PLTF

This chapter must contain the matters set out for Chapter 12 in 7.1, as well as the following as a minimum:

(a) a description and programme of all short and medium term strategies and action plans to implement the PLTF, and
(b) a summary in tabular form indicating all target dates, milestones and development periods.

Chapter 13: Monitoring

This chapter must contain the matters set out for Chapter 13 in 7.1, as well as the following as a minimum:

(a) A report on how and to what extent the KPIs set for the province in the National Land Transport Framework have been met.
(b) A report on how and to what extent the KPIs set in the previous year's PLTF have been met.

Chapter 14: Public participation

This chapter must contain at least the matters set out for Chapter 14 in 7.1.

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