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NATIONAL LAND TRANSPORT TRANSITION ACT, 2000 (ACT NO. 22 OF 2000)**INTEGRATED TRANSPORT PLAN: MINIMUM REQUIREMENTS IN TERMS OF THE NATIONAL LAND TRANSPORT TRANSITION ACT.**

In terms of section 27(3) of the National Land Transport Transition Act, 2000 (Act No. 22 of 2000), I, Jeff Radebe, Acting Minister of Transport, in consultation with the MECs, have made the requirements contained in the Schedule hereunder.

Jeff Radebe, MP
ACTING MINISTER OF TRANSPORT

SCHEDULE**MINIMUM REQUIREMENTS FOR PREPARATION OF INTEGRATED
TRANSPORT PLANS****Arrangement of Requirements**

1. Definitions
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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" 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);

"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;

"CPTR" means a current public transport record;

"OLS" means an operating licence strategy;

"RATPLAN" means a rationalisation plan;

"PLTF" means a provincial land transport framework;

"PTP" means a public transport plan;

"ITP" means an integrated transport plan;

"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;

Purpose of Requirements

2. The ITP prepared by municipalities must comply with the requirements set out in these requirements.

District and Local Municipalities

3. (1) Each district municipality required by the MEC to prepare an ITP for its entire area, must prepare such an ITP, but this will not prevent

an agreement that the relevant local municipalities will assist with such preparation, provided that the agreement is permissible in terms of applicable local government legislation.

(2) ITPs must not be prepared at both district and local level as this will lead to duplication. Thus only one ITP is required for any particular geographical area.

(3) Where the ITP for part of the area of a district municipality is prepared by a local municipality in terms of an agreement contemplated in 5.1, it is still the responsibility of the district municipality to ensure that the entire area is covered and to submit the total ITP to the MEC in terms of section 23(5) of the Act, and to the Minister in terms of section 28 of the Act.

Principles for preparing integrated transport plans

4. (1) In addition to the principles stated in the Act, the following principles apply to the preparation of ITPs —
- (a) plans must pay due attention to the development of rural areas; and
 - (b) transport for special categories of passengers must receive specific attention.
- (2) The development of the ITP must take cognisance of the fact that rail is currently a national competency until devolved in terms of section 28 of the Act, and subsidised bus services is a provincial competency until devolved to transport authorities in terms of section 10(13)(f) of the Act.
- (3) The ITP must be synchronised with other planning initiatives and it must indicate how it is integrated into the municipal integrated development plans, the land development objective processes and the municipal budgeting process.
- (4) The preparation of the ITP must include the consultation and participation of interested and affected parties required for the

preparation of Integrated Development Plans in terms of chapter 4 and section 29(1)(b) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000).

Date for submission of plan

5. (1) The ITP must be prepared by the date determined by the MEC in terms of section 27(1).
- (2) After date of submission of the ITP the MEC must determine the date for the submission of the subsequent ITP in terms of section 27(1).

Process for preparation and approval by MEC

6. (1) After the date of publication of these requirements, but not later than the date mentioned in regulation 5(1), every transport authority and core city, and every municipality required to do so by the MEC, must complete its ITP, consisting of at least the matters set out in section 7.
- (2) On completion of the ITP, the planning authority which prepared it must submit it to the MEC in terms of section 27(4) of the Act and, if it has rail commuter components, also to the Minister under section 28 thereof.
- (3) If the Minister is of the opinion that the ITP does not deal adequately with 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.

Minimum contents of integrated transport plans

7. In addition to the requirements of the Act, the ITP must contain at least the minimum information as set out below.

Chapter 1: Introduction

This chapter must contain a clear description of the area and nature of services under consideration as well as the authority responsible for the preparation of the ITP. The period and dates for the particular ITP must also be indicated, as well as whether the ITP is substantially developed from an OLS and/or RATPLAN and/or PTP or whether it has been developed from scratch.

Chapter 2: Land transport vision, goals and objectives

The planning authority's vision, mission, goals and objectives must be described and analysed in relation to the White Paper on National Transport Policy, Provincial Policy and the PLTF, particularly relating to the packaging of subsidised service contracts, rail contracts and contract terms, labour agreements, subsidy policy, levels of service, land use development, modal integration, travel demand management, intelligent transportation systems, toll roads and special categories of passengers.

Chapter 3: Land transport *status quo*

The land transport *status quo* must be described based upon the CPTR and the analyses of operating licences and subsidised public transport undertaken as part of the OLS and/or RATPLAN and/or PTP, (or developed from scratch but following the requirements for the development of an OLS and/or RATPLAN and/or PTP). Private transport, freight, institutional structures and all transport infrastructure must be included

Chapter 4: Spatial framework

Existing and future land use frameworks considered as part of the PTP, (or from scratch if a PTP was not prepared), must be reviewed in conjunction with the subsequent needs analysis and they must be documented considering all land transport modes and facilities.

Chapter 5: Needs assessment

The needs assessment undertaken as part of the PTP, (or from scratch if a PTP was not prepared), must be reviewed together with the existing and future land use frameworks and considering all land transport modes and facilities. Candidate future alternative, integrated multi-modal solutions should be developed and evaluated resulting in a preferred alternative to implement.

Chapter 6: Public transport proposals

If a separate OLS, RATPLAN or PTP has not been prepared, the ITP must at least include as a minimum, the requirements prescribed for those plans.

Public transport proposals developed as part of the OLS and/or RATPLAN and/or PTP, (or developed from scratch if these were not developed previously), must be reviewed and refined if necessary (as part of the needs assessment), and the final public transport proposals must be detailed in alignment with the preferred alternative.

Proposals with respect to inter-planning authority and interprovincial commuting and long-distance services and facilities must be included.

Chapter 7: Private transport and freight proposals

Private transport and freight proposals in alignment with the preferred alternative must be detailed including, but not limited to, proposals with

respect to institutional structures, freight and enforcement.

In particular, strategies must be provided for travel demand management, road and transport infrastructure provision and maintenance and the movement of hazardous substances.

Chapter 8: Stakeholder consultation

The extent of, and the results of consultation with the operating licencing board, adjacent planning authorities, operators, commuters and the general public must be described.

Chapter 9: Prioritised multi-modal transport proposals and implementation programme

The prioritised multi-modal transport proposals and implementation programme resulting from the above analyses and consultation must be documented. A list must be included, in order of precedence, of the projects and project segments to be carried out in the five-year period under consideration.

Chapter 10: Financial implications

The financial implications of the multi-modal proposals and implementation programme referred to in chapter 9 must be documented including a detailed budget and funding sources.

Other requirements

8. The ITP should, as a minimum, take into account the matters listed in section 27(2) of the Act in addition to the following additional considerations:
 - the minimisation of subsidy,

- the optimum allocation of subsidy based upon user needs, and
- the avoidance of land use distortions and longer travel distances.