



Project Infrastructure Planning

1. Project Details

Project Name	George Integrated Public Transport Network (GIPTN)
Location	George Local Municipality
Sector	Social
Department	Department of Mobility
Project Owner	Deidre Ribbonaar
Project Manager	Deidre Ribbonaar

1.1 Background & Justification

The GIPTN project encompasses the planning, implementation, and operation of an integrated public transport system within the George municipal area. The project involves making gradual improvements based on the GO GEROG "Infrastructure-light" model in line with national and provincial strategic objectives and policies (WCIF 2050). BRT-Lite is an innovative form of BRT that does not require high cost infrastructure, such as dedicated lanes and median stations.

The GIPTN addresses critical mobility challenges in George and aligns with national and provincial transport policy objectives. Historically, George's public transport system was fragmented, unreliable, and unsafe, forcing many residents to walk long distances to access work, education, and essential services. Approximately 70% of residents do not own private vehicles, making affordable and accessible public transport a socio-economic necessity. The project provides a scheduled, integrated, and universally accessible bus service, replacing the informal minibus-taxi system with a regulated, quality-driven model. The completion of the network rollout for Phase 4A and the expansion component (Phases 5, and 6) are essential to maintain service gains and address infrastructure backlogs. Without sustained investment and operational support, the system risks regression to unsafe, inefficient transport modes, undermining socio-economic progress and spatial transformation goals.

1.2 Project Scope

The GIPTN project encompasses the planning, implementation, and operation of an integrated public transport system within the George municipal area. The project involves making gradual improvements based on the GO GEROG "Infrastructure-light" model in line with national and provincial strategic objectives and policies (WCIF 2050). BRT-Lite is an innovative form of BRT that does not require high cost infrastructure, such as dedicated lanes and median stations. The project scope entails:

- **Road rehabilitation:** upgrading existing road facilities to support the bus service
- **Bus stops & shelters:** focus on the improvements to bus stops and shelters, primarily to prepare for Phases 5 & 6
- **Transfer locations:** entails improvement of key transfer facilities based on the observed usage from passengers
- **Sidewalk improvements:** particularly focused on ensuring alignment with Universal Accessibility requirements

2. Objectives & Key Focus Areas

Objective	Key Focus Area
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Economic growth and job creation	• Prioritising Infrastructure for Maximum Impact • Strengthening Municipal Infrastructure • Enhancing Private Sector Partnerships • Innovation & Futures Planning
Sustainable mobility and spatial equity	• Prioritising Infrastructure for Maximum Impact • Strengthening Municipal Infrastructure • Innovation & Futures Planning
Enhance Informal Infrastructure	• Enhancing Private Sector Partnerships • Innovation & Futures Planning
Drive Innovation & Integrated Planning	• Innovation & Futures Planning
Maximise Infrastructure Benefits	• Prioritising Infrastructure for Maximum Impact • Strengthening Municipal Infrastructure
Deliver Coordinated & Efficient Services	• Innovation & Futures Planning
Attract Private Sector Investment	• Enhancing Private Sector Partnerships
Promote Climate-Resilient & Transformative Infrastructure	• Addressing Climate Change & Sustainability

3. Project Timeline & Cost

Estimated Duration	3 Year(s) & 0 Month(s)
Estimated Start Date	01 Apr 2026
Estimated Cost	R 818M

4.Project Stage-0 Submission & Approval

Self Approved By: **Deidre Ribbonaar**

Self Approved On: **23 Dec 2025 06:49:12 PM**

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Submitted On	
Signed By	
Approved On	

5. Environmental & Social Considerations

5.1 Environmental Considerations

- Greenhouse gas emissions and deforestation contributing to climate change
- Preservation of ecosystem services like clean air, water, and climate regulation

5.2 Social Considerations

- Respect for human rights including labor, land, and indigenous rights
- Protection of health and safety from environmental hazards
- Promotion of social equity and fair distribution of development benefits
- Engagement with stakeholders throughout the project lifecycle
- Fair labor practices including wages, hours, and working conditions

6. Regulatory & Environmental Approvals

6.1 National Level

- Environmental Management Inspectors (EMIs): Responsible for compliance and enforcement of environmental regulations
- National Environmental Management Act (NEMA): Governs environmental management and authorization processes, including Environmental Authorizations (EAs)

6.2 Provincial and Local Levels

- Provincial Environmental Departments: Implement and enforce environmental regulations within provinces
- Municipalities: Play a role in environmental management, especially in land-use planning and development applications

6.3 Other Relevant Entities

7. Identify Key Stakeholders

7.1 Government

- Department Of Infrastructure
- Provincial Treasury
- Local Government
- Department of Mobility

7.2 State-Owned Entities

7.3 Private Sector

- Construction Companies
- Engineering Firms
- Financial Institutions

7.4 Civil Society

- Civil society organizations advocating for community needs

7.5 Other Stakeholders

8. WCG Sector Priorities

Outcomes	Social	Energy & Water	Economic	Technology	Ecological
Infrastructure investment drives spatial transformation and improves spatial resilience	Short Term 1-5 YRS				

Investment in social infrastructure improves access to health, education, social development, and recreation opportunities	Short Term 1-5 YRS				
Mobility systems and transportation corridors provide safe and efficient connectivity to opportunities, services, and facilities	Short Term 1-5 YRS				

9. Infrastructure Type

9.1 Hard

a) Road Rehabilitation & Roadway Upgrades

- Upgrading pavement structure and geometry to handle bus axle loads and improve safety.
- Includes signage, traffic signals, intersection redesign, and UA-compliant kerbside environments.

b) Bus Depots (Temporary & Permanent)

- Permanent depot development: land identified, EIA approved, design underway.
- Includes bus parking, servicing bays, refuelling, wash facilities, and control rooms.

c) Terminals, Transfer Locations & Interchanges

- High-capacity nodes with shelters, kiosks, toilets, lighting, and pedestrian infrastructure.
- Critical for transfers, route reliability and universal access.

d) Bus Stops & Shelter Infrastructure

- 825 planned stops (621 operational), including permanent shelters for high-demand nodes.
- Vandalism-resistant materials under consideration.

e) Traffic Management Systems

- Upgraded traffic signals, priority signalling where necessary, and intersection improvements.

f) Fleet (Buses: Standard, Midi, Mini)

- 133 UA-compliant vehicles using Euro 4/5 engines.
- Includes fleet renewal programme and maintenance infrastructure.

9.2 Soft

a) Intelligent Transport System (ITS)

- Real-time vehicle tracking, timetable adherence, driver behaviour monitoring, alerts.
- Supports enforcement of service quality and operational optimisation.

b) Integrated Fare Management (AFC & Future ABT)

- EMV-compliant Smart Card system.
- Cashless operations, vendor network, POS devices, and backend banking systems.
- Transitioning to Account-Based Ticketing (ABT).

c) Universal Accessibility (UA) & NMT Systems

- Soft infrastructure includes design frameworks, UA policies, audits, and the annual UA workstream.
- Sidewalks, crossings, tactile paving, and route access planning.

d) Governance, Planning & Management Frameworks

- Intergovernmental Agreement (IGA), Financial Agreement (FA), MANCO oversight, Section 79 Committee.
- Project management, financial management, and regulatory compliance structures.

e) Industry Transformation & VOC Institutional Structures

- Formation, capacitation, and governance of **George Link** (VOC).
- Shareholding structures, empowerment mechanisms, training programmes.

f) Safety & Security Systems

- Public Transport Enforcement Unit (PTEU).
- CCTV networks, risk management protocols, emergency response systems.

g) Community Engagement, Communications & Branding

- Call centres, communication champions, public education, stakeholder engagement structures.
- Branding, outreach campaigns, and digital communication infrastructure.

9.3 Critical

Same as hard

10. Project Stage-1 Submission & Approval

Self Approved By: **Deidre Ribbonaar**

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Submitted By	
Submitted On	
Signed By	
Approved On	