



Project Initiation Report

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 GEROGE "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 GEROGE "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 Amt	R 818M

4. Submission & Approval

Self Approved By: **Deidre Ribbonaar**

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

Submitted By	
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Approved On	