

RANDBURG CENTRAL BUSINESS DISTRICT TRANSPORT MASTER PLAN



JDA/DF/TMP-RANDBURG/002/2020

DRAFT TRANSPORT MASTER PLAN

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PREPARED FOR:



PREPARED BY:

CIVIL CONCEPTS CONSORTIUM



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PROJECT TITLE: RANDBURG CENTRAL BUSINESS DISTRICT TRANSPORT
MASTER PLAN

PREPARED FOR: JOHANNESBURG DEVELOPMENT AGENCY (JDA) AND
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PREFACE

This Transport Master Plan is intended as a medium to long term planning document that will guide future development and infrastructure investment in the Randburg Central Business District (CBD). The plan is guided by the vision that was created for Randburg. From this vision a framework was developed for how the future transportation needs in the Randburg CBD will be addressed.

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LIST OF ABBREVIATIONS

ARMSTA - Alexandra, Randburg, Midrand and Sandton Taxi Association

ATA - Alexandra Taxi Association

BRT - Bus Rapid Transport

CBA - Critical Biodiversity Area

CBD - Central Business District

CoJ - City of Johannesburg

CSIR - Council for Scientific and Industrial Research

ETLC – Eastern Transport Local Council

GHTS - Gauteng Province Household Travel Survey

GIS - Geographical Information System

GMA - Gautrain Management Agency

GRRIN - Gautrain Rapid Rail Integrated Network

ICM - Integrated Corridor Management

IDP - Integrated Development Plan

IP - Integration Plan

ITN - Integrated Transport Network

JCSP - Joburg City Safety Programme Office

JDA - Johannesburg Development Agency

JPC - Joburg Property Company

NMT - Non-Motorised Transport

NTLC – Northern Transport Local Council

OD - Origin and destination

OSOP - Office Space Optimisation Programme

PPE - Personal Protective Equipment

RCBD - Randburg Central Business District

RTMP - Randburg Transport Master Plan

RUDF - Randburg Urban Development Framework

RULLDTA – Randburg United Local Long Distance Taxi Association

SQA - Status Quo Assessment

TDCR - Transport Development Concept Report

TMH - Technical Methods for Highways

TMP - Transport Master Plan

TOD - Transport Oriented Development

UA - Universal Access

Vph - Vehicle per hour

EXECUTIVE SUMMARY

A transport master plan was developed for the Randburg CBD from the vision that was created for the master plan. The aim of this framework is to balance the RTMP vision with sound urban planning and transport principles. These principles are founded on the principles of Transit Orientated Development (TOD) that have been applied to various international cities, and have been adopted for the South African context, and more specifically, the Randburg CBD context.

Four strategies were developed using the RTMP Vision and Framework. These strategies further aims to address and overcome challenges identified during the status quo assessment and stakeholder consultation phases, while leveraging opportunities in the study area.

- Strategy 1: Walk – Create a connected, safe and walkable network with cycling accommodated along strategic routes
- Strategy 2: Transit – Connect and improve public transport facilities to allow for safe and convenient intermodal transfers
- Strategy 3: Shift – Reduce the overall supply of parking and repurpose on-street space for NMT to encourage the use of public transport and walking
- Strategy 4: Mix – Plan for a diverse mix of residential and non-residential land-uses to reduce the need to travel and increase the number of re-used seats on the public transport system

A transport model was developed to model the future transport demand in the Randburg area. This transport model was used to determine the future network

for the Randburg CBD. Proposals were made based on the transport model outcomes to improve the following factors:

1. Non-motorised Transport ;
2. Public Transport;
3. Parking Management;
4. Freight Management;
5. Informal Trade Management; and
6. Urban Management

This, as well as the strategies that were developed from the RTMP Vision and Framework was used to develop catalytic projects for the study area. The catalytic projects focus on the land use, non-motorised transport and public transport issues identified in the Randburg CBD. The projects will be implemented in a phased manner. The projects that were identified are listed below:

- **Proposed land use nodes:** These projects are divided into three separate precincts, namely:
 - CBD Core Precinct
 - Administrative Precinct
 - Recreation Precinct
- **Non-Motorised Transport** projects which are also listed under the three Precincts listed above. The projects include upgrades such as:
 - Pedestrianisation of Retail Street and upgrades on Hill Street;
 - NMT crossing facilities;
 - Intersection upgrades; and
 - The Office Optimisation Project.

- **Public Transport Projects** such as:
 - Renovation of the existing taxi rank;
 - Develop separate bus, taxi and metered taxi holding facilities on Kent Avenue;
 - Proposed Transit mall along Pretoria Avenue;
 - Traffic signal adjustments; and
 - Provision for bus stops and taxi bays outside the UDF/CBD.

The high level cost of these projects are also included in this report. It is expected that these catalytic projects will improve and revitalise the Randburg CDB and that the political priorities of the CoJ will all be addressed after the project implementations.

1. INTRODUCTION

1.1 Background

The Randburg to OR Tambo Development Corridor is a strategic connection between the northern parts of Johannesburg and the OR Tambo Aerotropolis in Ekurhuleni. The concept of development corridors is to connect well-established strategic nodes through affordable and accessible mass transport systems.

Economic activity in the once vibrant Randburg node has, however, slowly deteriorated in the last two decades to the point where many buildings in the CBD have been left unoccupied, while the transportation system is today characterised by various inadequacies and inefficiencies. Intervention is therefore required in order to revitalise this Secondary Metropolitan Sub-Centre and maximise the potential of the node.

Following the approval of the 2021 Urban Development Framework for the Randburg CBD, the Johannesburg Development Agency, as an implementing agent of the CoJ, has initiated a Transport Master Plan study for an extended study area of the Randburg CBD.

The Civil Concepts Consortium has subsequently been appointed to prepare this Transport Master Plan and Implementation Plan for the Randburg CBD.

On a higher level the RTMP aims to address the following political priorities of the CoJ:

- **Priority 1:** Good Governance

- **Priority 2:** Financial Sustainability
- **Priority 3:** Integrated Human Settlements
- **Priority 4:** Sustainable Service Delivery
- **Priority 5:** Job Opportunity and Creation
- **Priority 6:** Safer City
- **Priority 7:** Active and Engaged Citizenry
- **Priority 8:** Economic Development
- **Priority 9:** Green-Blue Economy
- **Priority 10:** Smart City

At a precinct level the RTMP process was guided by the following needs in the node:

- I. Compact, well connected transport that prioritised pedestrian movement and NMT;
- II. Distinctive and attractive public spaces;
- III. Mixed land-uses supportive of public transport, walking and cycling;
- IV. Promotion of public transport and NMT including universal access that is supportive of current and future land-uses;
- V. Limitation of on-street parking and more pro-active management of parking as a Travel Demand Management measure;
- VI. Freight management;
- VII. Reduce dependency on private cars;
- VIII. Interventions to improve road safety;
- IX. Create urban prospects for future residents and users; and
- X. Combat existing signs of urban decay and degradation.

1.2 Study Area

The location of the study area for the RCBD-TMP is shown in **Figure 1.1** on a regional scale.

The Urban Development Framework that was concluded in 2021 was restricted to the Core of the Randburg CBD, as shown in **Figure 1.2**. As part of the RCBD-TMP a greater boundary was developed and rationalized to respect property boundaries and take into account the potential future implications the plan may have on issues of transportation and zoning.

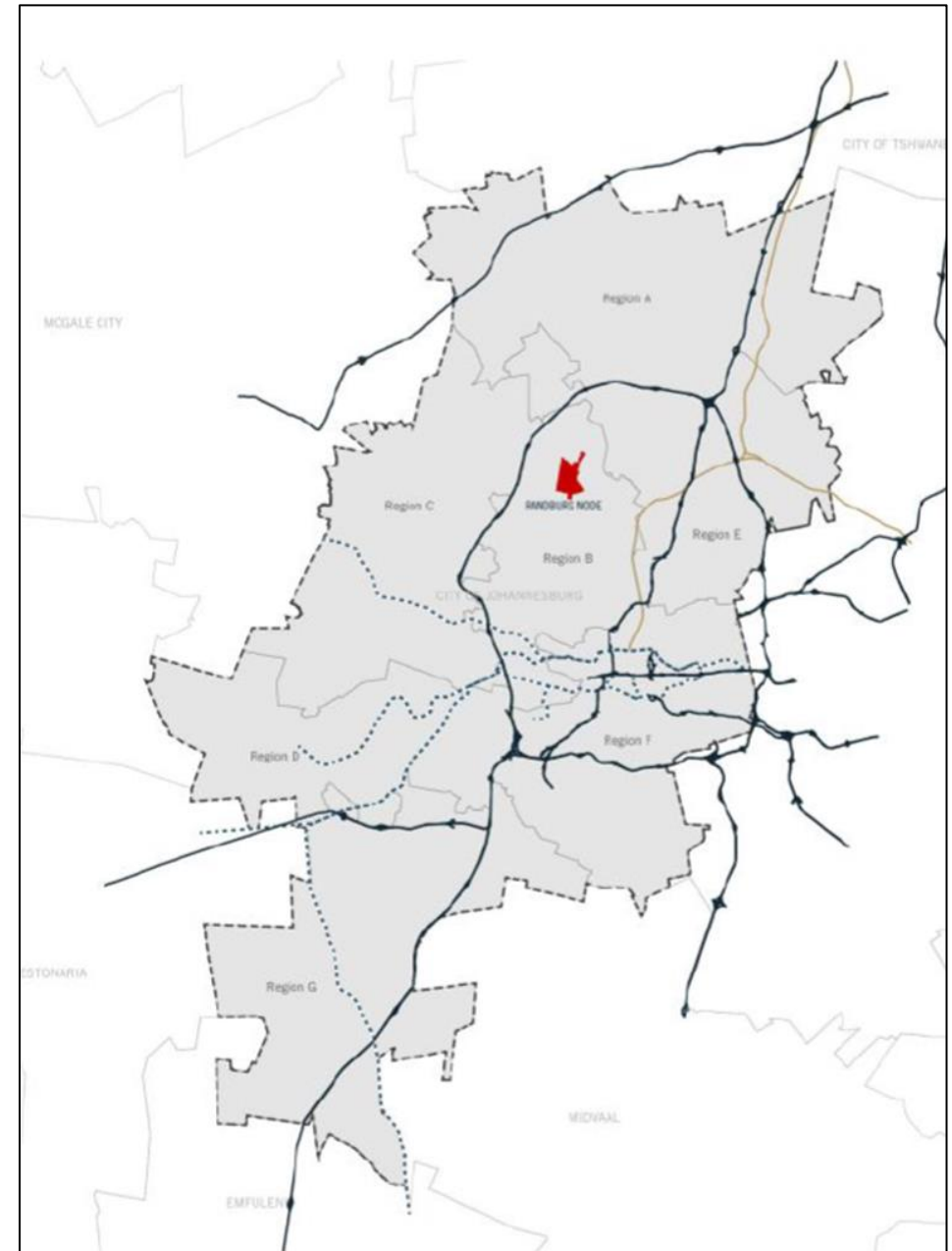


Figure 1.1: Study Area at Regional Scale

The study area includes Region B's Wards 102, 104, and a small portion of Ward 99, as well as multiple Randburg suburbs namely Kensington B, Blairgowrie, and Ferndale. Bryanston to the north, Hurlingham to the east, and Malanshof and Strijdompark to the west are important neighbouring suburbs.

The major transportation routes bordering the study area, include the N1 and Malibongwe Drive along the western edge. The major transport routes within the study area include Jan Smuts Avenue and Bram Fischer Drive along the east. These routes have multiple east–west linkages crossing into the study area.

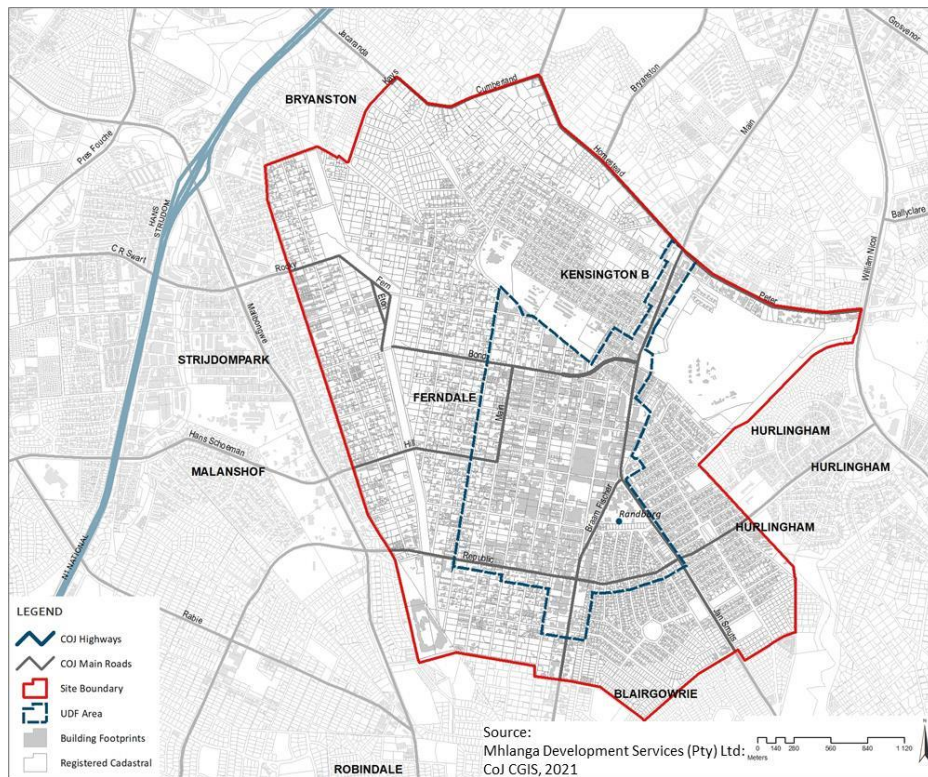


Figure 1.2: Randburg TMP Study Area

1.3 Overview of Process

The project was divided into four stages and nine activities, as shown in **Figure 1.3**. The development of the draft Transport Master Plan followed the completion of the five activities mentioned below:

- **Activity 1: Project inception report**, which detailed work plans, timelines, project deliverables, capacity building arrangements, and mitigation measures to prevent potential project challenges, in order to provide a complete and comprehensive activity guide for all project consortium partners, as well as the JDA/CoJ and key stakeholders.
- **Activity 2: Data collection and literature review** to gain insight into existing conditions in the Randburg CBD in order to accurately recognize current and potential transportation problems so that a robust and comprehensive TMP can be developed that will accurately represent actual conditions and facilitate future year forecasts.
- **Activity 3: Status quo or baseline assessment** to understand the existing transport conditions in the study area, to identify problems and the possible causes of the existing transport challenges in the study area.
- **Activity 4: Transport concept development** included the development and testing of initial ideas from received the internal and external stakeholder groups for transport development and framework.
- **Activity 5: Transport modelling** to conduct a thorough examination of the existing transport system and its relationship to land use and other changes. To develop a transport masterplan that will serve as the transport framework for the Randburg study area and guide both public

and private infrastructure investment in the Randburg CBD over the next ten years.

1.4 Structure of this Report

The report is structured as follows:

1. Introduction (this section)
2. Stakeholder Engagement Process
3. The Randburg CBD Transport Vision
4. Status Quo Summary
5. Transport Master Plan Framework
6. Transport and Land-Use Strategies and Development Concept
7. Future Transport Demand
8. The Future Network
9. Proposed Catalytic Projects and Action Plan
10. Proposed Project Cost Estimates
11. Conclusions

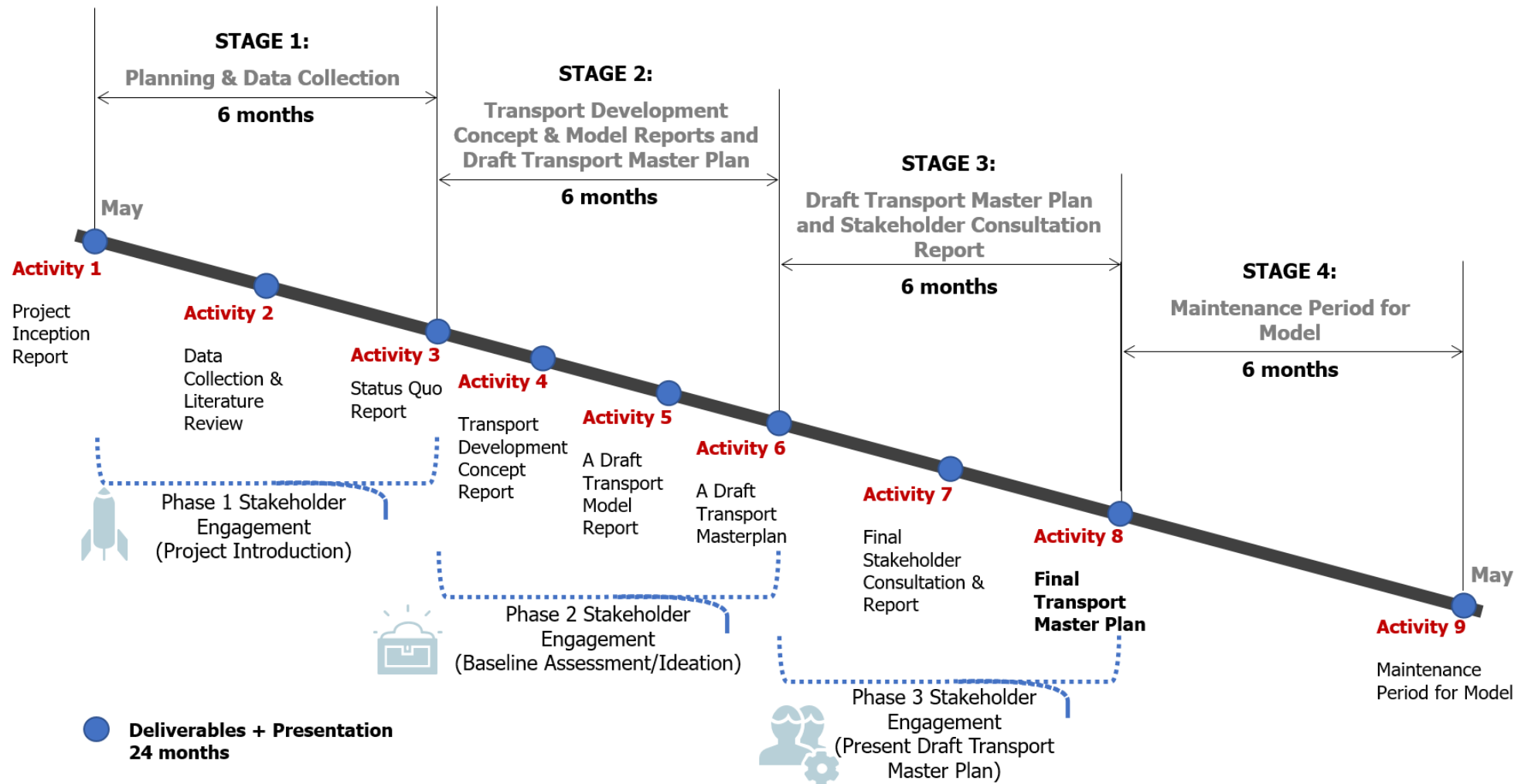


Figure 1.3: Overview of the Transport Master Plan Process

2. STAKEHOLDER ENGAGEMENT PROCESS

2.1 Background

The stakeholder engagement plan was developed as shown in **Figure 1.3** to promote active participation of stakeholders through hosting stakeholder meeting sessions both physically and online via Microsoft Teams for a time period of one to two hours. Stakeholders had a chance to react or offer suggestions, while consultants interacted appropriately with the stakeholders, understood their needs and concerns, and provided thoughtful and quick responses. Presentations were created for each meeting, committee briefing, and were distributed to relevant parties.

Phase 1 of the Project Stakeholder Consultation was an Inception Phase. The first mobilization meeting was held on 23 June 2021 to introduce the Randburg CBD TMP to the key stakeholders discussing the identified methodology, expert roles, and upcoming tasks throughout the project cycle. A second mobilization meeting was held on 13 July 2020 where the team discussed project progress and the impact of the COVID-19 pandemic.

Phase 2 of the Project Stakeholder Consultation took place between 17 May 2022 and 26 July 2022. It included outlining the Randburg TMP status quo results and soliciting feedback from stakeholders on any ongoing land-use and transportation challenges as well as proposals and ideas for enhancing the Randburg CBD's transport system.

Phase 3 of the Project Stakeholder Consultation, an essential component of the Plan, will take place once the draft Transport Master Plan is completed.

A comprehensive list of stakeholders was developed and classified into fourteen (internal and external) sectors as shown in **Table 2-1** below.

Table 2-1: Main Stakeholder Groups

External Stakeholders	
Community	Transport Operators
<ul style="list-style-type: none"> Education Sector Community, Public and Church Sectors Informal traders 	<ul style="list-style-type: none"> Minibus Taxi Associations Metered Taxi Sector Freight Sector
	Business, Institutions, Large Property Owners / Developers
	<ul style="list-style-type: none"> Business Associations Property Owners, Developers and Consulting Engineers
Internal Stakeholders	
<ul style="list-style-type: none"> Ward Councillors and Regional Office (CRUM) City Depts/MOE's Metrobus & Putco (Commuter Buses) JMPD Public Safety, COJ Public Safety and EMS 	

2.2 Stakeholder Engagement and Meetings Held

A total of 270 people and 134 entities attend the Phase 2 stakeholder engagements. There were 88 internal stakeholders who represented government at the local, provincial, and national levels, and 182 external stakeholders who represented the study area's communities, businesses, and organizations.

2.2.1 Internal Stakeholder Meetings

Internal stakeholder meetings were held to present the team's findings and gain an understanding of the current challenges that both public and private users face with the transportation system and road network, as well as the surrounding infrastructure. The detailed minutes from these meetings are attached to the report as **Annexure A-1**.

All the internal stakeholder meetings were held online. Prior to the meetings, all invited stakeholders were contacted telephonically to confirm receipt of the letter of invitation and to confirm their attendance at the meeting. Meeting attendees and invitees received a follow-up email containing the presentation.

- As stated in Section 1, the study area includes Region B's Wards 102, 104, and a portion of Ward 99. A meeting was held with councillors from these wards, as well as representatives from Region B: CRUM and ward governance on 24 May 2022.
- The meetings with the JPC and JOSHCO were called by the JDA. The JPC was largely unable to provide the information required by the project team. The meeting with JOSHCO focused on their plans for the civic triangle along Selkirk Avenue.
- A meeting was held on 13 June 2022, with Metrobus and Putco to gain an understanding of current commuter bus operations and future bus route plans in the study area. Following this meeting, Metrobus and Putco shared their operational data for the study area with the team.
- On 14 June 2022, a meeting was held with JMPD Public Safety, COJ Public Safety, and EMS Region B, and the team felt it was necessary to consult Randburg SAPS, Group Forensics, Region B CRUM, and Region B

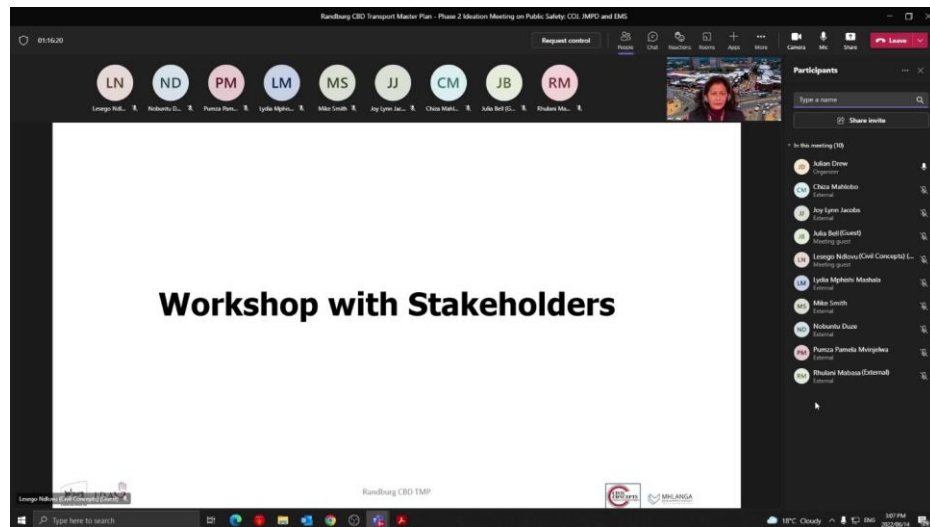
Environmental Health on the issues of crime as well as abandoned and hijacked buildings in the study area. The JMPD and EMS representatives from the 14th June meeting provided contact information for the relevant representatives at Region B: CRUM and Group Forensics. The meeting was held on 21 July 2022, and prior to it, the team sent a list of eleven abandoned or unoccupied buildings about which they wanted information, as well as comments from previous meetings about crime issues in the area. Further to this meeting, Group forensics and Region B: CRUM sent the team reports on the list of erven on which the team sought more information.

Table 2-2 below shows the complete schedule of internal stakeholder meetings for Phase 2 that were held online.

Table 2-2: Schedule of Meetings held with Internal Stakeholders

Date/Time	Stakeholder Sector	Venue
24 May 2022 at 09h00	Ward Councillors and Regional Office (CRUM)	MS Teams
17 May 2022 at 09h00	City Depts/MOEs	MS Teams
2 June 2022 at 13h00	JPC	MS Teams
6 June 2022 at 14h00	JOSHCO	MS Teams
13 June 2022 at 14h00	Metrobus & Putco (Commuter Buses)	MS Teams
14 June 2022 at 14h00	JMPD Public Safety, COJ Public Safety and EMS	MS Teams
21 July 2022 at 10h30	SAPS, Group Forensics, Region B CRUM and Region B Environmental Health	MS Teams

Photo 1: Meeting with JMPD Public Safety, COJ Public Safety and EMS, 14 June 2022



2.2.2 External Stakeholder Meetings

The external stakeholder meetings were held to present the team's findings and ascertain challenges faced by public and private users on the road network and with its surrounding infrastructure. The meetings were held online or in-person depending on accessibility, exposure to and ease of use of the technology to the sector being targeted. Where stakeholders did not have access to emails or WhatsApp, they were contacted via telephone and SMS. The detailed minutes from these meetings are attached in **Annexure A-2** of the report.

Meetings with the following sectors were held on MS Teams:

- Property Owners, Developers and Consulting Engineers on 23 May 2022
- Business Associations on 7 June 2022
- Freight Sector on 15 June 2022

The presentation was emailed to all attendees and invited participants for each meeting, and they were encouraged to provide feedback on the plan.

Prior to the Education sector meeting, the NMA called all stakeholders to confirm receipt of the letter of invitation and attendance. The NMA sent invitations again to a number of schools that claimed they were unaware of the meeting. A reminder email was sent shortly after 14h00 on the day of the meeting to Ferndale High School, Royal Private School, and Hillcrest Cambridge School, who had confirmed a representative would attend. However, the education sector was not represented at the meeting. As a result, the meeting was called off, and no issues were raised. All stakeholders were sent a follow-up email with the presentation that would be given at the meeting, and they were invited to the public meeting on 26 May 2022.

The 18 May Public Meeting was originally scheduled to take place both online on MS Teams and in person at the Ferndale Recreation Centre at 18h00. Advertisements for this meeting included posters in the study area and messages distributed to resident association heads and posted to Councillor David Potter's Twitter page. However, due to load shedding, the physical Public Meeting had to be rescheduled for May 26th at 18h00. The NMA notified stakeholders of the postponement via email on May 18th. When the new date of May 26th was set, invitations to the physical Public Meeting were sent out. Unfortunately, load-shedding occurred unexpectedly at 18h00 on May 26th, but the Public Meeting proceeded as planned, albeit in the dark. The presentation was emailed to attendees of both the online and physical Public Meetings, and they were invited to submit comments on the plan.

A meeting was held with the Metered Taxi operators in the study area on 19 July 2022 at the Ferndale Recreation Centre. The meeting's purpose was to discuss the challenges and concerns that the operators faced in the study area, in addition to presenting the team's baseline assessment. The Gauteng Metered Taxi Council's Randburg operators and committee members were emailed an invitation to the meeting. At the meeting, hard copies of the presentation were distributed additionally.

NMA met with committee members from the Randburg Professional Hawkers Association (RAPHA) and the Oriental Hawkers Association to consult on the arrangements for a larger meeting with the Randburg Informal Trade sector, to request their assistance in informing traders about the TMP, and to gain an understanding of the issues that traders face in the study area. Approximately 180 posters were then distributed by hand to committee members at the Randburg Taxi Rank Hawker's market, Randburg Oriental Plaza Hawkers market, Mikro Lane market, and Big Ben Taxi Rank market, and were then distributed to traders at the respective locations inviting them to a meeting on 26 July 2022. At the Informal Traders meeting, hard copies of the presentation were distributed to stakeholders in both English and isiZulu.

Table 2-3 shows the complete schedule of external stakeholder meetings for Phase 2.

Table 2-3: Schedule of Meetings held with External Stakeholders

Date/Time	Stakeholder Sector	Venue
18 May 2022 at 14h00	Education Sector	MS Teams
18 May 2022 at 18h00	Community and Public	MS Teams
23 May 2022 at 15h30	Property Owners, Developers and Consulting Engineers	MS Teams
26 May 2022 at 18h00	Community and Public	Ferndale Recreation Centre
7 June 2022 at 13h00	Business Associations	MS Teams
15 June 2022 at 12h30	Freight Sector	MS Teams
19 July 2022 at 10h00	Metered Taxis	Ferndale Recreation Centre
26 July 2022 at 15h45	Informal Traders	Ferndale Recreation Centre
TBC	Taxi Associations	TBC

Photo 2: Meeting with the Metered Taxi Sector, 19 July 2022



2.3 Project Advertisement

The Randburg TMP has been advertised on a number of online and offline platforms. As previously stated, Councillor David Potter has promoted the project, particularly the Public Meetings, on his Twitter account and to the heads of resident associations in his ward. There is also a dedicated website for the TMP at <http://www.randburgmasterplan.co.za/>, where notices for the public meeting are posted. This website also includes a "contact" section where stakeholders can provide feedback on the plan. Furthermore, the COJ has posted a notice about the plan on their website, inviting stakeholders to provide feedback. In terms of physical advertising for Phase 2, posters informing the public about the 18th May Public Meeting were placed in the Randburg CBD, and leaflets for the 26th July meeting were distributed to the Informal Trade sector.

2.4 Summary of Meetings Held

Table 2-4 summarizes the main themes (issues, comments, and suggestions) that emerged from the Phase 2 stakeholder engagement process. In addition, **Annexure A-3** provides the Issues and Responses Table for all comments, issues and suggestions captured during the Phase 2 Internal and External Stakeholder Meetings.

Table 2-4: The main themes (issues, comments and suggestions) from the Phase 2 Stakeholders Engagement Process

Theme		Issue	Raised by
Land-Use	Densification challenges	<ul style="list-style-type: none">Where will densification be allowed, since some areas are fighting against densification?Will the areas where densification is taking place be provided with sufficient public transport?There are many vacant buildings in the Randburg CBD which is problematic. It is critical to note that as land use changes, so does the need for transportation. The vacant buildings will likely be changed into high density residential buildings although there are varying views on that.Celestine Mouton must engage with Sizeka Tshabalala of Johannesburg Property Company (JPC) on the major challenges with the ATCO 5 development which has large ramifications for pieces of land in the Randburg CBD including land on Oak Avenue. All these vacant pieces of land are problematic for the City. There are also major challenges with the Prop 5 development.Does optimisation of office space mean that office space is converted to residential units?	<p>Caro Naude - Public Meeting - 26/05/2022</p> <p>Frano Combrinck – COJ Depts/ MOEs Meeting – 17/05/2022</p> <p>Councillor David Potter - Public Meeting – 18/05/2022</p> <p>Councillor David Potter - Ward Councillors & Region Meeting – 24/05/2022</p> <p>Cáro Naudé – Email Feedback - 05/06/2022</p>
	UDF Precincts	<ul style="list-style-type: none">What are the plans for these precincts (i.e. what will be developed)?What are the plans for social housing? There are 7 precincts land-use proposals in the UDF 2021. Do these seven precincts propose what is to be done with this space and what is the implementation plan, i.e., will the City be building here?	<p>Francois du Buisson - Business Sector Meeting – 07/06/2022</p>
	Lack of space and shelter	<ul style="list-style-type: none">Provide space / recycling areas for the informal recyclers.Provision for night shelters for the homeless should be made.	<p>Cáro Naudé – Email Feedback - 05/06/2022</p> <p>Mary Gillett-de Klerk – Property Owners Meeting – 18/05/2022</p> <p>Sandile K. Ngcobo – Email Feedback – 03/05/2022</p>
	Poorly maintained City Parks	<ul style="list-style-type: none">Overgrown and poorly maintained street verge is a big challengePoor Tree Inventory considering Ferndale is a leafy suburbPoorly maintained green open areas, the spruit is and has been for a longest time maintained by Ferndale Residence AssociationIllegal squatters on green open spaces making it unsafe and unusable and always filled with all sorts of litter.Ensure that there are sufficient green areas.	

Theme	Issue	Raised by
Parking and Holding	Illegal on street parking	<p>Councillor David Potter - Ward Councillors & Region Meeting – 24/05/2022</p> <p>Mike Smith – JMPD Meeting – 14/06/2022</p> <p>Yu-Chieh Yen - Resident (Bordeaux North Community Forum), Public meeting – 18/05/22</p>
	Parking Ratios	Mike Smith – JMPD Meeting – 14/06/2022
	Insufficient loading and off-loading facilities	<p>Councillor David Potter - Ward Councillors & Region Meeting – 24/05/2022</p> <p>Public meeting – 18/05/2022</p> <p>Bheki Mpilo and Sibongile Khumalo - Informal Traders Committee Meeting – 26/07/2022</p>
NMT	Cycling provision	<p>Roger Hislop - Public Meeting – 26/05/2022</p> <p>Yu-Chieh Yen (Bordeaux North Community Forum) - Public Meeting – 18/05/2022</p>

Theme		Issue	Raised by
		<ul style="list-style-type: none">Traffic in the Randburg area, and particularly the CBD, is very different on a weekend compared to the week in that there is a lot of cycling over the weekends. In terms of the opportunity for creating dedicated cycle lanes, there are concerns around the road reserves as well as gradient issues particularly in entering and leaving Randburg. There are alternate considerations where the grades are not as steep and this is where cycling should be promoted. =	Malani Padayachee - MPAMOT - Public Meeting – 18/05/2022
	Illegal crossing and pedestrian provision	<ul style="list-style-type: none">Jaywalking observed in CBD.Broken / poorly maintained sidewalks reducing the safety of pedestrians.Provide better facilities for NMT users (including universal access) especially along routes with high pedestrian demand.Another intersection that is of great concern is the Pretoria Avenue and Hill Street intersection. It is critical to install bollards and to make this intersection safer. Install bollards at locations where sidewalks are used as parking.The major concern is NMT. In looking at the class of roads of the corridors under discussion in terms of engineering guidelines or standards, there are certain things that can and cannot be done. Universal design is a small element of this to ensure that the blind person can use all facilities unassisted. All of this goes with equality, equity and ensuring that previously disadvantaged communities including people with disabilities are able to live and work in these environments. The legislation in terms of the policies and acts are changing such that we need to include this thinking in everything that we do.	<p>Mike Smith – JMPD Meeting – 14/06/2022</p> <p>Councillor David Potter - Ward Councillors & Region Meeting – 24/05/2022</p> <p>Frano Combrinck – COJ Depts/MOE's Meeting – 17/05/2022</p>
Public Transport	Ranking capacity for minibus taxis	<ul style="list-style-type: none">Since the JDA's Randburg Square Public Environment Upgrade (PEU), there has been development in Randburg with huge conversions of business to residential, for example, opposite the SARS building and on Dover Road. This has increased the number of pedestrians needing to make use of public transport, especially minibus taxis. The Randburg Taxi Rank was short sighted in its design as it should not have been built on a single storey and is too small in its current form. The JDA and the COJ Transport Department should engage with the Randburg stakeholder forum to expand the taxi rank. This would lead to holding across the road on the Bordeaux Drive side which is probably outside the scope of the project but important for Randburg.	Councillor David Potter - Ward Councillors & Region Meeting – 24/05/2022

Theme	Issue	Raised by
	<ul style="list-style-type: none"> There is concern that minibus taxi drivers do not have space to wash vehicles or to rest and they tend to wash their vehicles at the river near the CR Swart Drive Bridge. For many years there has been a struggle with the concept and context of pushing out or accommodating minibus taxis within the public transport environment. From a planning perspective how does the design philosophy take minibus taxis into consideration? Will the minibus taxis be limited to specific places and will other public transport facilities be provided to reduce the number of minibus taxis? What is the overall approach? Insufficient capacity at the existing taxi rank. There is concern regarding the overflow of minibus taxis into the Bordeaux North suburb. Provide additional taxi rank / holding areas or upgrade existing rank. Will taxis be accommodated or pushed out? Experiencing problems with taxis that are not roadworthy. 	<p>Councillor Marialett Koekemoer (Ward Councillor 104) - Public Meeting – 18/05/2022</p> <p>Frano Combrinck – COJ Depts/MOE's Meeting – 17/05/2022</p> <p>Amanda Owen - Public Meeting – 18/05/2022</p>
Bus facilities and routes	<ul style="list-style-type: none"> The bus loading facilities in Randburg are a concern. There is no loading facility for commuter buses in Randburg Central as the Randburg Taxi Rank only caters for taxis so Putco currently loads passengers along Bram Fischer Drive which is not safe. The same can be said for the Big Ben Taxi Rank, which is further down Bram Fischer Drive opposite the Santon Clinic, as this facility only caters for taxis and commuter buses are loading along the road here too. Slide 55 of the presentation poses the question, "There are plans to provide BRT (Rea Vaya)/ICM (multimodal transport) and Gautrain feeder bus services within the study area, would some of the existing bus routes be transferred to/replaced by the planned Gautrain/BRT routes within the study area?" What criteria will be used to determine effectiveness (of efficiency) of operations in order to decide which routes will be transferred? In terms of proposing integration measures for the public transport industry, bus operators can only support the systems that are put in place and the City needs to inform operators what these will be. Proper bus lanes and lay-over shelters are measures that can be considered. Putco is interested in participating in a pilot CNG / electric buses project especially in urban transport where low-emitting and cost-effective buses can be used. 	<p>Alfred Nxusa - Putco Soweto – Commuter Bus Meeting – 13/06/2022</p> <p>Jack Sekwaila – Putco – Commuter Bus Meeting – 13/06/2022</p>
Poor service of municipal buses	<ul style="list-style-type: none"> The bus system does not work, the infrastructure is broken, and where the system does work it is run-down and unreliable. So, you need to get what already exists to work reliably and then you can consider a public transport system for the future. 	<p>Alan Bell - Public Meeting - 26/05/2022</p>

Theme		Issue	Raised by
		<ul style="list-style-type: none"> Existing bus services are poor, unreliable, poorly maintained infrastructure. Increase bus services (number of buses, routes, etc.). Improve on cost-effective buses. Provide loading facilities and bus lanes. 	
	Constraints to accommodate BRT	<ul style="list-style-type: none"> There are major capacity challenges on Republic Road. Adding lanes for the BRT or turning lanes is going to be a big challenge as the problem there is land. Will the City consider expropriating land to ensure that capacity can be reached? 	Victor de Abreu - Public Meeting - 26/05/2022
	Lack of demarcated spaces for e-hailing services	<ul style="list-style-type: none"> The e-hailing service providers cannot park in front of the Gardens Shopping Centre building as this causes conflict with the metered taxis so they park on Dover Street instead. Demarcated spaces on Bram Fischer Drive for formal metered taxis and e-hailing service providers will help. Motorcyclists are pushed off the road by mini-bus taxis. 	<p>Shik Andhee - Business Sector Meeting – 07/06/2022</p> <p>Elizabeth Buyambo - Business Sector Meeting – 07/06/2022</p>
	Lack of ranking and demarcated spaces for metered taxis	<ul style="list-style-type: none"> Provide separate holding areas for metered taxis due to conflict with e-hailing. Drivers park anywhere and use inappropriate places as toilets. There is no demarcated parking for metered taxis, but the metered taxi industry needs assistance to develop it into one that is demarcated and well signed as they have been operating in this space for about 20 years without causing obstructions to traffic and law enforcement has not removed us from here. 	Jackson Thoka - Metered Taxis Meeting – 19/07/2022
Maintenance	JRA Operations resources	<ul style="list-style-type: none"> The lack of toilet facilities and access to water is a major problem for the Informal Traders at trading sites. There is no drainage at the Mikro Lane site and so the traders dispose of wastewater on the road. At the Mikro Lane trading site there are no seating facilities, toilet facilities and cleaning services. Poor service delivery. There appears to be a dumping site along the palisade fence that separates the Christ Embassy Randburg Church and the Mikro Lane parking lot where the traders operate. In general, from the week of the 24th to that of the 31st every month there will be a lot of buses and trucks parking at Mikro Lane. This is good for business as there will be many people, but in the aftermath, there will be a lot of litter. The JMPD and the City pick up the litter but some of the refuse must be removed with a shovel and the question is who is going to do this? After talking to the “truck people,” they installed portable toilets at the site but removed them after one day so the truckers do not have ablutions and go out in the open. 	Participant, Informal Traders Meeting – 26/07/2022

Theme		Issue	Raised by
		<ul style="list-style-type: none"> The sidewalks and/or public spaces are not repaired after works are done on the sidewalks and/or public spaces. CBD is not cleaned up, maintained and long response times are experienced. Refuse removal challenges – unsafe and no hygiene. The road infrastructure in the study area is not bad. Enforcement from a policing perspective is difficult owing to a lack of signage and poor road markings. In the Randburg area there is little that can be done in terms of law enforcement when it comes to illegally parked vehicles as where there used to be signage to prevent this it is no longer there. It was mentioned in the presentation that infrastructure theft, such as signage, is carried out by vagrants but it is also the case that anybody who can, will steal infrastructure. Insufficient street lighting. There needs to be proper lighting placed at a higher angle so that it cannot be knocked over and stolen or vandalised. The lighting should not be difficult to replace. 	<p>Roger Hislop - Public Meeting – 26/05/2022</p> <p>Mike Smith – JMPD Meeting – 14/06/2022</p> <p>Councillor David Potter - Ward Councillors & Region Meeting – 24/05/2022</p>
		<ul style="list-style-type: none"> Various entities working in silos further, it is found that on a sidewalk, a water pipe will burst result in a pile of gravel and then Wi-Fi cables are installed which also result in a pile of gravel and there is no accountability. There is no long-term solution for maintaining the sidewalks. 	<p>Caro Naude, Ward 102 Committee - Public Meeting – 26/05/2022</p>
Safety	Lack of law enforcement	<ul style="list-style-type: none"> Enforcement has a significant impact on NMT, not only because of people parking in the road, taking up lanes and therefore clogging up roads. Recently there was a workshop with the South African Road Federation and the Road Safety Committee that focused on the shift towards NMT. A main point that was raised is the overall safety of NMT and how this deters people from engaging in this form of transport. In the City an issue that is faced with constructed NMT facilities is people parking on footways and the blocking of cycle routes. The strategy needs to include a way to engage the Johannesburg Metropolitan Police Department (JMPD) on how they plan to assist in improving this issue. Will the JMPD be approached with regards to this? 	<p>Frano Combrinck – COJ Depts/MOE's Meeting – 17/05/22</p>
		<ul style="list-style-type: none"> Lack of enforcement results in illegal operations, such as illegal parking and loading, jaywalking, etc., which reduce the safety on the roads, sidewalks and public spaces. Vacant buildings pose safety hazards 	<p>Roger Hislop - Public Meeting – 26/05/2022</p>

Theme		Issue	Raised by
		<ul style="list-style-type: none"> Buses are willing to share facilities with taxis, but lack of law enforcement results in taxis that take over the loading and holding areas of the buses Get JMPD involved to improve the safety of the area so that the number of NMT users can increase. DHL Express experiences issues with security in the area whereby courier vehicles are targeted when delivering to home addresses and parked in the suburbs which is where we predominantly deliver to. The visibility of security and street cameras are measures that deter this type of hijacking. There is a lot of violence and theft at the CBD. SAPS has a medium-term strategic plan for the Randburg area that is aligned with the previous 5-year plan. Randburg SAPS works well with JMPD but there is a lack of integration with other departments such as the Department of Human Settlements who can address the issue of illegal squatting outlined in the presentation. 	<p>Goodwill Shivuri – Commuter Buses – 13/06/2022</p> <p>Mike Smith – JMPD Meeting – 14/06/2022</p> <p>Marisa Hahn - DHL Express – Freight Operators – 15/06/2022</p> <p>Participant, Informal Traders Meeting – 26/07/2022</p> <p>Brigadier Michelle Jones - SAPS, CRUM, Group Forensics Meeting – 21/07/2022</p>
	Provision for CCTV	<ul style="list-style-type: none"> There are major challenges with the Johannesburg Metropolitan Police Department (JMPD) and the Integrated Intelligence Operation Centre (IOC) with regards to the procurement of cameras which has been published in the newspaper. An increase in public infrastructure upgrades that includes lights and bollards is anticipated. As yet there is no mention of CCTV cameras, which are the ambitions of the City's integrated security centre based in the Johannesburg Metropolitan Police Department's (JMPD) head office. The introduction of CCTV cameras and security to Randburg is welcomed. At some point a properly run City Improvement District (CID) or what is now known as the New City Improvement District (NCID) will be established but at this stage this has not been presented to Council for approval. 	<p>Councillor David Potter - Ward Councillors & Region Meeting – 24/05/2022</p> <p>Councillor David Potter - Public Meeting – 18/05/22</p>
General	Load Shedding	<ul style="list-style-type: none"> The clock tower was upgraded in the last project but the clock is not showing the correct time as load shedding causes the clock timer to go out. There are newer technologies that should be procured, such as a lithium battery which will last for many years. Please can this be put on the radar as it is largely inexpensive? 	Councillor David Potter - Ward Councillors & Region Meeting – 24/05/2022
	Traffic congestions and lack of capacity at the intersections	<ul style="list-style-type: none"> There are many delivery motorcyclists servicing the restaurants who are in front of the building. A designated traffic lane is needed for them as the motorcyclists use the same lanes as the cars which causes traffic congestion. 	Elizabeth Buyambo - Gardens Shopping Centre – Business Sector Meeting – 07/06/2022

Theme		Issue	Raised by
		<ul style="list-style-type: none"> The figures showing an increase in pedestrian traffic from 2015 to 2021 are evident of the densification taking place in the area and the provision of more high density residential in the CBD. Large scale public transport and inter modal facilities in support of residential densification would be ideal. There needs to be an awareness of the through traffic going through the CBD and the study area and how has the study accounted for this? A further issue is related to the suburbs around Randburg and the kind of commuter traffic that is found in the CBD office spaces. The Covid-19 pandemic has generated many shared workspaces and offices in the Randburg CBD which was not previously the norm and attracted travel into the Randburg node. There have been some dramatic changes in Randburg over the last three years that puts it in a favourable position to shape things slightly differently which could inadvertently create a different Randburg CBD to what currently exists. There is another high traffic area which is the Pretoria Street and Hill Street pedestrian mall that runs from the Randburg Oriental Plaza into Randburg Square which needs to be considered. Many cars and Uber taxis park here and get in the way of people trying to cross the road so it becomes chaotic. It needs to be ensured that this forms part of the Transport Master Plan and the proposed upgrades. What has also changed in Randburg but outside of the study area is the presence of distribution centres including Takealot distribution centres. Whilst this may not be considered as freight per se, it results in more activity and through traffic in the Randburg area. Although many businesses in Strijdom Park deal with freight vehicles and freight tends to be concentrated here, there is also a big mix of business such as automotive part suppliers that are not freight. So, we need to be mindful of how we deal with the traffic that is not freight, in terms of how we classify freight, which passes through Randburg and is generated by these kinds of businesses located on the periphery. There is a lot of holding on the Bordeaux Drive side and the residents there have recently implemented a road closure to limit the negative sprawl of the minibus taxis into the suburb in a bid to reclaim the suburb's residential charm. In terms of Spar's freighting operations, traffic congestion and poor traffic flow are issues that affect deliveries in the CBD areas and this in turn causes security issues as delivery trucks are broken into when they are idle in traffic or at a red light for long periods. 	<p>Malani Padayachee - MPAMOT - Public Meeting – 18/05/2022</p> <p>Councillor David Potter - Ward Councillors & Region Meeting – 24/05/2022</p> <p>Trevor Pittie – Freight Operators Meeting – 15/06/2022</p>

Theme		Issue	Raised by
		<ul style="list-style-type: none"> Have the current and proposed road closures along Republic Road been considered? 	Olev Taim – Resident - Public Meeting – 18/05/2022
	Limited space for upgrades	<ul style="list-style-type: none"> Are there plans to expand the reserve on Republic Road between Ferndale on Republic and the Randburg CBD? 	Francois du Buisson - Business Sector Meeting – 07/06/2022
	Risk Assessment	<ul style="list-style-type: none"> Has any risk assessment been conducted on this project and what are the measures that are in place? 	Desire Dlamini - CoJ Disaster Management - Public Meeting – 18/05/2022
	Coordination at the City Departments	<ul style="list-style-type: none"> A concern with Johannesburg Development Agency (JDA) projects is that once projects are implemented the organisation walks away. There is an increasing number of complaints from the Randburg CBD on the failing infrastructure that was upgraded in the last project. The upgraded infrastructure needs to be handed back to the core City department responsible for it for ongoing maintenance and management. There is a need to align all the departmental teams to work together. 	Councillor David Potter - Ward Councillors & Region Meeting – 24/05/2022

The draft report and presentation will be available on platforms where all interested parties can review the data and offer feedback on the plan before the final RTMP report is prepared. Figure 2.1 shows the proposed Phase 3 Stakeholder Engagement Process flow diagram for the review of the draft RTMP and Implementation Plan.

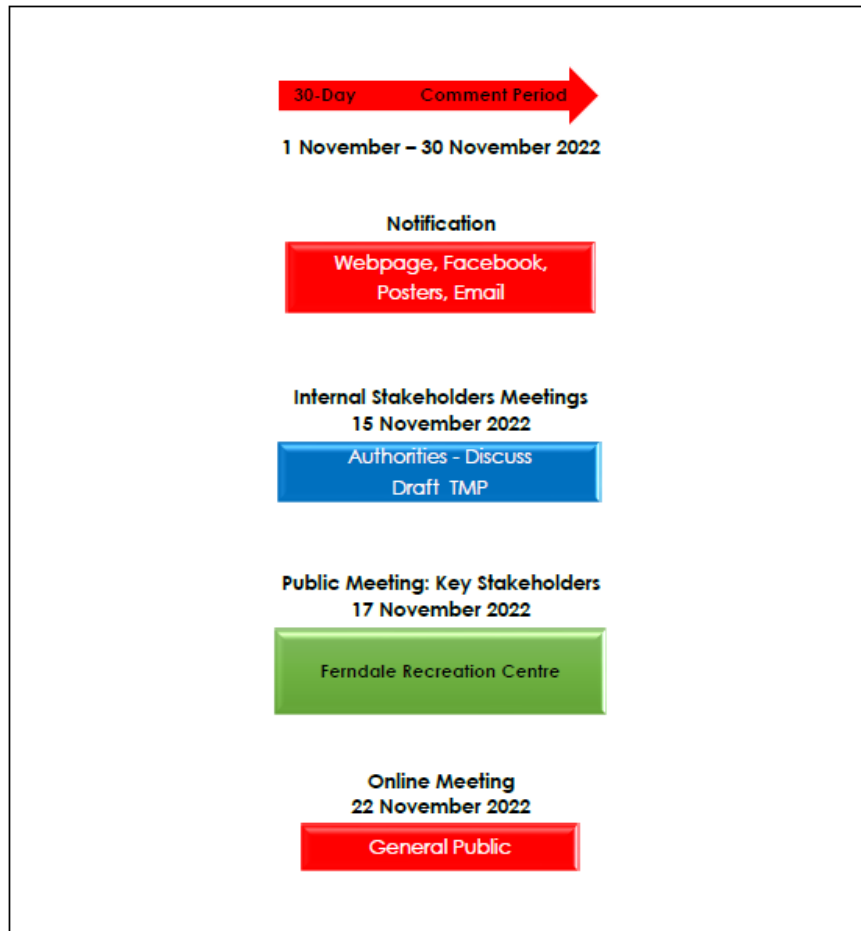
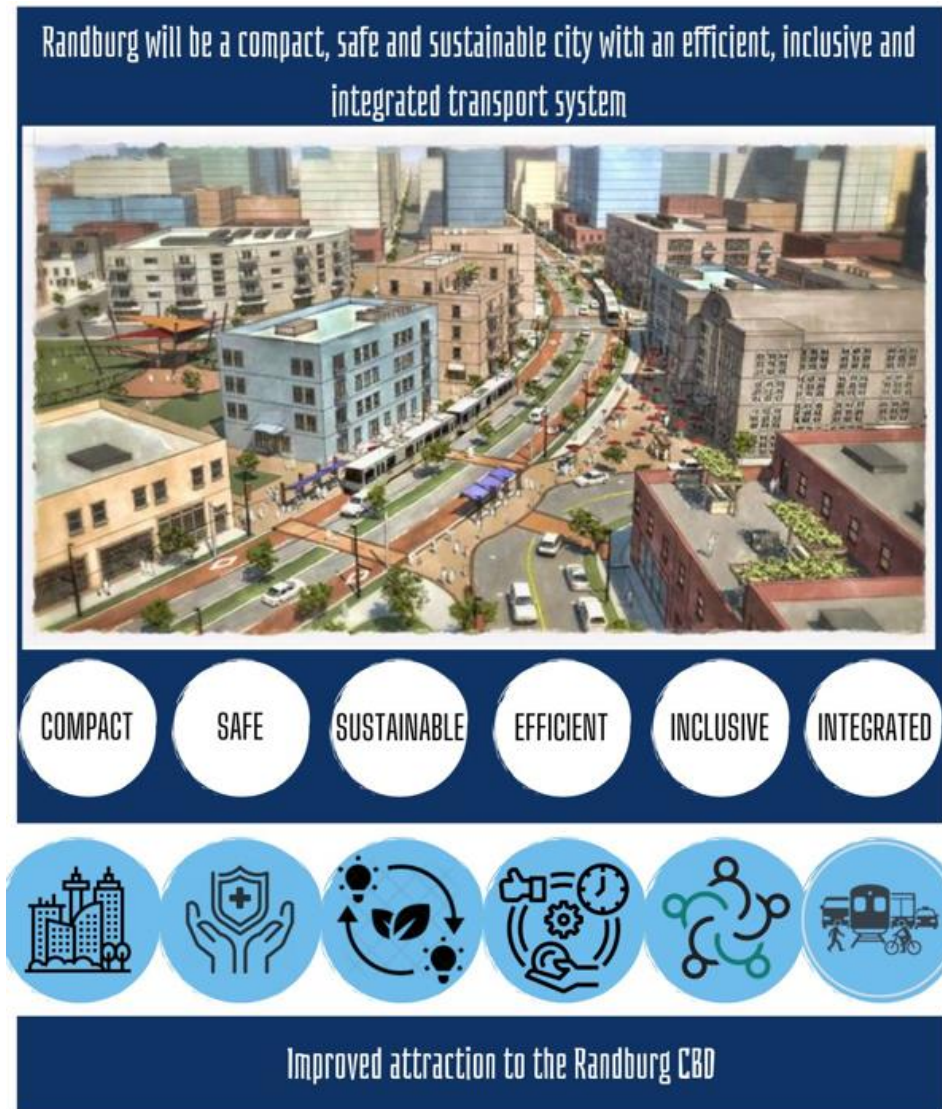


Figure 2.1: Phase 3 -Public Review of Draft Transport Master Plan and Implementation Plan Process

3. THE RANDBURG CBD TRANSPORT VISION

A vision was created to guide the RTMP process and assert its desired outcomes.



Compact	<ul style="list-style-type: none"> Increased density Concentrated transport system in the CBD Create compact public transport by connecting the pedestrianized streets with the buses and taxi rank
Safe	<ul style="list-style-type: none"> Well-maintained infrastructure Minimising crime through effective law enforcement Creating a space with sufficient lighting and effective routes that are safe to walk or drive on at night
Sustainable	<ul style="list-style-type: none"> Creating a transport system that people can trust and rely on Promote land-uses that will attract businesses and property developers to Randburg Maintaining a transport system that is financially viable for the transport operators (taxis, BRT, ICM corridors, buses) around the Randburg area
Efficient	<ul style="list-style-type: none"> Provide facilities for all modes e.g. cycleway proposed in 2015 Arup study Making sidewalks safer for pedestrians Providing universal access for people with disabilities
Inclusive	<ul style="list-style-type: none"> Linking the study area to other surrounding areas Integrating modal facilities to facilitate intermodal transfers Integrating the RTMP proposals with the proposals made in other studies that were done in the Randburg area
Integrated	<ul style="list-style-type: none"> Minimize travelling costs for residents and people who travel to and around Randburg Implement an efficient transport system where routes are optimized to reduce costs and walking distances

4. STATUS QUO SUMMARY

4.1 Land-Use Analysis

4.1.1 Current Zoning

The Randburg Town Planning Scheme 1976 governed Randburg. However, all of the separate schemes that were previously in operation were merged into a single scheme. The City of Johannesburg Land Use Scheme, 2018 now governs the zoning and land use development rights of all land located within the City of Johannesburg Metropolitan Municipality boundaries. The sites in the Randburg area comply with this Scheme, as shown in **Figure 4.1**, which depicts the existing zoning within the study area.

The Randburg CBD's dominant land use zones include "special," "business 1," and some "business 2," as well as other "business" zones. There are also higher density residential land use zones in the Randburg CBD, such as "residential 3" and some "residential 4" zones. A CBD area will typically have a mix of land use development zones. Within the Randburg CBD, the special zone appears to be the most dominant land use. This is due to the Randburg Town Planning Scheme 1976, which represented erven and township areas with a diverse range of land uses, some of which were not otherwise found in the existing land use zones.

The most dominant zones are low to medium density residential zones, such as "residential 1", "residential 2", and some "residential 3" zones near the study area's boundaries. Kensington B and Bryanston have a low-density residential character, with most developments consisting of single-family residential houses, with some mixed land use zones in strategic areas.

The open space and recreational areas are also concentrated on the outskirts of the study area.

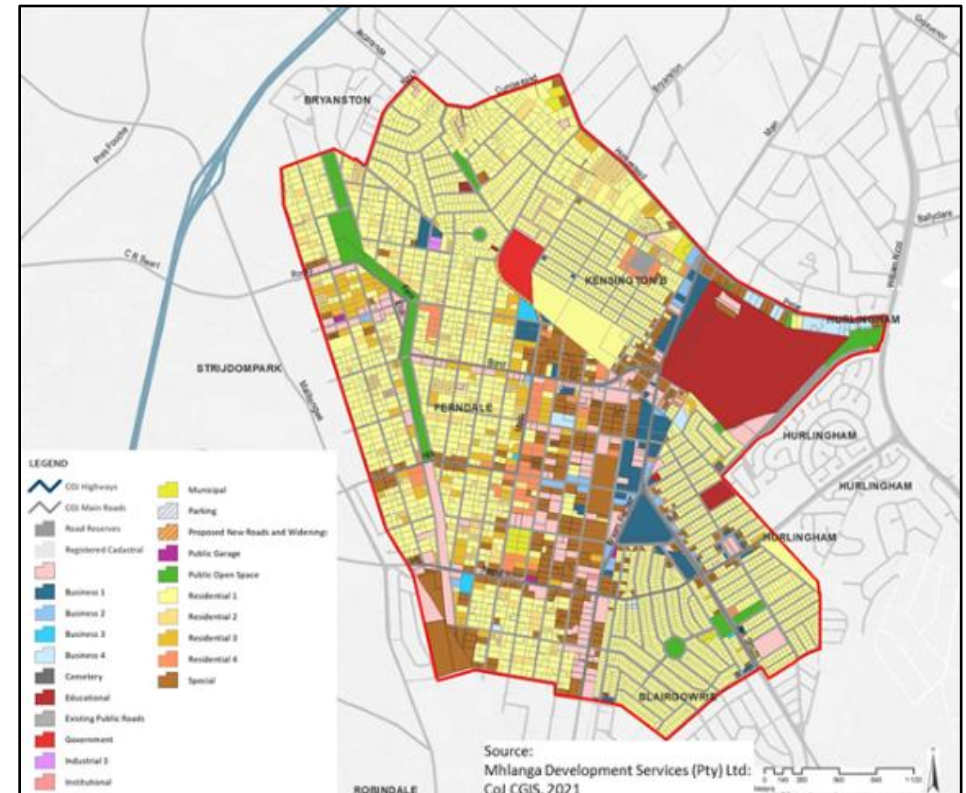


Figure 4.1: Existing zoning

4.1.2 Current Land Uses

The current zoning does not always reflect the erven's land-use activities on the ground accurately, as shown in **Figure 4.2**.

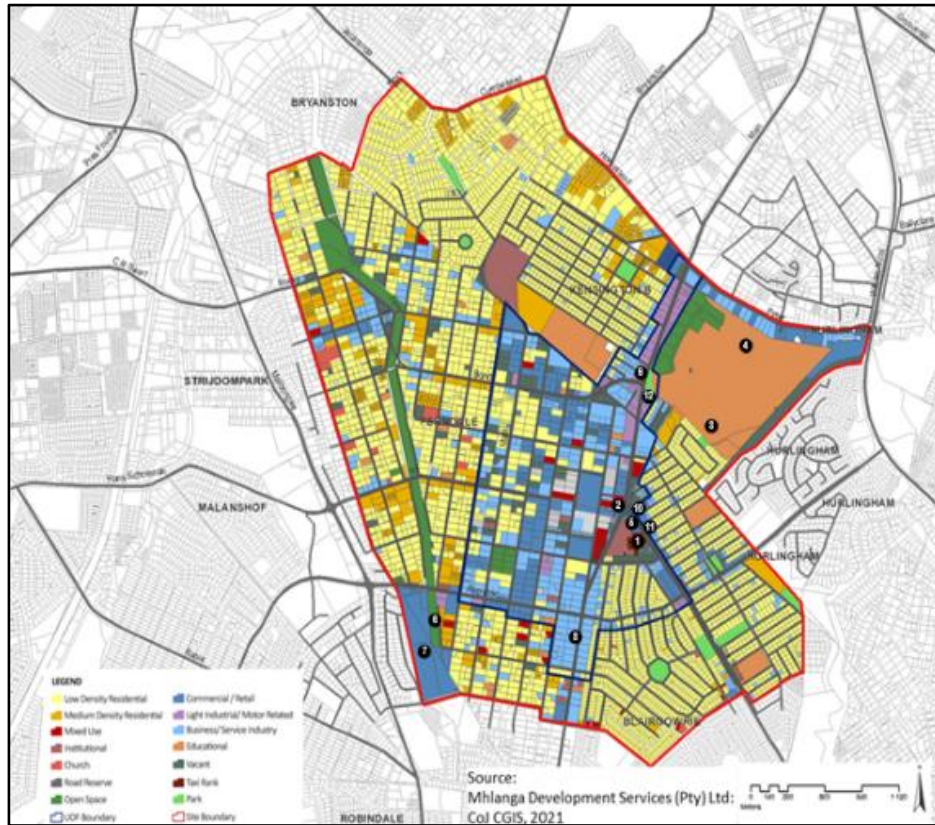


Figure 4.2: Existing land uses

Several land development applications have been submitted, including rezoning to high density affordable residential developments, high density middle-income residential developments, and mixed use developments within one Erf. Other land use development applications being submitted to the municipality that are specific to the RCBD include parking relaxations, business parks, and some road closures. These land developments are directly adjacent to major road networks such as Jan Smuts Avenue, Bram Fischer Drive, Selkirk Avenue, and Noreen Avenue, and will thus infill the RCBD, ensuring residents'

access to socio-economic amenities within the CBD as well as areas of importance connecting to other regions.

Another current trend in the study area is the conversion of office buildings into high to medium density residential developments. This is visible on Dover Street, Kent Avenue, and Bond Street. As a result, in areas where the Office Space Optimisation Programme (OSOP) has been heavily implemented, such as Randburg, these programs should be reconsidered particularly in light of the COVID pandemic where the trend has been to shift away from CBD office space and toward suburban offices or work-from-home arrangements. Alternative office options, such as on-demand or ad-hoc office space that cater to the current environment and can be easily reversed, should be considered.

Land uses on Randburg's outskirts are predominantly low to medium-density residential areas. There is a growing trend of medium-density complex developments being built recently or currently being built on previously low-density residential erven. In addition to the foregoing, low-density residential erven are undergoing conversion, with an increase in the number of business activities.

These identified development zones and land use trends present the Randburg CBD as an area with great potential for urban revitalization, and thus additional strategies should be developed for it to be a TOD city with the RTMP and IP.

Areas of interest were identified within the study area. These areas include the Oriental Plaza/Pedestrian Mall, Randburg Civic Centre Triangle, which houses the Randburg Taxi Rank, an informal traders' market, and government or municipal buildings (traffic department, licensing department, and library), institutional (St

Stithians College), and MultiChoice Complex, as shown in **Figure 4.3** below. These areas can assist in determining where NMT routes and modes can be directed or provided to create a modern and sustainable city.

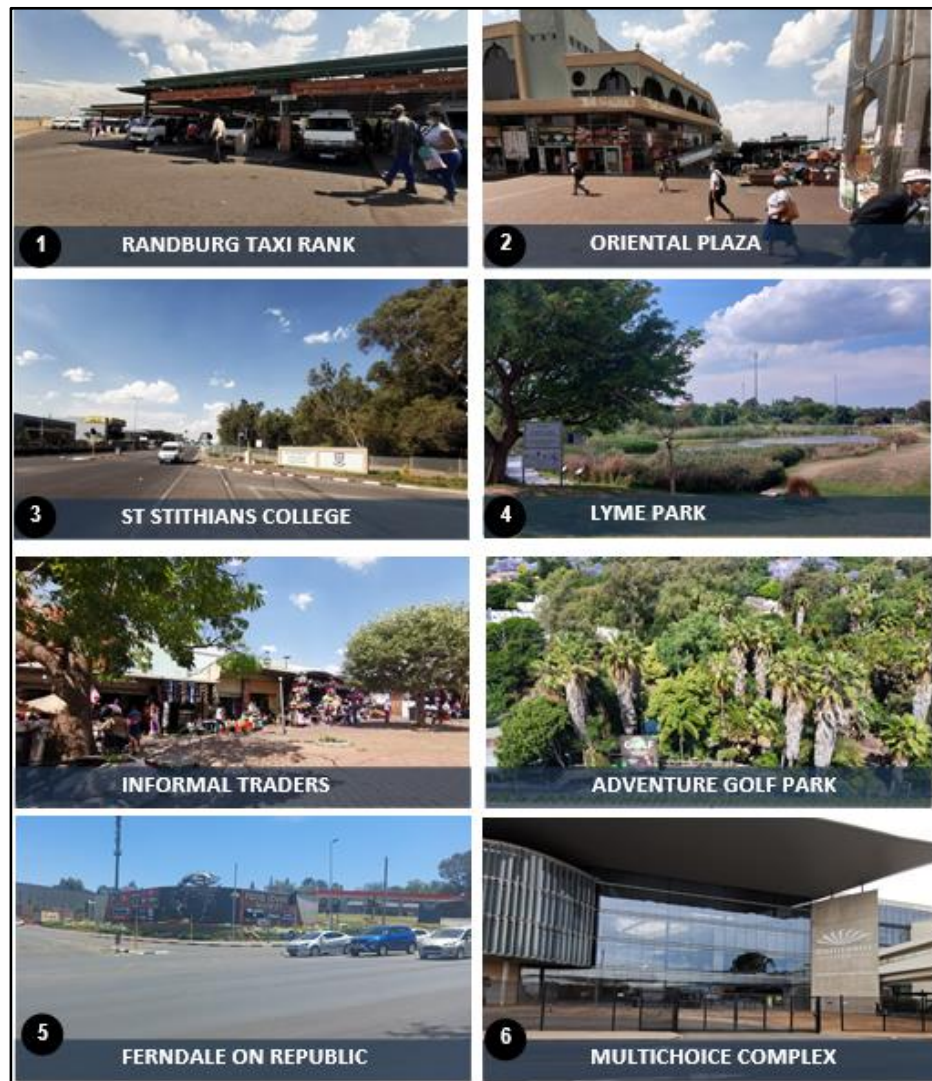


Figure 4.3: Areas of interest in the study area

Furthermore, urban decay is evident in areas with dilapidated buildings along Jan Smuts Avenue, which run across the Civic Triangle. Previous office buildings and residential buildings are now vacant and abandoned, with commercial, retail, and mixed-use land uses on these erven. This creates an unappealing aesthetic environment for the Randburg CBD area, resulting in the city falling into disrepair, as shown in **Figure 4.4** below.

The properties with problems such as hijacked, unoccupied and dilapidated buildings within the study area are listed in **Table 4-1**.

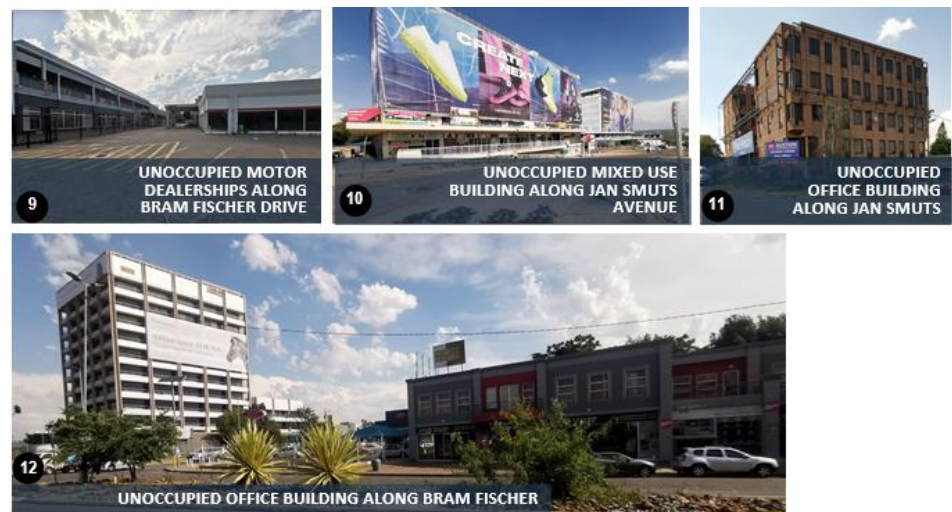


Figure 4.4: Unoccupied and dilapidated buildings in the study area

Table 4-1: Problem Properties, Hijacked and Dilapidated Buildings

Ward	Township / Building Name	Erf No	Street Name	Street number	Contravention
102	Bryanston Ext 1	2277/2278	Banbury Road	3	Problem property
102	Bryanston	4745	Chapel avenue	23	Problem Property Vacant land, overgrown weeds, and an unauthorized Uber rank.
102	Ferndale	RE/793	Main Street c/o Dover Street	348	
102	Blairgowrie	2364	Stevens street	54	Neglected and dilapidated building, possible illegal electrical connection, no other violations.
102	Bordeaux	550	No 2 Belgium Drive		The illegal user (workshop) using the land to park and possibly storing motor vehicles.
104	Bryanston	151	Sloane Street	8	Request from Ward councilor, the mentioned property seems to have been illegally occupied.
104	Bryanston	203	Ashley Avenue	11	Case referred to Development Planning.
					No contravention according Dev Planning.
104	Bryanston Ext 5	9/3512	Gaunt Road	18	Abandoned and dilapidated property, no evidence of any invaders, maintenance was in process but stopped. Problem Property
104	Bryanston Ext 8	8/4128	Ness Avenue	1	House abandoned by owner.
					Pended
	Ferndale		Bottlebrush	3	The property is dilapidated, unsafe, and unsightly condition. Furthermore, the electricity and water supply to the property have been discontinued.
104	Ferndale	RE /438	Oxford street	77	Illegal business property neglected
104	Ferndale	RE/151	West Ave	387	No contraventions, neglected.
104	Ferndale	RE/237	West Ave	342	
104	Ferndale	RE/255	West Avenue	323	Dilapidated house Case to be referred to Forensic Department

Ward	Township / Building Name	Erf No	Street Name	Street number	Contravention
104	Ferndale	RE/438	Oxford Road	77	Dilapidated property occupied by a lady apparently in possession of a lease from the owner (Currently in Cape town), could not provide copy of lease. 12 rooms being rented out. Illegal panel beating and repairs are being done on property.
104	Ferndale	1/198	Long Avenue	376	The City has removed the electricity meter, due to alleged illegal connections. The customer is now operating a generator, which is causing a significant nuisance in the area. Case referred to Forensic Department
104	Ferndale	159	Long Street	403	Suspect property has been hi-jacked by vagrants. Dilapidated house.
104	Ferndale	190	West Ave	368	Illegal business.
104	Ferndale	410	Fir Street	428	No electricity, injurious conditions, Illegal accommodation establishment, Environmental Health and land use department to institute their notice process.
104	Ferndale	562	Bond street	43	Property vacant but signs of development / construction are visible.
104	Fontainebleau	297	Republic Road	203, 205	Carried over from 2016 Case referred to Forensic Department.
104	Strijdom Park Ext 2	55,56 and 57	Wakis Avenue	4	Abandoned warehouse occupied by vagrants. Pended
104	Vandia Grove	03-Feb	Elgin Road	67	Abandoned and dilapidated property, 3 rooms occupied with the owner's permission, they are not paying rent. Problem Property
104	Malanshof	14	Silver pine Avenue	115	Burned and dilapidated property. Dilapidated property, Problem Property

4.1.3 Socio-Economic Assessment

4.1.3.1 Demographic Assessment

The study area predominantly lies within wards 102 and 104 of the COJ and a small portion of Ward 99 as shown in **Figure 4.5** below.

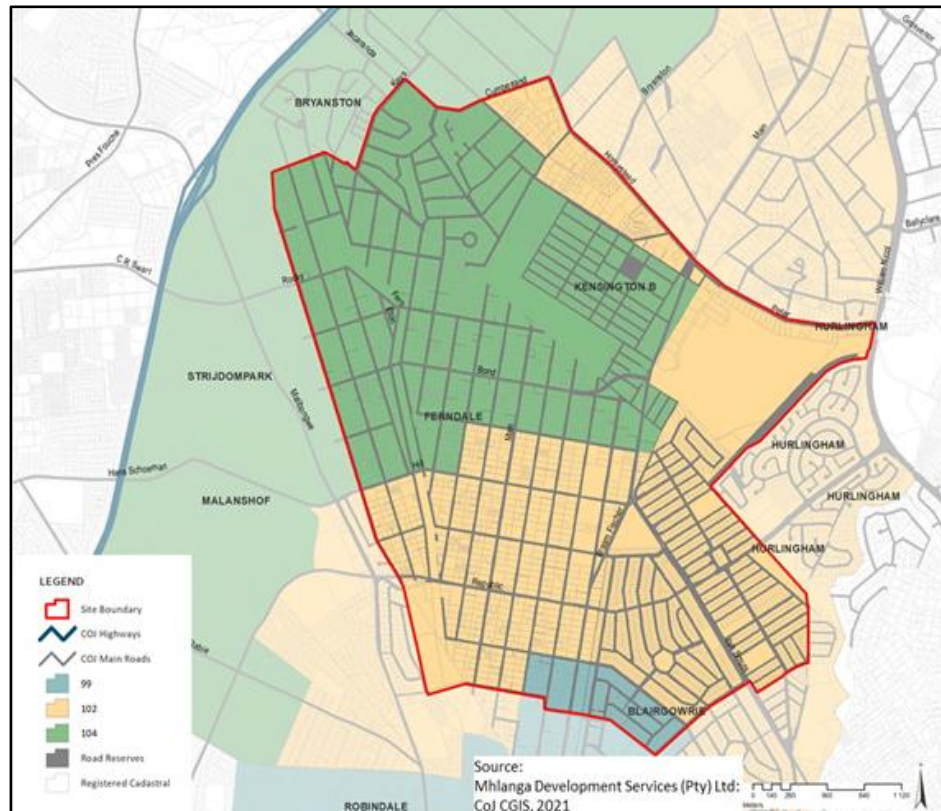


Figure 4.5: Ward Map

The demographic assessment was not restricted to the study area boundary, but has relied on data from the South African 2011 census relating for the entire

ward 102 and 104. **Figure 4.6** below shows the administrative and demographic character of the study area.

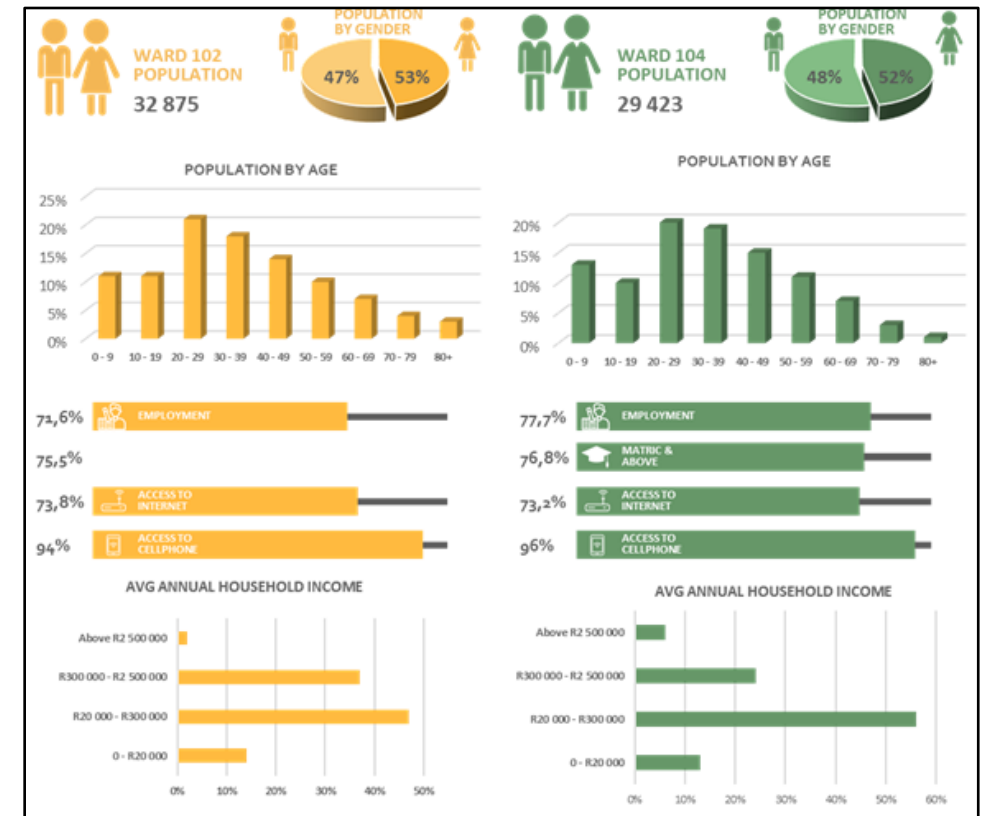


Figure 4.6: Demographics within the Study

Wards 102 and 104, as shown in the figure above have populations of 32 875 and 29 423 people, respectively. The combined population of the two wards is 62 298 people, divided into 26 209 households.

A low income household is defined as one with a monthly income of less than R1500 per month, according to the Human Settlements definition. As the majority

of households have a monthly household income of more than R6000, it can be concluded that the population within the study area is predominantly middle to high income households.

According to statistics from both wards, the employment rates for wards 102 and 104 are 71.6% and 77.7%, respectively, with the majority of this group working in the formal sector. The majority of the population in the study area has a matriculation or higher education. However, it should be noted that not all employed people work in the study area. With the area's higher household and individual incomes, it is likely that a large portion of the employed population works outside of the study area, with individuals commuting to and from work.

The majority of people in the study area were found to have access to cellphones and the internet.

4.1.3.2 Civic and Social Services

Figure 4.7 depicts the existing civic and social services in the study area, which are within a five-minute (400m buffer) and ten-minute (800m buffer) walking distance of public transport system. There appears to be a significant number of places of worship (churches) within the overall study area; however, these facilities are more prevalent towards the study area's western boundary.

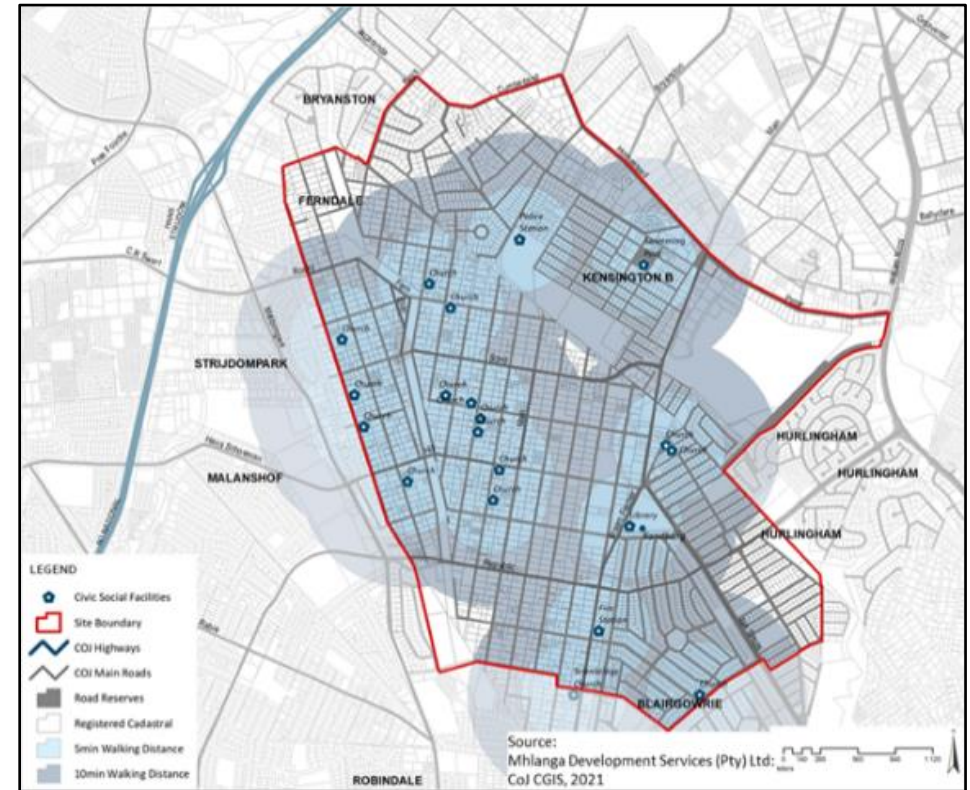


Figure 4.7: Civic and Social Services

4.1.3.3 Employment and Business Access

Figure 4.8 and **Figure 4.9** show the current employment and business opportunities in the study area. The Randburg CBD is clearly defined by significant commercial/retail and business/service industry opportunities, as well as mixed-use areas. The land uses closer to Kensington B are more geared toward light industrial and motor-related uses. There is also a noticeable shift toward the study area's outskirts, where residential sites have been converted to business- and business-related activities.

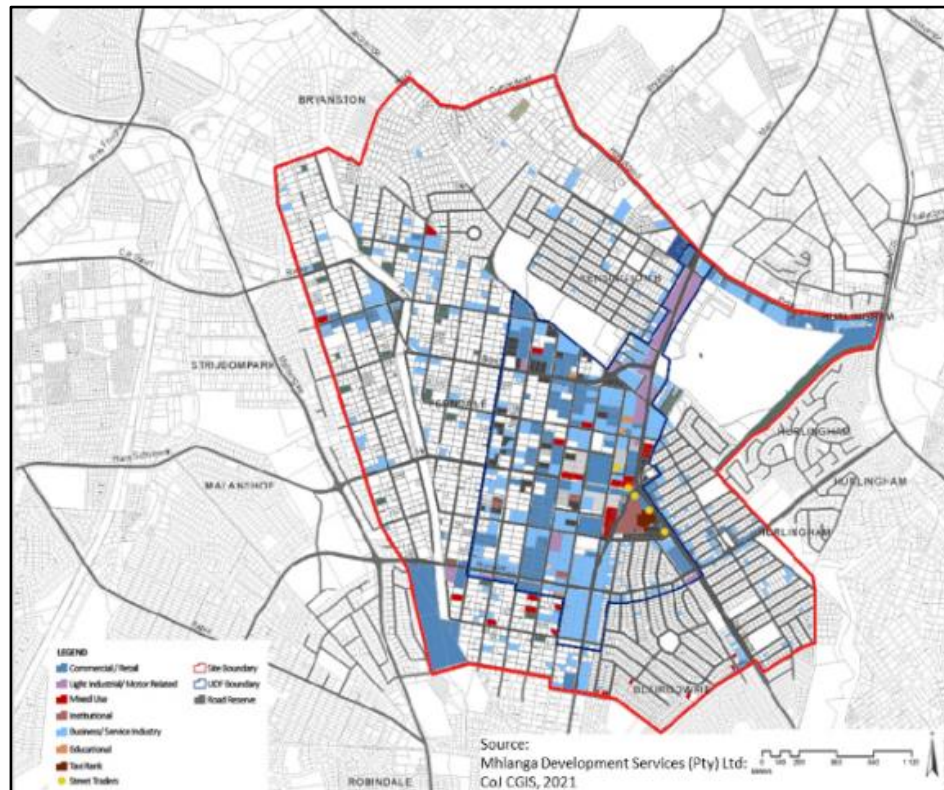


Figure 4.8: Economic Opportunities

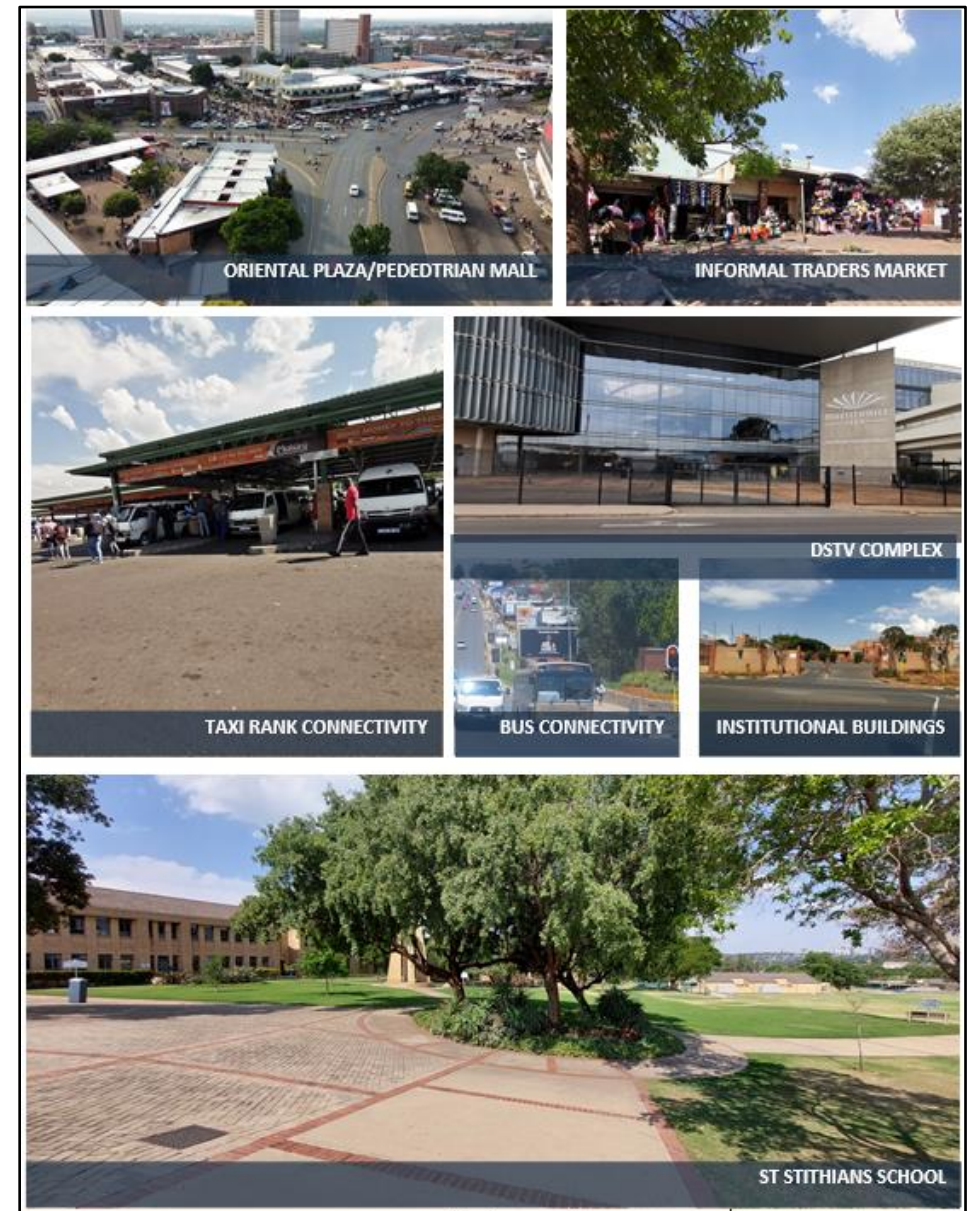


Figure 4.9: Socio-Economic Activities, Facilities and Opportunities

4.1.4 Existing Open Space

There are areas that are distinguished by a public and private open space system within the study area, as shown in **Figure 4.10**. Some of the erven have active public parks, such as (see **Figure 4.11** for images):

- i) Lyme Park, located within St Stithians College to the east;
- ii) Bryanston Park, located to the north;
- iii) Kensington B Public Park to the north-east;
- iv) Dennis Park to the south;
- v) Rose garden park to the east of Dennis Park; and
- vi) Bordeaux Park across Jan Smuts Avenue directly adjacent to Rose Garden park,

It should be noted that the Ferndale Spruit Park and Recreational Centre, located on the corner of Main Avenue and Harley Street, is not identified as a public open space in the CoJ data and thus is not depicted in **Figure 4.10**.

There are also public recreation facilities, such as the Adventure Golf to the southwest within the Ferndale on Republic Mall. This facility is not included in the CoJ's open space system, most likely because it is located on private property and may be considered private open space; as is Ferndale Valley Arboretum, a bird sanctuary located along Eton Avenue, as shown in **Figure 4.10**.



Figure 4.10: Open Space Network



Figure 4.11: Public and Private Open Space System in the Study Area

4.1.5 Johannesburg Critical Biodiversity Areas

The Gauteng Conservation Plan v3.3 identifies the province's critical biodiversity and ecological support system areas.

The ecological support area one (1) ESA 1 and ecological support area two (2) ESA 2 categories dominate the study area. As shown in **Figure 4.12**, these are located along the western side, the north-eastern side, and some areas on the south-eastern side of the study area boundary. There do not appear to be many categories in critical biodiversity area one (1) CBA 1 and critical biodiversity area two (2) CBA 2. This is due to their location on the far eastern side of the study area boundary, specifically on the St Stithians College erf, a private educational site.

The ecological support area one (1) ESA 1 typically represents areas that have been identified as CBAs but have been degraded. They are, however, potentially useful in supporting ecological processes. As a result, rather than intensifying land use, rehabilitation of these areas is encouraged.

The ecological support area two (2) ESA 2 typically represents areas devoid of natural habitat but with the potential to support ecological processes. As a result, inappropriate land use management or intensification in these areas may have additional impacts on ecological processes and should not be encouraged.



Figure 4.12: Critical Biodiversity Areas

The study area is characterized by a public open space system, with some even having active public parks and some areas having recreational facilities designed for public use, while others are left as un-utilized ecologically sensitive green spaces, as shown in **Figure 4.13** in the images.

As a result, low levels of land transformation should be avoided in these areas, and any underlying biodiversity features should be protected and conserved, as there are few natural habitats left due to high levels of urbanisation.



Figure 4.13: Un-utilized Ecologically Sensitive Green Spaces

4.2 Transport Analysis

4.2.1 Road Network and Classification

Roads are the foundation of the transportation network because they serve as the primary facilities for the major modes of transportation considered in this plan, namely NMT, private cars, metered taxis, e-hailing, minibus taxis, buses, and trucks. Roads are designed with their network function, surrounding land use context, and anticipated traffic volumes in mind. The road classification hierarchy provides a framework for understanding the role of each road type and

is a tool for transportation system planning, design, construction, and operation. The road classification hierarchy for the Randburg is identified in the CoJ Region B's RISFSA road hierarchy and consists of the six types shown in **Figure 4.14** below.

The major mobility routes within the study area include Jan Smuts Avenue and Bram Fischer Drive, which run in a north south direction, and Republic Road, which run in an east–west direction connecting with other suburb areas.

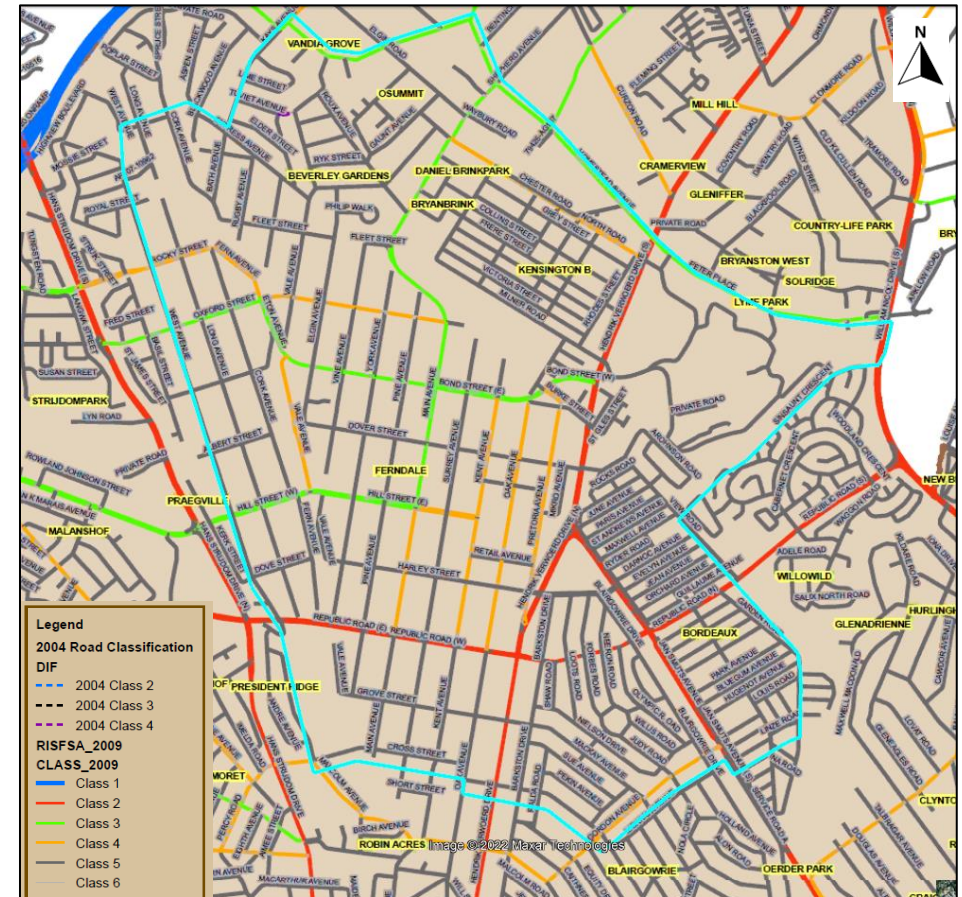


Figure 4.14: 2009 RISFSA Road Hierarchy – Region B

The Class 2 to 5 roads were assessed within the study area (see **Table 4-3**). Only the Class 5 roads near the CBD were evaluated. Class 1 roads are outside of the study area and thus were not assessed. The TMH 22 road condition rating method was used, with emphasis on the road markings, road formation, and sidewalk conditions criteria shown in the table below.

Table 4-2: Road Assessment and Condition Rating Method

Name	Function	Road Condition Index				
		Very Good	Good	Fair	Poor	Very Poor
		1	2	3	4	5
Road Markings	Guide traffic safely	No distress	Slightly worn	Paint but no beads	Very little paint	No paint left
Road Formation	Provide support for pavement	No distress	No significant loss of roadway integrity	Minor loss of roadway integrity	Potential for severe loss of roadway integrity	Deformation resulting in loss of pavement integrity
Sidewalk conditions	Sidewalk to carry pedestrian movements safely	Good Condition	Isolated minor defects	Intermittent significant defects	Frequent defects	Sidewalk should exist but does not or is in very poor condition

Table 4-3: Road Assessment and Condition Ratings – Class 2 to 5 Roads

Road Class	Road Name	Existing Road Reserve Widths	Terran (Average Slope)	Road Markings	Road Formation	Side Walk Condition
Arterial / Regional Distributor (class 2)	Republic Road	15m – 20m	5.4%, -5.5%	3	4	5
	Jan Smuts Avenue	±35m	5.1%, -5.5%	3	3	3
	Bram Fischer Drive	15m – 20m	0.8%, -1.7%	2	2	4
District Distributor (class 3)	Hill Street	20m – 25m	5.4%, -5.5%	4	4	4
	Bond Street	15m – 25m	1.5%, -4.9%	3	3	4
	Oxford Street	±16m	5.6%, 5.4%	2	4	3
	Main Avenue from Hill Street northwards	18m – 25m	3.8%, -5.0%	3	4	3

Road Class	Road Name	Existing Road Reserve Widths	Terran (Average Slope)	Road Markings	Road Formation	Side Walk Condition
CBD Road/ Activity Street / local Distributor (Class 4)	Rocky Street between Malibongwe Dr & Oxford Street	16m – 35m	5.3%, -3.5%	2	2	3
	Pretoria Avenue	±20m	0.9%, -3.8%	3	3	5
	Oak Avenue	±16m	2.3%, -4.3%	3	3	5
	Kent Avenue	±16m	3.0%, -4.0%	2	3	3
	Hill Street between Main Avenue & Kent Avenue	20m – 25m	5.7%, -1.0%	2	3	4
	Main Avenue between Hill Street & Republic	18.8m	3.8%, -3.3%	2	3	2
Residential Collector/ Residential Street (Class 5)	Dover Street	±16m	1.8%, -4.4%	3	4	3
	Harley Street	15.7m	4.8%, -6.4%	3	3	5
	Selkirk Street	18m – 28m	1.9%, -5.6%	3	3	4
	Surrey Street	±16m	2.6%, -4.3%	3	4	3

The table above shows that the existing road reserve widths measured within the study area are substandard and do not meet the CoJ complete streets guideline or the COTO THR26 manual's minimum requirements. There is limited space to accommodate additional lanes on most of the existing road reserves.

The terrain of some roads exceed 5% gradient (preferred) making it unsafe for NMT users (cyclists).

During the surveys it was discovered that there are a lot of people walking on the sidewalks along Pretoria Avenue, Bram Fischer Drive and Jan Smuts Avenue. The table shows that the sidewalks along these roads are generally not in good condition or do not exist. These sidewalks are not in good condition, posing significant safety risks to pedestrians and other non-motorised users.

Bram Fischer Drive's road surface and markings are in good to fair condition. The remaining Class 2 and Class 3 roads in the study area have slightly worn road surfaces and markings, or there is very little paint. There are also cracks and potholes on these roads, which make driving unpleasant.

The road markings along the surveyed Class 4 and 5 roads are in good to fair condition, as shown in the table above. The road surface is in fair condition, with some sections slightly worn, but does not pose a risk to vehicles traveling on it. Many sidewalks are in poor condition or do not exist along some roads, posing safety risks to pedestrians.

It can be concluded that terrain affects both pedestrian and cyclist and may have a considerable effect on route selection. Maintenance is therefore required along existing roads within the study area..

4.2.2 NMT Network and Informal Trading

Pedestrian activity patterns vary by type of location. The major pedestrian desire lines and crossing points in Randburg CBD were identified and mapped. These preferred routes are located near public transport facilities and Oriental Plaza along Bram Fischer Drive, Jan Smuts Avenue, Pretoria Avenue and Oak Avenue, as shown in **Figure 4.15**.

The NMT traffic count volumes show that approximately 98% of traffic is pedestrian traffic, with cyclists and trolley-pushers accounting for only 2%.

High pedestrian volumes were observed at the Oriental Plaza and Oak Avenue/Hill Street Mall intersections, which are pedestrian-friendly intersections with pedestrian crossings and sidewalks that connect with an established pedestrian network around the Oriental Plaza. There are, however, no or limited pedestrian crossing facilities at some of the locations. There is also limited provision for UA users at the existing signalized intersections. As a result, pedestrians jaywalk across the roads, particularly on Bram Fischer Drive, Jan Smuts Avenue, and Pretoria Avenue, creating potentially hazardous situations.

There are no defined cycling routes within the study area.

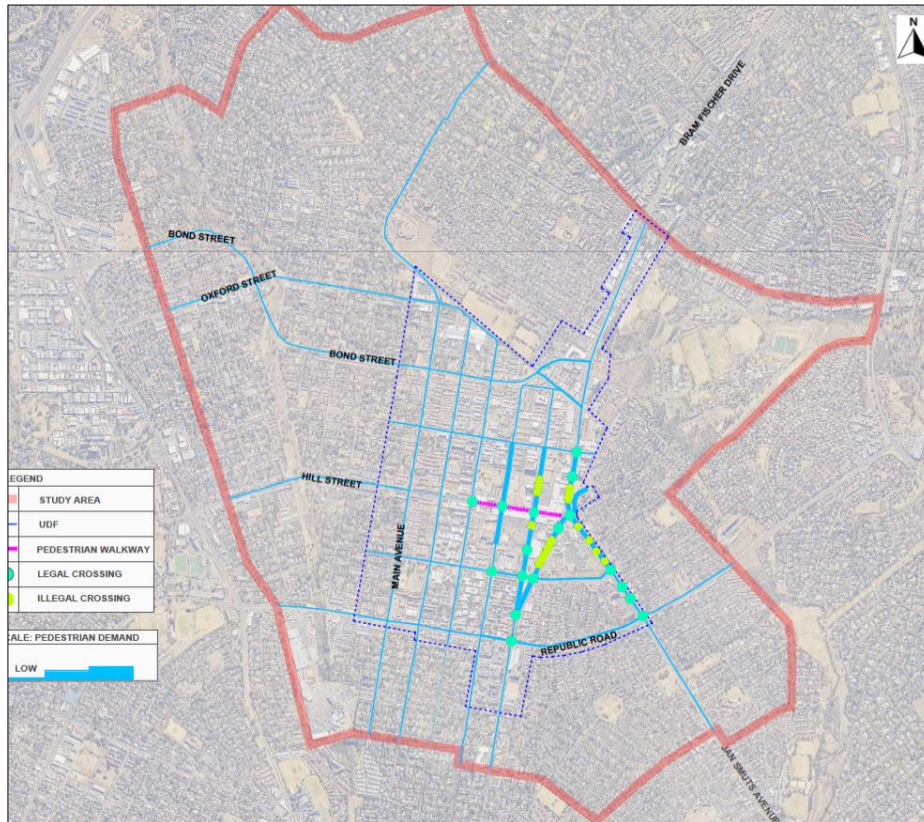


Figure 4.15: NMT Network (Pedestrian Desire Lines and Crossing Points)

The Randburg Taxi Rank has informal trading facilities. In addition, informal trading was observed at the Randburg Oriental Plaza, Big Ben Taxi Rank, Mikro Lane, Burke Street, and Jan Smuts Avenue as shown in **Figure 4.16**. The majority of informal trading operations occur in areas with high pedestrian volumes.

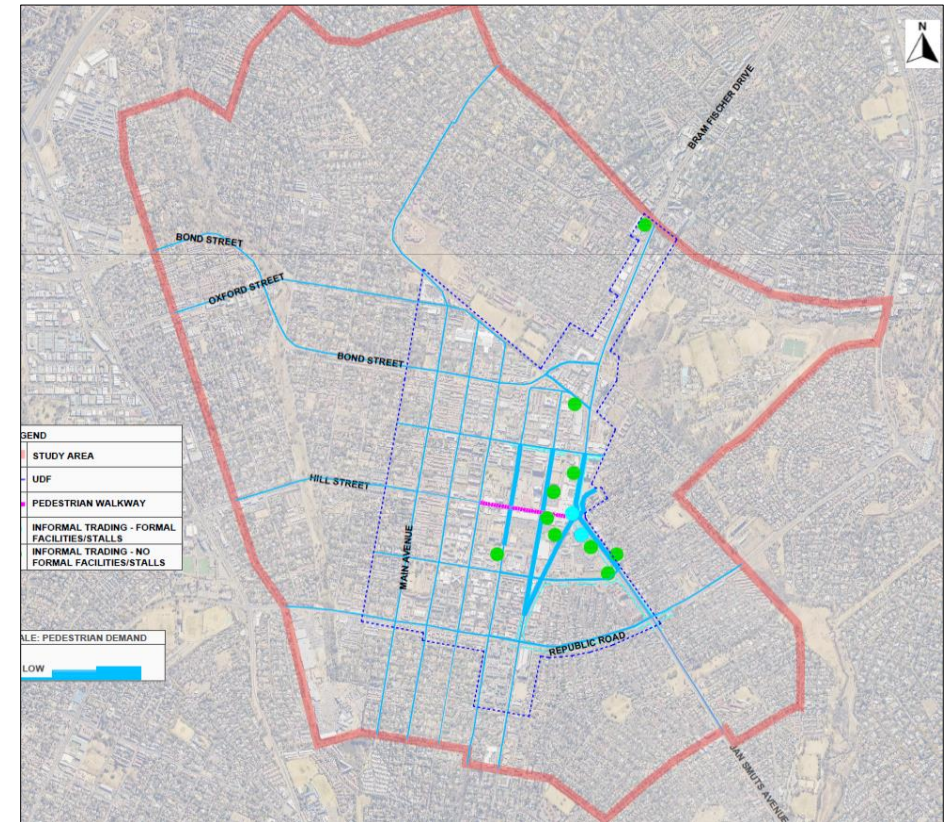


Figure 4.16: Informal Trading Locations and Facilities

4.2.3 Urban Management

There is a lack of urban management in the area. This creates a hazardous and untidy environment for people walking through the area. Some of the issues that were observed include:

- Rubbish littered about, insufficient trash cans, and a lack of roadside cleaning.

- A lack of policing results in infrastructure vandalism (e.g., pedestrian walkways) and unsafe road conditions.
- Infested with weeds and plants.
- Inadequate service delivery. There is a lack of toilet facilities and access to water for informal traders. The traders dispose of wastewater because there is no drainage at the Mikro Lane site.
- Theft and violence at the RCBD is experienced.

Figure 4.17 depicts some evidence of this.

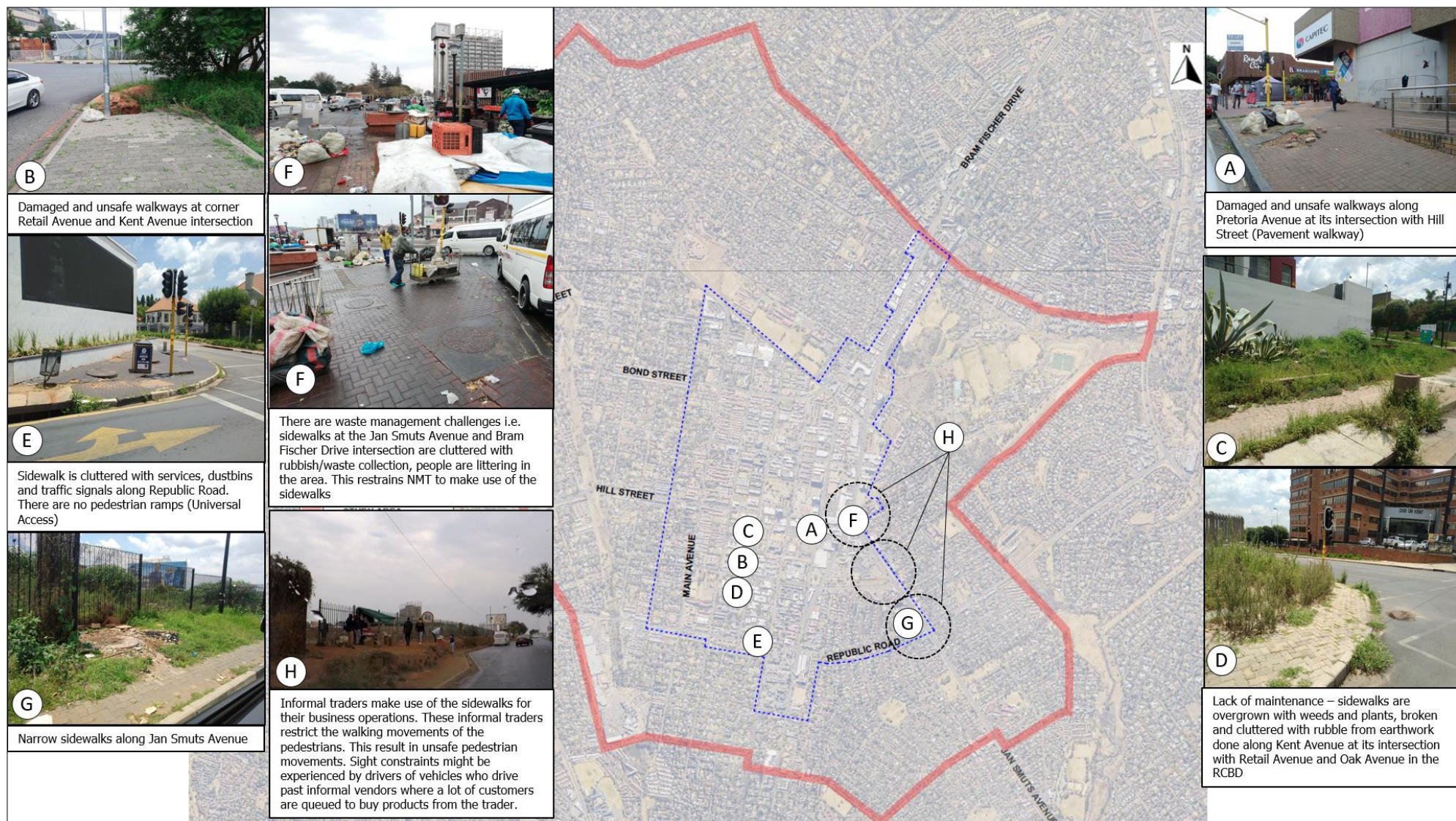


Figure 4.17: Urban Management Challenges

4.2.4 Road Closures

Information was received from the CoJ on authorised, unauthorised and illegal road closures with the Randburg study area as shown in **Figure 4.18**. These road closures are located in Berverley Gardens, whilst the unauthorised road closures are located along:

- Vine Avenue in Kensington B, President Ridge and Randburg Waterfront to the south of Republic Road,
- Republic Road in Willowild,
- View Street existing residential near Hurlingham Manor, and
- Near St Sithians College.

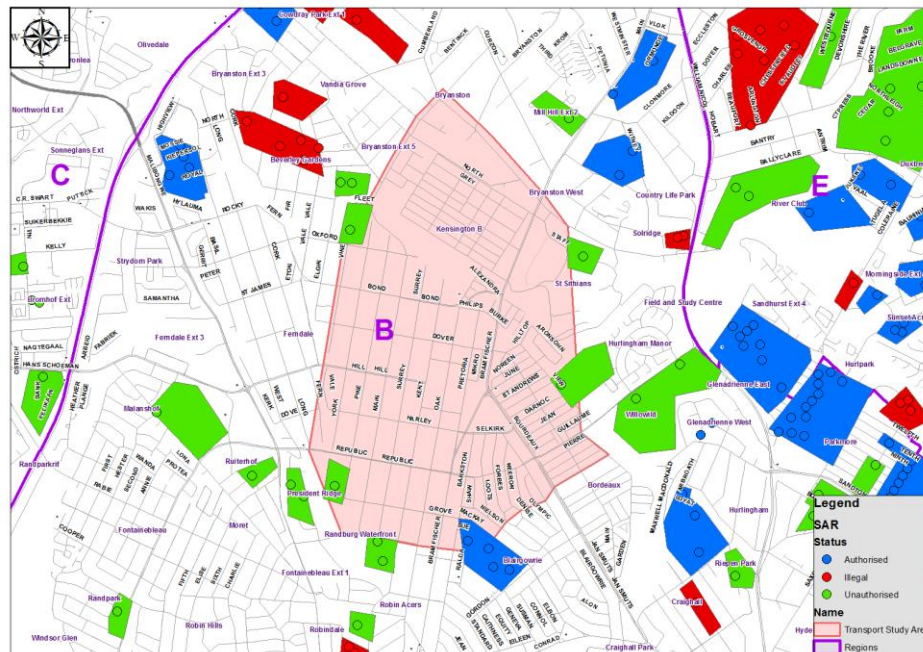


Figure 4.18: Road Closures

4.2.5 Parking Demand

Parking stress surveys (on and off the street) were conducted in seven areas, as shown in **Figure 4.19**, over a 12-hour period at 15-minute intervals to determine the parking demand within the study. According to the findings, many parking bays and areas are not fully utilized, as discussed below:

- Bram Fischer Drive (Area 2) and Pretoria Avenue/parking area (Area 3) had the highest volume of vehicles parked on street. There was utilization of 76% and 60%, respectively.
- Vehicles parking at the Parking Areas 6 and 7 increases as the day goes by, Area 6 reaches a maximum of 68% and 84% utilization, respectively during the off-peak and declines at it approaches afternoon peak.
- Oak Avenue (Area 4) was fully occupied (100%) during the morning peak at 10:00am by predominantly light vehicles.
- Parking along Retail Avenue and Kent Avenue (Area 5) was not fully utilized. The results show that only 20% throughout the day use the subject parking area.
- High occupancy rates were recorded late morning up until late afternoon at the Permrand Building (Area 7).
- Demarcated on-street parking bays are only provided along Retail Avenue, Kent Avenue and Oak Avenue.

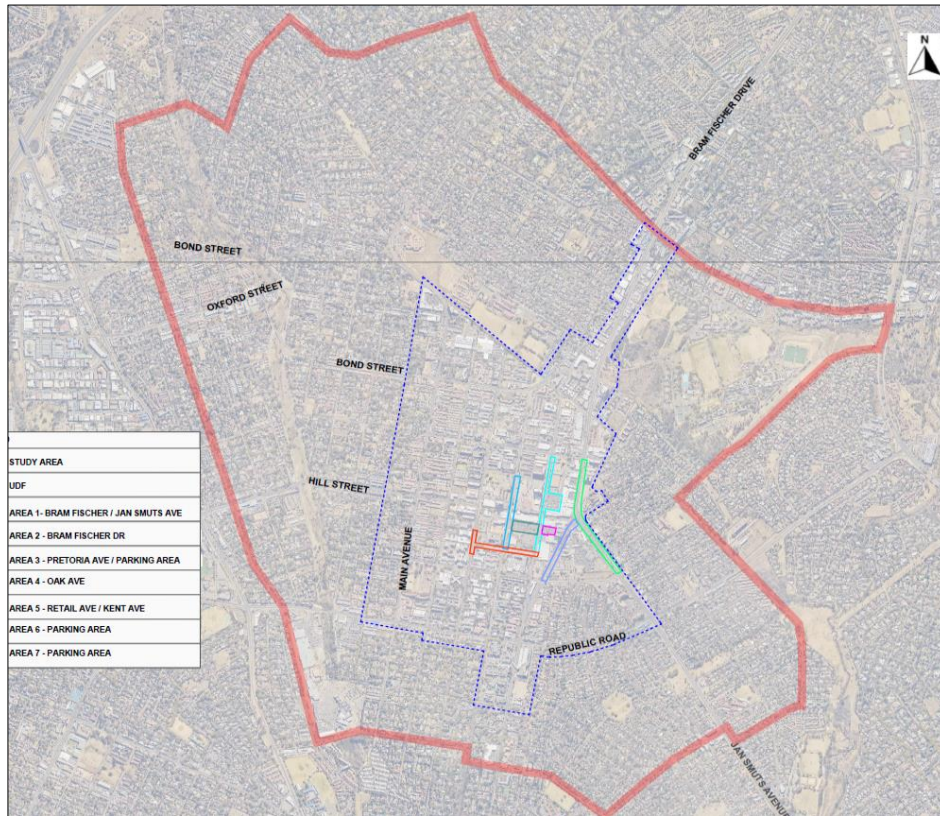


Figure 4.19: On and Off-Street Parking Areas

During site visits, parking challenges were observed. These include illegally parked vehicles and parking spaces used for unintended purposes, as shown in **Figure 4.20**.

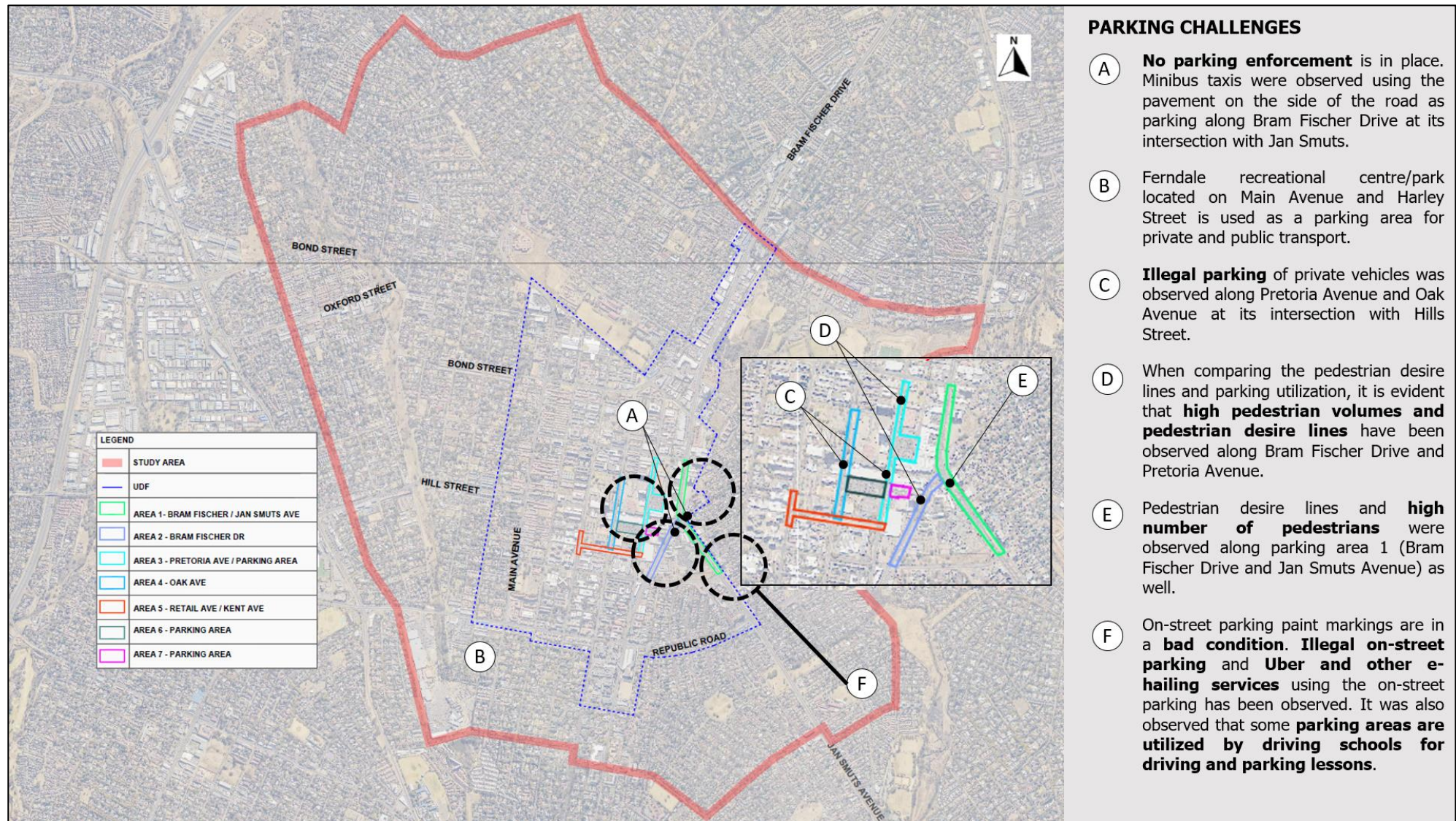


Figure 4.20: Parking Challenges

4.2.6 Freight Surveys

Delivery scooters were observed along Bram Fischer Drive at the Solar Energy City building and along Bordeaux Drive at its intersection with Evelyn Avenue.

While these services are not prominent in the area and illegal parking by these vehicles does not appear to cause problems or nuisance in the area, it is clear that there is a lack of on-street and kerb-side parking for these vehicles along the roads mentioned above. Many of these services thus park illegally on sidewalks, which may impede pedestrian movements. With the revitalization of the CBD, it is expected that demand for these services will increase, necessitating implementation of demarcated parking spaces in strategic locations.

It was observed that freight (delivery trucks) park illegally on Bram Fischer Drive northbound between Selkirk Avenue and Jan Smuts Avenue. Parking for delivery vehicles is limited in the Randburg CBD, as it is in many other CBDs. While Randburg Square has a delivery entrance off Oak Avenue, there are insufficient on-street loading facilities for this mall, as well as the Randburg City Mall across the street. As a result, many delivery vehicles park along Oak Avenue between Sentrum Road and Retail Avenue on the sidewalk or on painted islands.

There are also insufficient on-street loading facilities along Pretoria Avenue between Sentrum Road and Retail Avenue, causing delivery vehicles to park illegally for Randburg Square and the Oriental Plaza.

Delivery vehicles were also observed parking illegally on the southwestern and northern Bram Fischer Drive approaches to the Oriental Plaza's Bram Fischer

Drive/Jan Smuts Avenue intersection. **Figure 4.21** shows the areas of the illegal and legal parking of freight vehicles within the study area and routes.

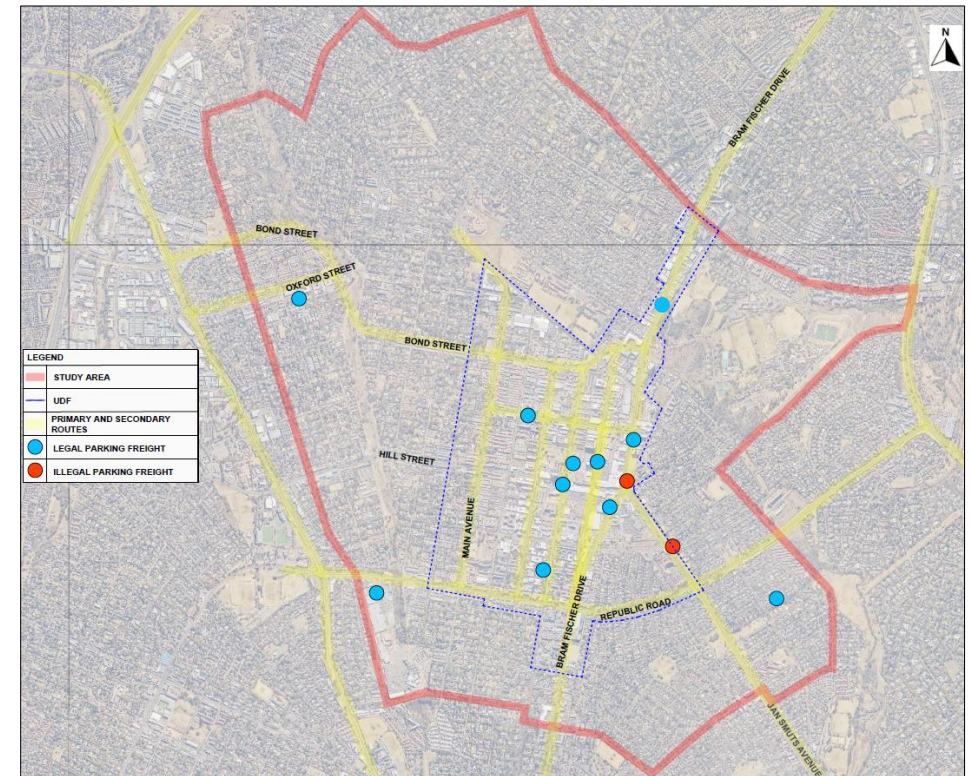


Figure 4.21: Location Map of the Freight Vehicles and Routes within the Study Area

4.2.7 Public Transport

4.2.7.1 Minibus Taxi Operations

There are two formalised taxi ranks in the study area:

- There are formalized public transport facilities along some of the roads in the study area.
- Minibus taxis were seen along Jan Smuts Avenue at its intersection with Bram Fischer Drive, as well as other intersections where they pick up and drop off passengers informally.
- Minibus taxis were also observed at schools in the study area, including Vuleka SSB High School. These minibus taxis transport students to school in the mornings and wait around the school grounds until the school bell rings in order to transport the pupils back to their destinations/homes. No formalised waiting areas have been provided at the schools for these minibus taxis.

4.2.7.3 Bus Operations Survey

There are currently bus services available between Randburg and other areas of Johannesburg (see **Figure 4.23**). However, based on traffic counts and site observations, it was determined there are not many buses in the study area.

The Metrobus head office has confirmed that there are a total of 22 weekday buses into Randburg from Metrobus, with passengers commuting via the following routes:

- Roodepoort Depot, route 420 operates **six (06) buses** in and around Randburg CBD.
- Milpark depot, route 80 operates **seven (07) buses** in and around Randburg CBD.

- Same depot, route 82 additional **five (05) buses** to Ferndale Extension via Randburg CBD.
- Route 520 Naturena to Randburg via Cresta **four (04) buses**.

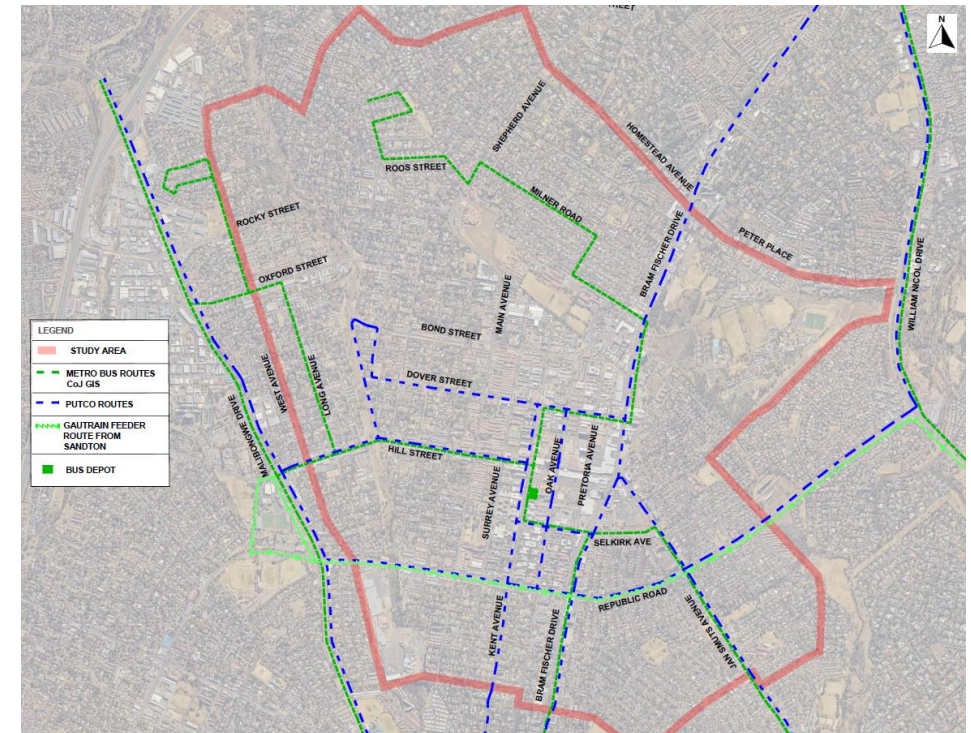


Figure 4.23: Metrobus, Putco Routes and Gautrain Feeder Routes

4.2.7.4 Meter Taxi Operations Survey

In the Randburg CBD study area, metered taxis and e-hailing services (Bolts and Uber) are available. When a passenger requests its services, these services respond quickly, usually within 1-3 minutes. Because these are roaming services, e-hailing services are not limited to specific areas of operation or dedicated minibus taxis and bus routes.

Metered taxis and e-hailing services were also observed in the study area at the following locations. These services park illegally in these areas because they do not have a formalised ranking.

- Bram Fischer Drive near the Oriental Plaza and along Pretoria Road near Randburg Square;
- Retail Avenue between Kent Avenue and Pretoria Avenue;
- Oak Avenue and Pretoria Avenue both at its intersection with Hills Street;
- Bram Fischer Drive at Solar Energy City building; and
- At the Bus terminal located at corner Kent Avenue and Retail Avenue.

4.2.7.5 Gautrain

Randburg CBD is currently serviced by Gautrain shuttle buses. The Gautrain feeder service (S4) runs from Sandton station to Ferndale (Malibongwe Drive) via Sandton Drive and Republic Road. Buses run between 06h08 and 20h40 and depart every 10 minutes before 09h00 and between 15h00 to 19h00 and depart every 15 minutes between 09h00 to 15h00 and after 19h00 during weekdays. No service on weekends and public holidays.

4.3 Land-Use And Transport System Challenges And Opportunities

The Randburg CBD's land-use and transport systems are characterized by a number of trends that pose challenges to the area. Many of these challenges, however, create opportunities for node improvement. Through the status quo assessment and stakeholder engagements, a number of challenges and opportunities in the Randburg CBD were identified.

The study area's challenges and opportunities are discussed below and summarized in **Table 4-4**. Strategies and concepts were developed to address the challenges and capitalize on the opportunities.

Table 4-4: Opportunities identified based on the Status Quo and Phase 2 Ideation Stakeholder Consultation

Topic	Challenges	Opportunities	
Land-Use	Urban decay	<ul style="list-style-type: none"> • Government and municipal offices in the CBD • Multichoice business hub 	Anchor land-uses can attract supporting land-uses
	Lack of public friendly open spaces	<ul style="list-style-type: none"> • Ecological sensitive pockets of vacant land 	Environmental revival initiatives
	Land-use planning & enforcement		
Parking/Holding	Outdated parking policies & provision	<ul style="list-style-type: none"> • Changes in industry trends and business needs • Land-use applications 	Implement updated parking policies
	Current holding and ranking capacity	<ul style="list-style-type: none"> • Vacant city owned properties in CBD are options for 	Intermodal facilities
NMT	Insufficient space & facilities for NMT	<ul style="list-style-type: none"> • Recent increase in NMT volumes • Underutilised parking • Road space used for illegal parking/holding 	Reallocation of road space to NMT Upgrade NMT infrastructure
Public Transport	Unbalanced public transport service provision	<ul style="list-style-type: none"> • Gautrain station and BRT routes create opportunity for connectivity between different transport modes and external areas 	Mass Transit (BRT & ICM corridors) & Gautrain

Topic	Challenges	Opportunities	
	Ranking	<ul style="list-style-type: none"> Ranking provision for metered taxis 	New demarcated spaces with proper signs for metered taxis
Maintenance	JRA Operations resources	<ul style="list-style-type: none"> Partnerships with business forums to do maintenance Provision for proper facilities for Informal traders 	PPP
Safety	Lack of law enforcement	<ul style="list-style-type: none"> Strengthen relation among CRUM, Forensic, SPAS, Public Safety & JMPD and community 	Strategy development that suits Randburg study area
General	Limited space for upgrades	<ul style="list-style-type: none"> New engineering designs in line with the existing road reserve widths Majority of residents owns a smartphone 	New NMT standard requirements Mobility apps
	Traffic congestions and lack of capacity at the intersections	<ul style="list-style-type: none"> Traffic modelling to investigate best feasible transport system 	Signal optimisation Feasible road upgrades

5. TRANSPORT MASTER PLAN FRAMEWORK

The vision for the master plan was used to create a framework for the RTMP as shown in **Figure 5.1** below. The framework pillars were based on transit-oriented development principles discussed in this section.



Figure 5.1: Transport Master Plan Framework Summary

The goal of this framework is to strike a balance between the RTMP vision and sound urban planning and transport principles. These principles are based on Transit Oriented Development (TOD) principles that have been applied in various international cities; however, these principles need to be adopted for the South African context, specifically the Randburg CBD context. The two sections below give a detailed summary of the TOD principles in international and South African contexts.

5.1 Transit Oriented Development in International Context



Transit Oriented Development: Urban development maximizing the land-use with public transport. It promotes a shift between private transport to public transport. This system enables safe and efficient connectivity to different regions and land-uses using a compact transport system and is available for all users.

The definition given above can be elaborated on in order to provide a comprehensive and detailed summary of what a Transit Oriented Development entails. The elaborated definition is summarised in **Table 5-1** below.

Table 5-1: TOD Definition (extract from Institute for Transport & Development Policy)

WALK: DEVELOPING NEIGHBORHOODS THAT PROMOTE WALKING
Objective A: The pedestrian realm is safe, complete and accessible to all
Objective B: The pedestrian realm is active and vibrant
Objective C: The pedestrian realm is temperate and comfortable
CYCLE: PRIORITIZE NON-MOTORISED TRANSPORT NETWORKS
Objective A: The cycling network is safe and complete
Objective B: Cycle parking and storage are ample and secure
CONNECT: CREATE DENSE NETWORKS OF STREETS AND PATHS
Objective A: Walking and cycling routes are short, direct and varied
Objective B: Walking and cycling routes are shorter than vehicle routes
TRANSIT: LOCATE DEVELOPMENT NEAR HIGH-QUALITY PUBLIC TRANSPORT

Objective A: High quality transit is accessible by foot
MIX: PLAN FOR MIXED USES, INCOME AND DEMOGRAPHICS
Objective A: Opportunities and services are within a short walking distance of where people live and work and the public space is activated over extended hours Objective B: Diverse demographics and income ranges are included among local residents
DENSIFY: OPTIMISE DENSITY AND MATCH TRANSIT CAPACITY
Objective A: High residential and job densities support high-quality transit, local service and public space activity
COMPACT: CREATE REGIONS WITH SHORT TRANSIT COMMUTES
Objective A: The development is in, or next to an existing urban area Objective B: travelling through the city is convenient
SHIFT: INCREASE MOBILITY BY REGULATING PARKING AND ROAD USE
Objective A: The land occupied by motor vehicles is minimized

5.1.1 TOD Success Factors

In order for TOD principles to be implemented successfully, a number of factors are required. These factors are summarized below:

5.1.1.1 Financial sustainability

Sufficient funds should be available to implement public transport systems and land uses, (S Cooke et al, 2018; Bickford, 2016). These funds come from public funding (subsidies), users of the public transport system as well as beneficiaries (businesses who benefit from the public transport service).

5.1.1.2 Four D's

Four factors that are critically important in the viability of a TOD are elaborated on below (S Cooke et al, 2018; Wood, 2021).

Design: describes the street network characteristics, i.e. intersection density, block size, NMT facilities, etc. Well-designed streets provide efficient, direct access to public transport stations, increasing first- and last-mile connectivity. It also improves journey quality, increase the perceived level of access for Public Transport users and increase ridership and financial viability, while well-designed supporting NMT facilities enable pedestrians and cyclists to easily access Public Transport trunk routes.

Density: A high population density translates to a high demand for goods, services and activities, thereby increasing ridership, resulting in a higher level of financial viability. Higher land-use densities around transit nodes result in shorter travel distances. Shorter travel distances will also increase NMT usage and decrease the usage of private vehicle usage. The higher density also improves the accessibility of the area.

Diversity: Refers to the spread of land uses and their level of interaction in a specific area. High diversity reduces travel distances, thereby reducing private vehicle dependence. Good land-use mix, further, assists with peak spreading (i.e. the different land uses have different peak hours and with the mixed land use, the peak is more evenly spread throughout the day). High diversity of land uses also increases the number of counter cyclical trips, which increases the number of seats that are re-used within a peak hour. Lastly, the job-housing balance in

a TOD area has a major impact on the financial viability of a TOD, since less feeder routes have to be provided in the area.

Distance to transit: The distance to a transit system has a major impact on the accessibility to opportunities. Close proximity to trunk public transport stations is key since trunk routes are more cost-effective.

5.1.2 Other factors

Every area is different and the TOD should be designed together with all the different stakeholders in the area to ensure that the area-specific opportunities and challenges are taken into account. A clear vision for the TOD should be formed by the stakeholders to ensure that the principles that are designed will suit the area and optimize the existing opportunities in the area. The process of implementing the principles should be agreed on to ensure that the principles which are highest priority are implemented first (Bickford, 2016).

5.2 South African Context

Bickford (2016) notes that there are three possible TOD objectives can be applied in the South African context:

1. The Traditional Car Reduction Objective
2. The Transit Operating Financial Sustainability Objective
3. Socio-Spatial Restructuring Objective

These three objectives can be applied together, however, it is important to develop an overarching objective for the area that will be used to form the nature of the TOD.

South Africa has a high number of people who rely on public transport to travel to and from their destinations. The aging public transport infrastructure, however, has a negative impact on the public transport system and therefore the accessibility to transport modes, as well as transport to and from destinations. As the formal public transport systems improve and increase, higher fares will be required, but majority of the public transport users in South Africa are poor and therefore cannot afford higher user fares. Increased subsidies are therefore required for the South African public transport systems, however, due to the financial constraints experienced by the transport authorities, this is not automatically a viable option (S Cooke et al, 2018). It is therefore important to ensure that transport affordability is one of the key factors to include as part of the TOD principles (Bickford, 216; S Cooke, 2018, Wood, 2021).

Land-use mix in South Africa is problematic due to the land use policies that were in place where the different land uses were purposefully separated from one another. This results in long distances and trips between jobs and residences, as well as high one-directional peak periods (Bickford, 2016, S Cooke et al, 2018). This decreases the viability of public transport systems, since the number of re-used seats are limited during the peak periods. The re-use of seats is an important factor to achieve a balanced and effective public transport system. This will only be achieved if mixed land use, accessibility and affordability are incorporated in TOD planning (S Cooke et al, 2018).

In order to develop high density housing in TODs, a significant amount of finance is required. Many residents that rely on public transport services cannot afford to buy new homes due to their financial situation. This results in higher public funding that will be required to develop the high density housing, which again

results in less money that will be available for public transport systems, (Bickford, 2016; S Cooke, 2018).

This also results in peripheral developments and low property market participation rates mean that conventional TOD typologies are unlikely to address the high reliance on feeder and line-haul service (Bickford, 2016; S Cooke et al, 2018). The dependency of the urban population on public transport services does however mean that the proximity to trunk public transport services becomes less crucial for retaining ridership. If the People near Transit (PNT) levels of the South African cities can be increased through street design and NMT infrastructure, public transport viability targets could be met without the construction of high-density TODs. For example, if cycling facilities are introduced as feeder services, the TOD area can be extended without having to provide public transport feeder services. This type of feeder service (i.e. cycling or other NMT) might increase the TOD area without having to provide public transport feeder services and therefore increase financial viability of public transport services (S Cooke et al, 2018). The lack of proper NMT facilities in South Africa would however require a significant financial investment to improve the NMT facilities.

5.3 RTMP Framework

A framework based on Transit Oriented Development principles was developed to address the transport and land use inefficiencies in the Randburg CBD area.

The key drivers for this framework are sustainable transport systems and strategic land use planning. This framework of four main principles aims to guide the concepts that will be developed for the RTMP. These principles were identified

based on specific issues observed in the RCBD, as well as on issues raised during the Stakeholder Engagement meetings.

The principles are illustrated below.

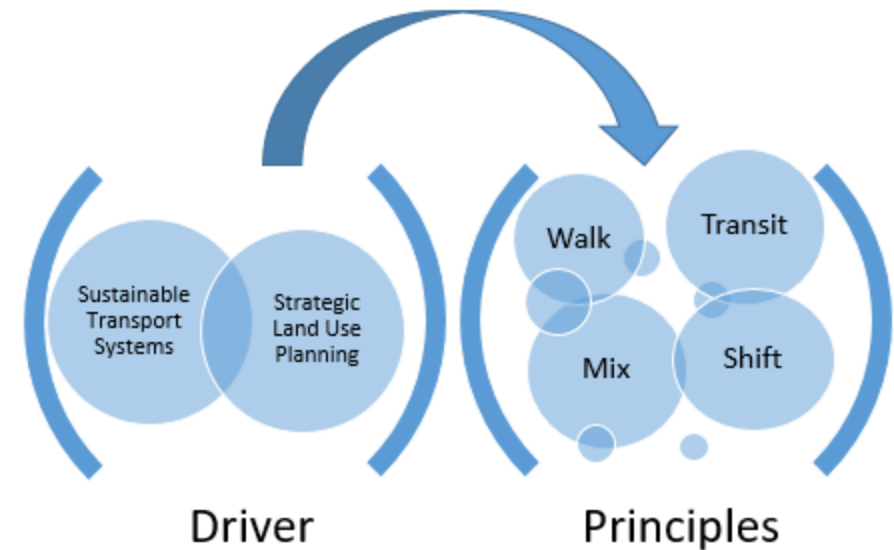


Figure 5.2: RTMP Framework

Walk: High-quality, unobstructed pedestrian walkways ensure that everyone has access to basic mobility. As shown in **Figure 5.5**, furniture, landscaping elements, and active building edges transform walkways into accessible and vibrant public spaces. Pedestrian facilities increase walking efficiency and safety. The accessibility of land uses and transport facilities, as well as the inclusiveness of all people in the RCBD, will be improved by providing UA facilities.

Transit: Smart cities are built with integrated transportation modes and accessible public spaces. Combining modes of transport to maximize user ease and efficiency in terms of time, cost, comfort, safety, accessibility, and convenience shown in **Figure 5.3** and **Figure 5.4**. The availability of public transport facilities improves transit integration, efficiency, and sustainability across all modes. Integrated transport modes and facilities enable the inclusion of people of all races and ages, while the use of technology to manage the city and a focus on innovation will aid in the development of the Randburg CBD's fourth industrial revolution. The fourth industrial revolution represents a shift in the way Randburg CBD residents live, work, and play.

Shift: Adequate parking fees and a reduction in overall parking supply create incentives for people to use public transport and walk. On-street parking and policy implementation will improve traffic flow and operations. Shifting from private to public transport improves transport system's sustainability and effectiveness. Creating an ecologically resilient open space network, with a focus on conservation of natural resources and management access to some of these natural environments, particularly those that are not environmentally sensitive. Increase the open space system's capacity while creating a sense of place.

Mix: A diverse mix of residential and non-residential land uses reduces the need for travel and ensures that public spaces are active at all times. Compact and dense land use areas improve system accessibility and sustainability by allowing for balanced movement during peak hours. Transport system efficiency will improve in areas with balanced mixed-use development. A spatially efficient city will encourage compact, integrated land uses and mixed-use environments

where people can live, work, and play with little resistance due to the city's structure, as shown in **Figure 5.5**.

The above-mentioned principles will be strategically applied to develop projects and strategies to improve land use and transportation planning in the RCBD area by creating a compact, safe, and sustainable city with an efficient, inclusive, and integrated transport system.



Figure 5.3: Example of Complete Street Priority



Figure 5.4: Example of Urban Corridor



Figure 5.5: Example of Mixed-Use Developments

6. TRANSPORT AND LAND-USE STRATEGIES AND DEVELOPMENT CONCEPT

6.1 Transport Strategies

From the RTMP Vision and Framework, the following strategies were developed, which also aims to achieve the City's agenda to ensure that public transport and non-motorised transport are the modes of choice by 2040.

- Walk - Create a **connected, safe and walkable network with cycling** accommodated along strategic routes;
- Transit - **Connect and improve public transport facilities** to allow for safe and convenient intermodal transfers;
- Shift - **Reduce the overall supply of parking** and repurpose on-street space for NMT to encourage the use of public transport and walking; and
- Mix - Plan for a **diverse mix of residential and non-residential land-uses** to reduce the need to travel and increase the number of re-used seats on the public transport system.

6.1.1 Strategy 1: Create a Connected NMT Network

The RCBF has an established pedestrian network that needs to be prioritised as depicted on the policy and studies such as RUDF and Randburg CBD Traffic and Transportation Study. A high number of pedestrians were observed at some locations during the site visits as mentioned in status quo.

The pedestrian network has to connect destinations within the study area, while safety and capacity of pedestrian facilities along the existing desire lines are

improved to encourage more commuters to make use of these facilities for shorter trips.

Cycling lanes have to be provided along connecting routes where the road gradient allows for it and space in the road reserve. **Figure 6.1** shows the proposed NMT network for a complete street priority within the Randburg study area.

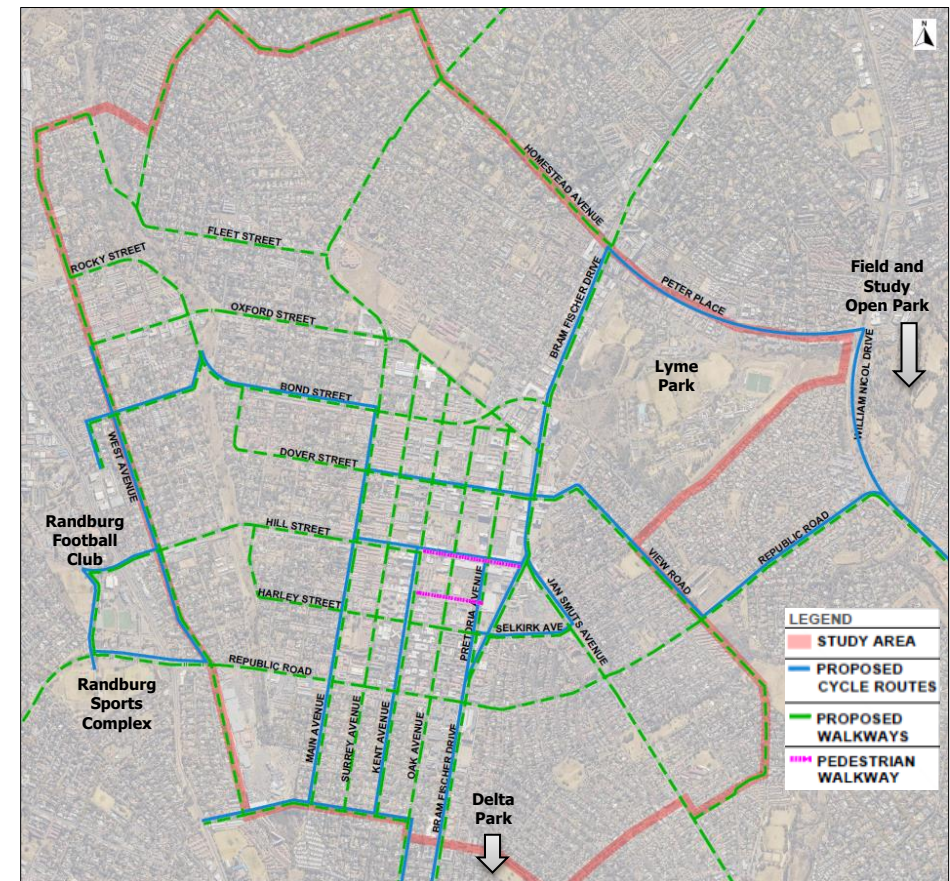


Figure 6.1: Proposed Randburg NMT Network

It is proposed that Retail Avenue be pedestrianised in the future to promote walking and safety within the core as shown in **Figure 6.2** below. Accesses to the existing properties should be retained i.e. St George Mall, Cape Town CBD or Sammy Marks Square in Pretoria CBD. Further investigations are required to include the planned Gautrain Station.



Figure 6.2: Proposed Pedestrianisation on Retail Avenue

6.1.2 Strategy 2: Connect and Improve Public Transport Facilities

The RCB is predominantly serviced by public transport with minibus taxis as a dominant or major public transport mode that is used in the area. Interventions are required to create well connected and accessible transport network that prioritise public transport. There are plans for mass transit (BRT routes & ICM corridors) and Gautrain expansion, as shown in **Figure 6.3** to further expand on the existing established public transport network.

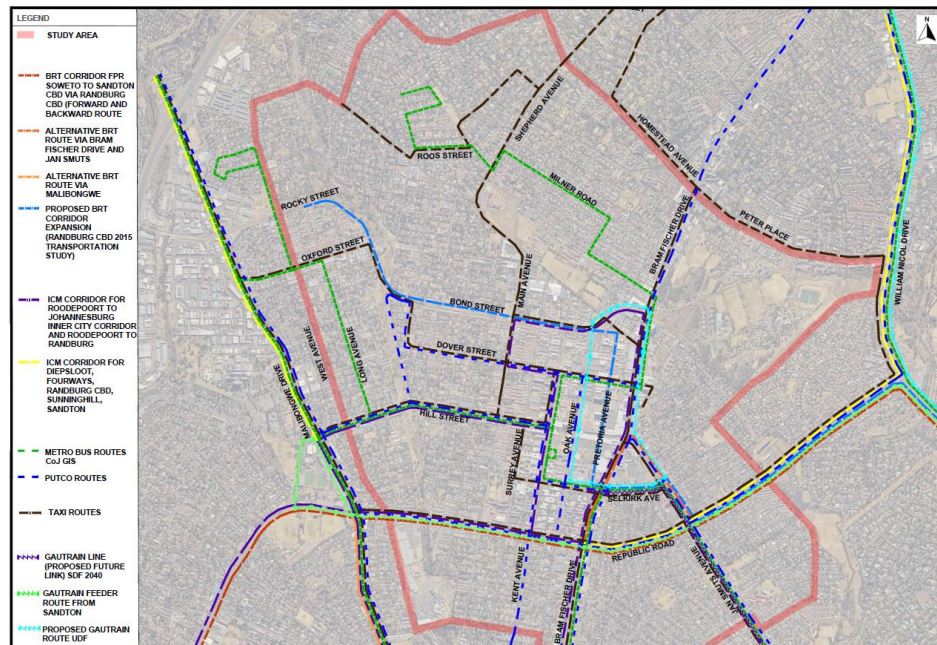


Figure 6.3: Public Transport Network (Existing and Proposed)

The above proposals are inline with strategies in the RUDF 2021 “***Establish an efficient Transportation Network as a Strong Foundation for the City***”.

The current public transport offerings in Randburg are unbalanced and fragmented with minibus taxis being dominant and the rank located to east of the CBD, while buses are less prominent in the area and their depot is located to west of the CBD. There are no metered taxi ranks in the CBD, and metered taxis and e-hailing vehicles therefore rank on-street or hold on open unused parking lots.

Intermodal transfers are not encouraged in the current offering and links between facilities, or additional facilities, should be created to provide public transport users with the opportunity to transfer between different modes. The demand for public transport should also be compared to the available capacity and condition of existing facilities.

Figure 6.4 reflects the proposed transport network within the Randburg study area, based on the above identified transport strategies.

The mobility spines function as major transportation links running north-south to the east of the study area, and east-west to the south of the study area. These spines provide regional connectivity with the proposed Gautrain service. Supporting the mobility spines are supporting routes where Complete Streets principles will be prioritized.

From a spatial perspective, TOD mixed-use areas are proposed. These proposed TOD uses coupled with the potential Gautrain route, and densification and intensification of land uses, could potentially encourage the use of NMT, including cycling.

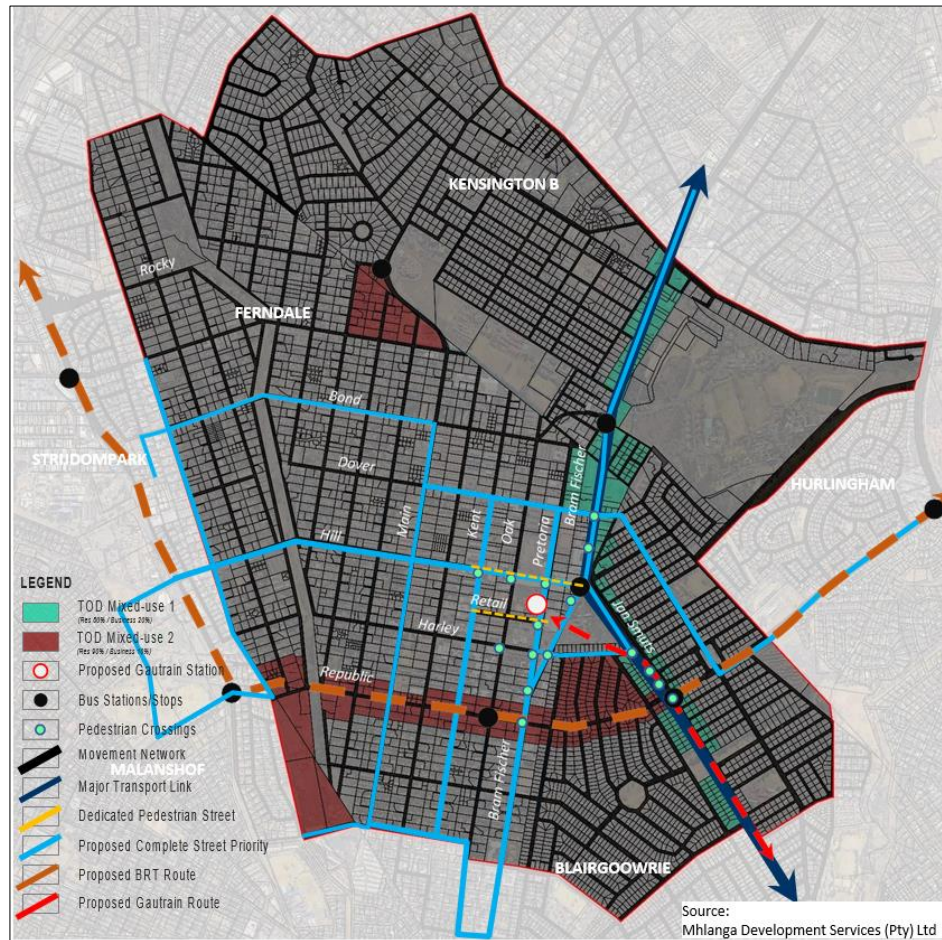


Figure 6.4: Randburg Transport Network

6.1.3 Strategy 3: Repurpose Parking Space

The supply of space for private vehicles needs to be reduced and repurposed for NMT or public transport in order to encourage the shift from private vehicles to public transport. The management of parking through parking fees and

systematic reduction of on-street parking can create the opportunity to provide NMT facilities in the study area, especially along roads where there are insufficient road reserve widths to achieve this.

The revenue generated through parking tariffs can also be used for improvement projects if collected and managed via a purposed parking fee collection system.

6.1.4 Strategy 4: Mixed use

Through the creation of appropriate densities and land use mixes in nodes or zones, the need to travel can be reduced, while activating public spaces and improving the natural environment throughout the day. This will contribute towards a balanced public transport system that operates with fewer empty seats, which is conducive to the efficiency and sustainability of these systems. Economic productivity and enhanced visiting experiences will be increased with well balanced land use areas as shown in **Figure 6.6**.

It is proposed that that Randburg CBD be developed into an active core by ensuring and prioritizing the following aspects:

- Mixed-use Developments - The core must be characterised by mixed use developments to ensure the realisation of a compact and active CBD environment.
- High Density Residential - Incorporate high density residential opportunities into the CBD to increase foot traffic and activity within the core as illustrated in the image.

- **Economic Attractiveness** - Redevelop existing buildings within the CBD into mixed-use developments that attract more economic activity into the Randburg study area.
- **Strengthen Public - Investment and Urban Management** - Improve overall urban management will help increase private sector investor confidence in the Randburg study area.
- **Introduce TOD Mixed-uses** - In order to further strengthen the proposed character of the CBD as a core, TOD Mixed-use 1 land uses are proposed along Jan Smuts Avenue and TOD Mixed-use 1 land uses are proposed along Republic Rad.
- **Formalize a Business Frame** - It is proposed that the area west of the Randburg core accommodate the Business zone land uses.



Figure 6.5: High density residential to increase foot traffic and activity within the core

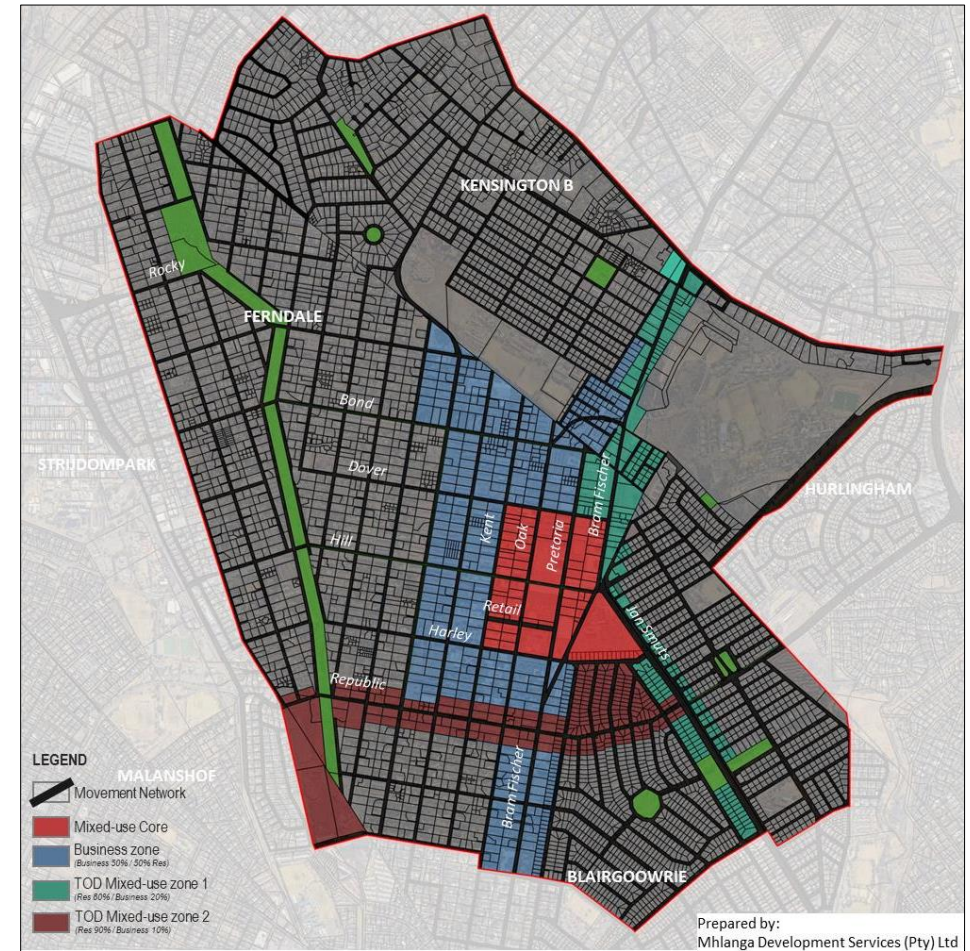


Figure 6.6: Proposed Randburg TOD mixed use zone 1 and 2 and Business zone

6.2 Proposed Spatial Framework

This section builds on the previous strategies focusing on the Randburg hierarchy of nodes, public space and ecological resilience and the development concept framework for the Randburg study area.

It is proposed that the RTMP Concept Framework be overlaid with the five design principles for a contemporary and modern city that are addressed below in order to achieve the flexibility of the development plan.



CONNECTED &
PERMEABLE CITIES

The scale of planning envisioned for the RTMP, includes a Movement Network that represents a connected and permeable city, which delivers highly effective streets and places and spaces that are unique, popular and easy for people to use.



SPATIALLY EFFICIENT
CITIES

Spatially Efficient Cities, representing a promotion of compact, integrated land uses and mixed-use environments, where people can live, work and play with minimal resistance due to the structure of the City.



PRODUCTIVE
CITIES

A Productive City that is promoted through establishing a strong urban structure that enables local economies growth and socio-economic accessibility and inclusiveness.



ECOLOGICALLY
RESILIENT CITIES

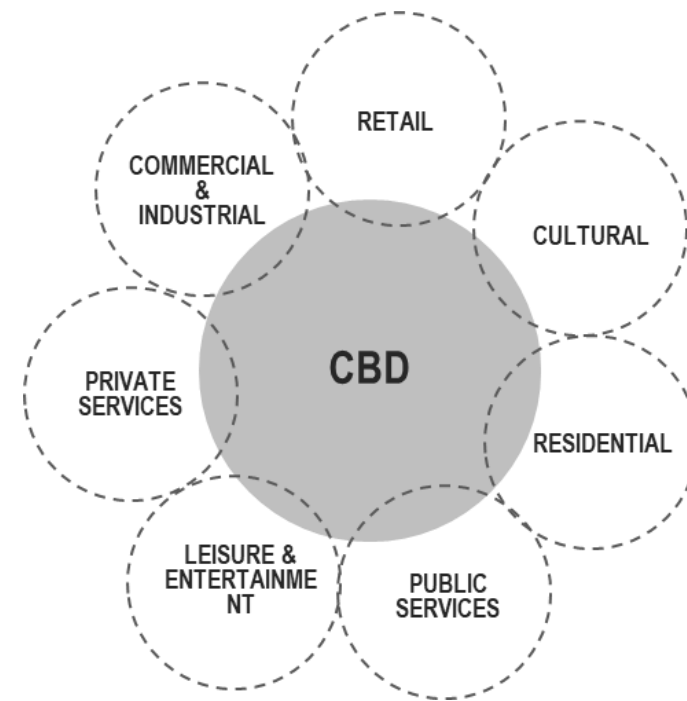
An Open Space Network that is ecologically resilient, providing a balance between conservation of natural resources and access management to some of these natural environments, particularly in places that are not environmentally sensitive. The goal is to increase the open space system capacity, while creating a sense of place.



MANAGEMENT &
TECHNOLOGY

Management and Technology, which includes the use of innovation to manage the city, where the fourth industrial revolution represents a change in the way we live, work and play.

The Randburg study area is one example of a long-evolving urban center. Despite the fact that the area is currently experiencing urban decline, as indicated by the status quo and stakeholder engagement, it can still be considered a key urban centre. Therefore, it is crucial that this be taken into account while developing any proposals for the area. The anatomy of urban centers, as shown in the diagram, will be considered.



6.2.1 Establish a Clear Hierarchy of Nodes for Randburg area

The application of various urban design principles, a hierarchy of nodes and the development of a clear and implementable urban management plan will be key to ensuring the realization of this second strategy as shown in **Figure 6.7**.

The CBD is proposed as the Primary Node (Core) within the Randburg study area as it provides the broadest service offering and is centrally located to ensure accessibility by all within the Randburg study area. The secondary nodes are proposed outside the Core to provide more localised retail, recreational and local commercial service offering. The establishment of two secondary nodes is proposed in support of the primary node. Whilst the primary node plays a more city and regional role, the secondary nodes are aimed at providing more localized retail, recreational and local commercial service offering.

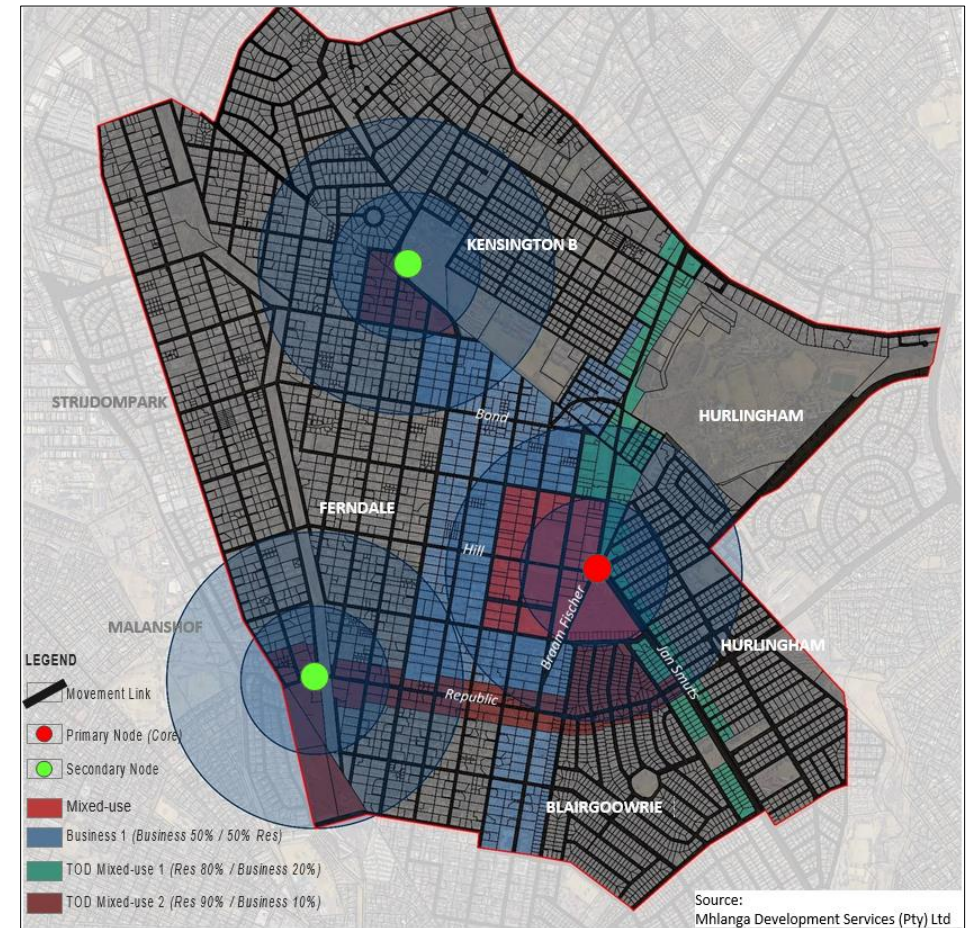


Figure 6.7: Proposed Randburg Hierarchy of Nodes

be distinct and unique to Randburg. As reflected in the plan above, the linear park would capitalize on the existing ecological network and run north to south on the western edge of the study area. The linear park is to be characterized by pedestrian walking/ running trails.

- Upgrade Existing Parks/ Open Spaces: In addition to the development of the linear park and in response to the earlier noted poor maintenance of existing open spaces, it is proposed that all existing open spaces be upgraded into functional quality recreational spaces for the community.
- Develop Ecological Links: While Randburg is already an established urban area thus making it a challenge to develop new natural assets, it is proposed the development of ecological links be adopted for the Randburg area. The creation of Ecological links would be a consolidated effort between the transport and environmental department. This approach is proposed along the following roads; Republic road, Hill street, Bond street and Pretoria avenue as reflected in **Figure 6.9**, also illustrated in **Figure 6.10** the image below.

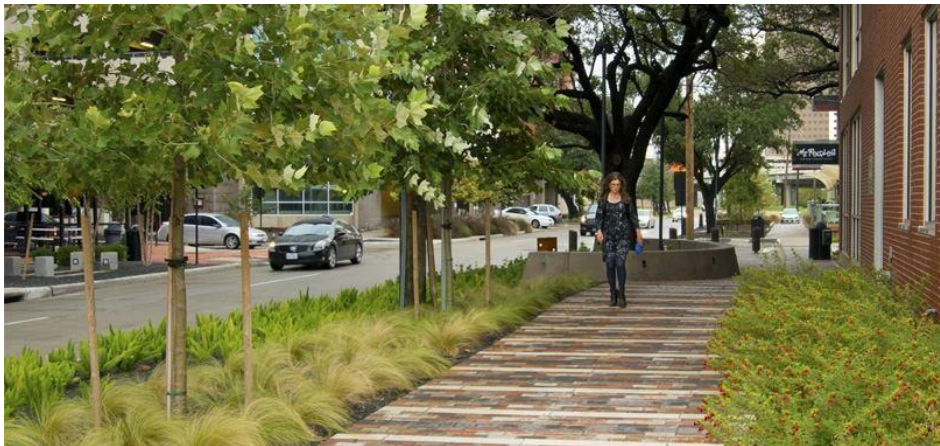


Figure 6.10: Ecological Links

6.2.3 Proposed Randburg Spatial Framework

The development of a complete settlement and the promotion of increased general quality of life in the Randburg area are the main goals of the Randburg Spatial Framework. **Figure 6.11** shows the proposed overall masterplan or spatial framework for the Randburg study area.

In order to fully ensure the realization of a complete environment within Randburg, the following is key;

- The Provision of High-Density Residential options: Proposals have already been made for the development of high- density residential options to be provided as part of the various proposed mixed-use areas. The added advantage to high density residential options is that when located along key transport routes, the feasibility of public transport is increased through the easily accessible ridership.
- Support The emerging Medium Density Residential Options; It is proposed that medium density residential development options be encouraged in the areas highlighted in orange in **Figure 6.11**. This may see more conversions from the existing detached houses to more duplex town house typologies as already noted in the proposed areas.
- Retain Some Low-Density Residential Options: It is also proposed that the existing low residential areas on the frame of the site, be retained as low-density residential options. It is important to maintain the existing neighborhood character in key areas within Randburg. Officials would

need to draw a hard line in terms of approvals for any higher density development applications in these areas.

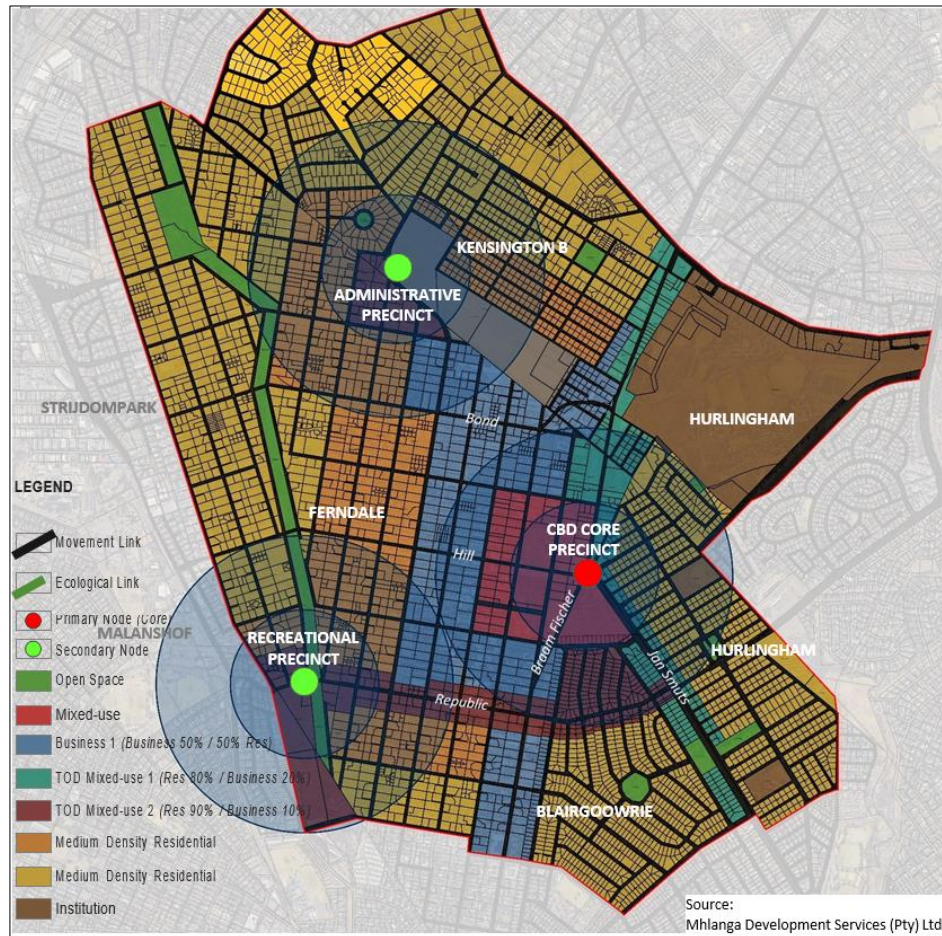


Figure 6.11: Proposed Randburg Spatial Framework

Table 6-1 shows broad level development yields and bulk projections based on the above proposed spatial framework. The study area has a potential total development of 306.5ha of bulk GLA without assigning a specific period to the achievement of this potential. The existing and proposed land-uses are combined in the proposed spatial framework and projected bulk yields.

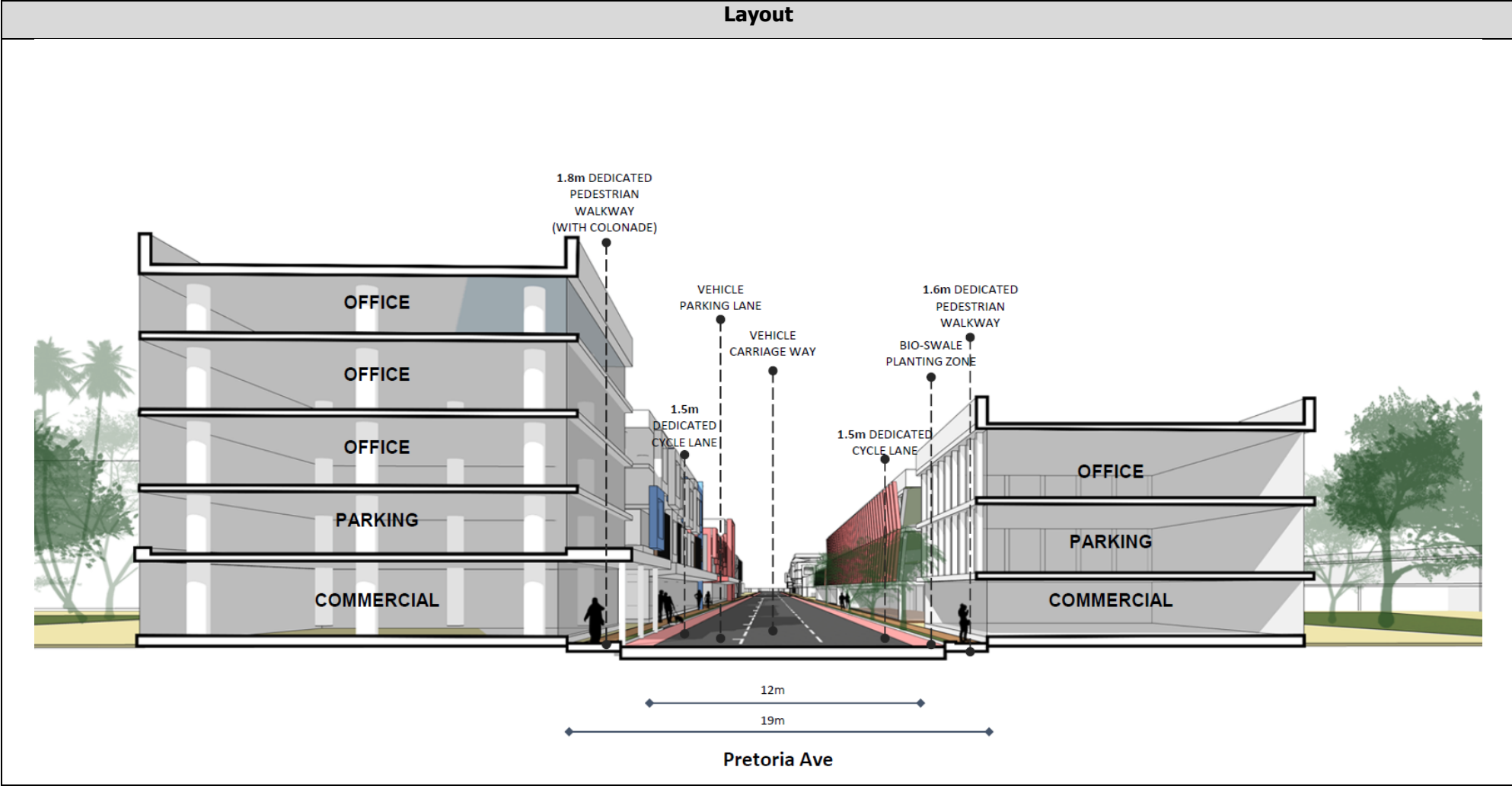
The rolling out of the full spatial vision outlined as part of the land-use masterplan is something that will take more than prescribed 10 year timeline of the RTMP to realize. It is equally vital to have a defined medium-term development strategy in addition to a clear long-term spatial framework.

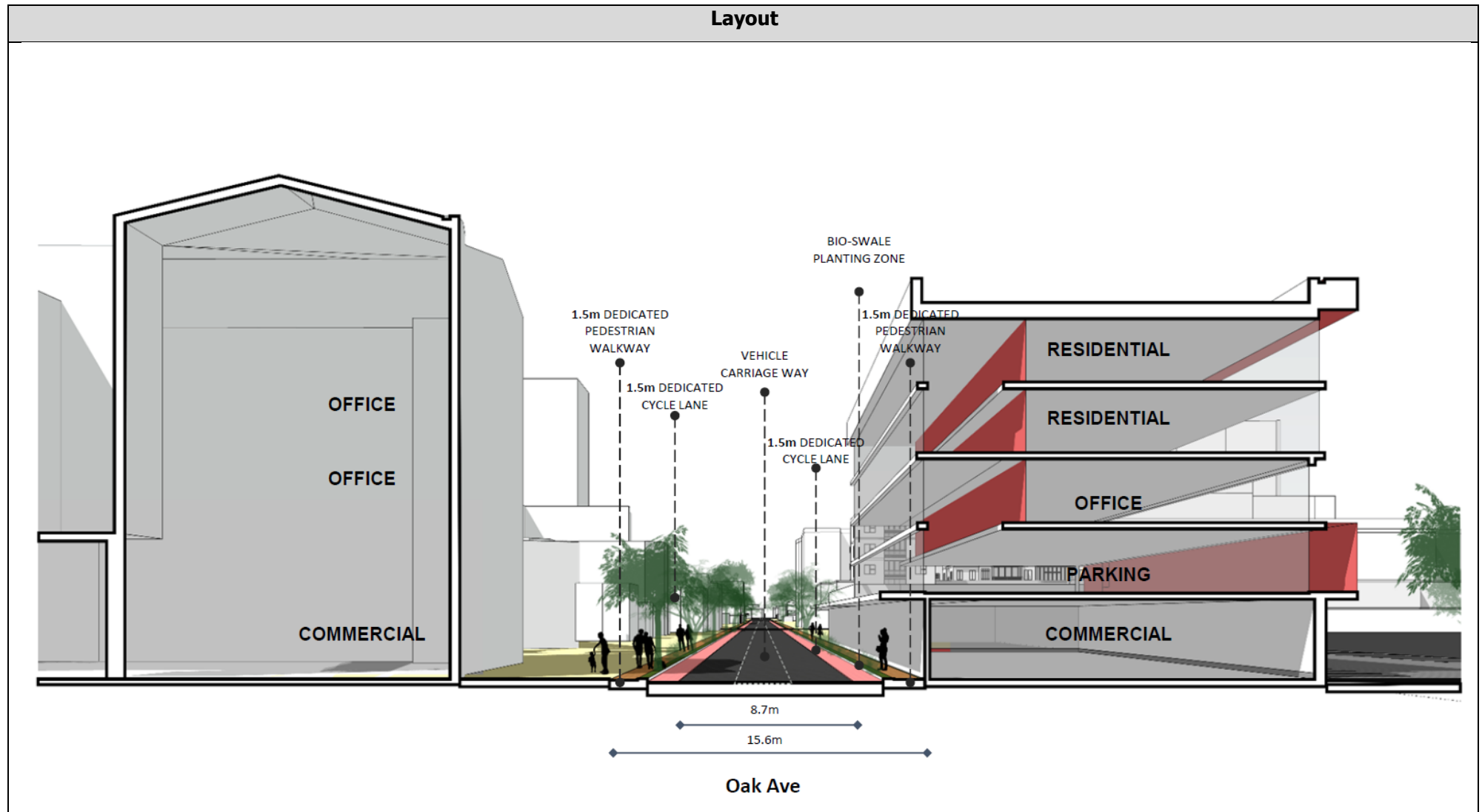
Table 6-1: Broad Level Yield and Bulk Land-Use Projections

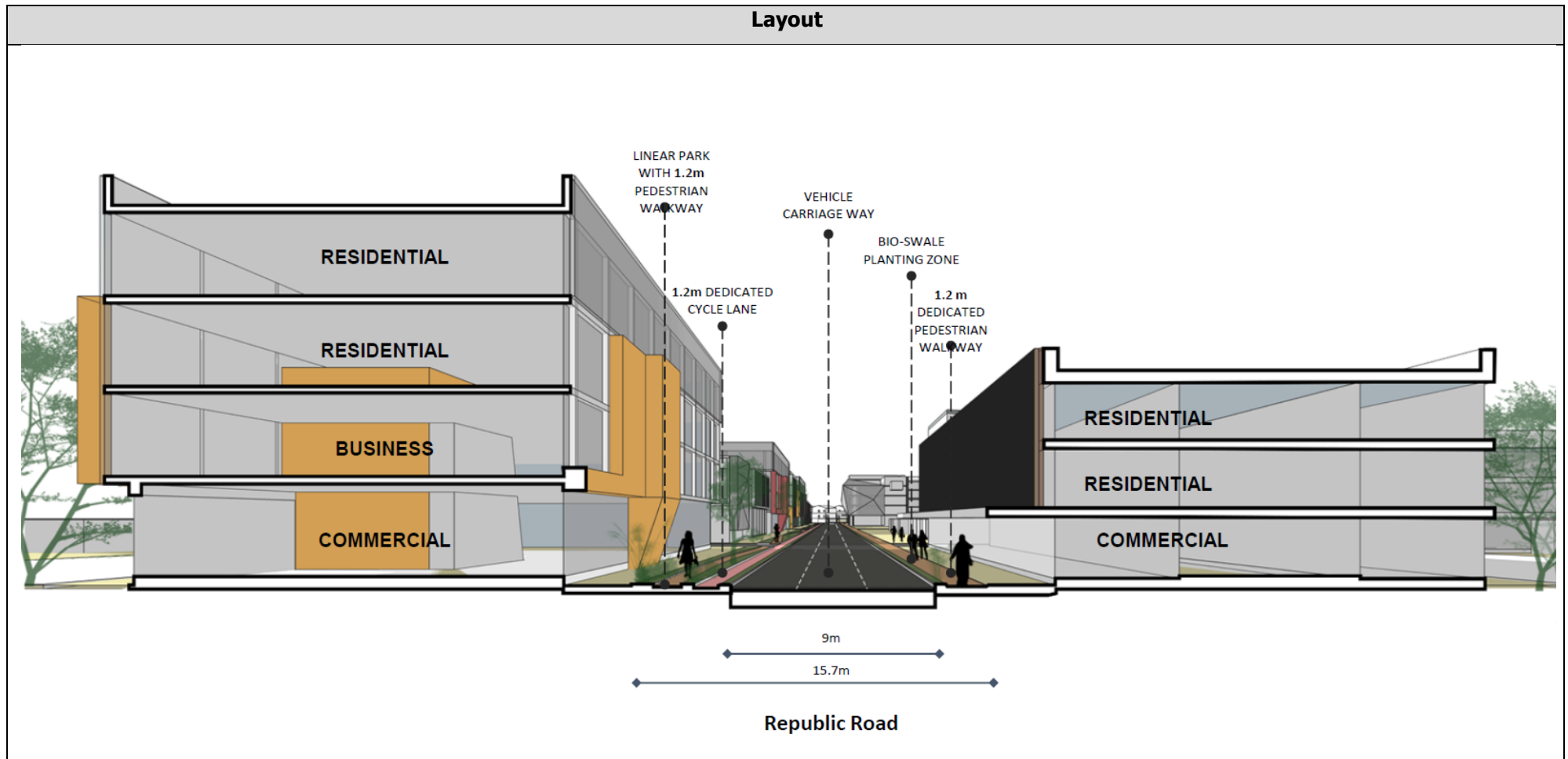
Broad Land-Use Category		Area (Ha)	Proposed FAR	Proposed Coverage	Max. Height	Projected Bulk GLA (less circulation)	Projected Bulk GLA Splits (Ha)		Est. Units
Mixed-Use	Mixed-use Developments: 30% - Retail 50% - Business/ Office 30% - Residential	43,70	0,8	60%	4	24,5	Business/ Office 50%	12,2	
							Retail 30%	7,3	
							Residential 20%	4,9	544
Business	Mixed Uses - Area Specific: 80% Business/ Commercial 20% Service Industry	119,86	0,4	60%	3	33,6	Business/ Commercial 80%	26,8	
							Service Industry 20%	6,7	
TOD Mixed-Use 1	Transit Oriented Development 80% - Residential 10% - Business 10% - Service Industry	40,13	0,8	50%	3	22,5	Residential 80%	18,0	2247
							Business 10%	2,2	
							Service Industry 10%	2,2	
TOD Mixed-Use 2	Transit Oriented Development 90% - Residential 10% - Business/ Commercial	54,23	0,5	50%	4	19,0	Residential 90%	17,1	2135
							Business/ Commercial 10%	1,9	
Medium Density Residential	Mixed Residential Typologies - Ranging Density of 60 – 100 Du/Ha	164,44	0,4	40%	3	46,0	Residential	46,0	5755
Low Density Residential	Mixed Residential Typologies - Ranging Density of 25 - 60 Du/ Ha	488,18	0,3	40%	2	102,5	Residential	102,5	8543
Institutional	Various Institutional Facilities: School Magistrate Court Municipal Offices	138,42	0,6	50%	4	58,1	Magistrates Court	14,7	
							Schools	25,9	
							Municipal/ State Entity offices	17,7	
Green Space		38,10							
Roads		215,29							
TOTALS		1302,34				306,2			16978

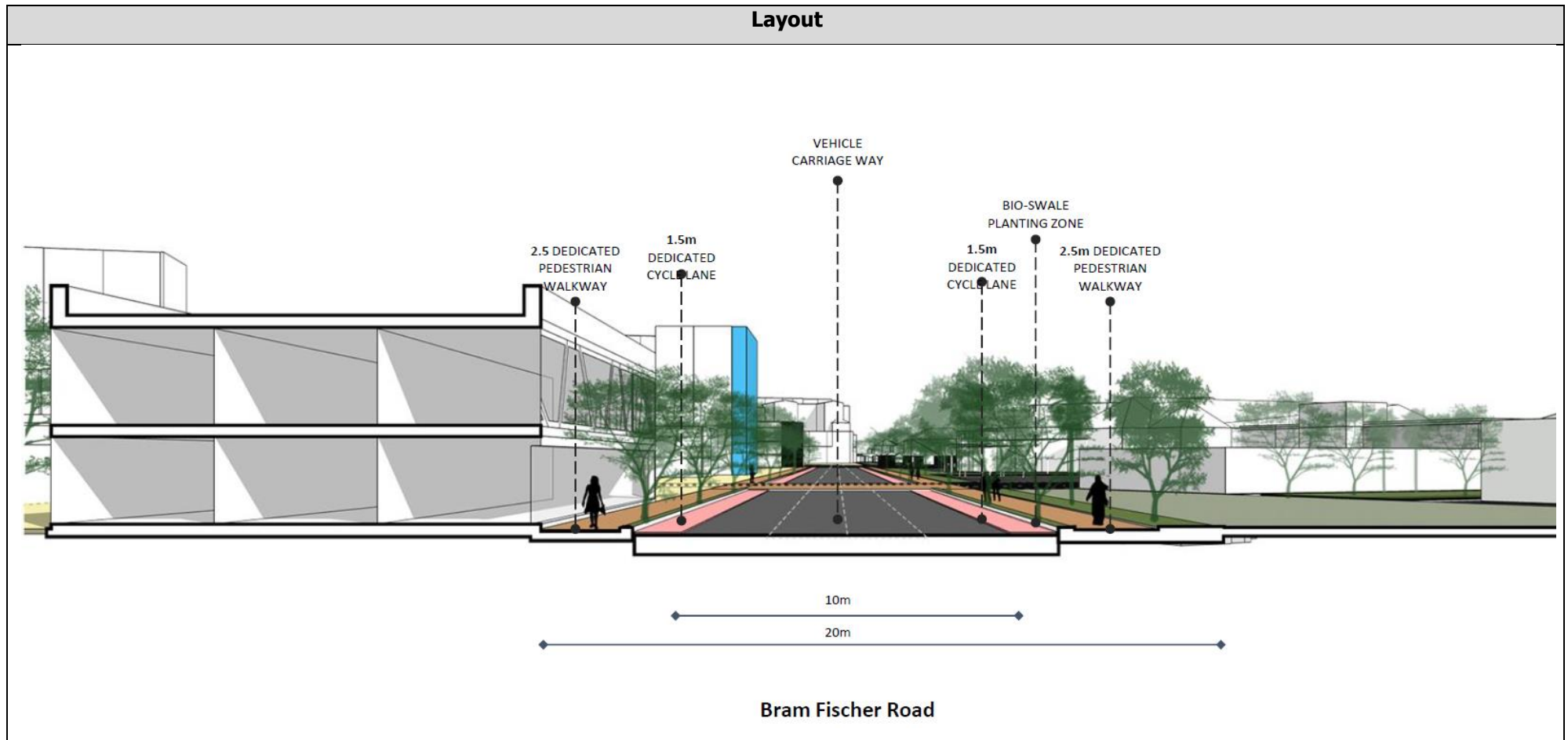
The typical cross sections that are proposed for the Randburg CBD are shown in **Table 6-2 below**. These cross sections are based on the strategies that were developed in the above sections. These cross sections can be applied in the applicable TOD zones in the study area to achieve the vision for Randburg.

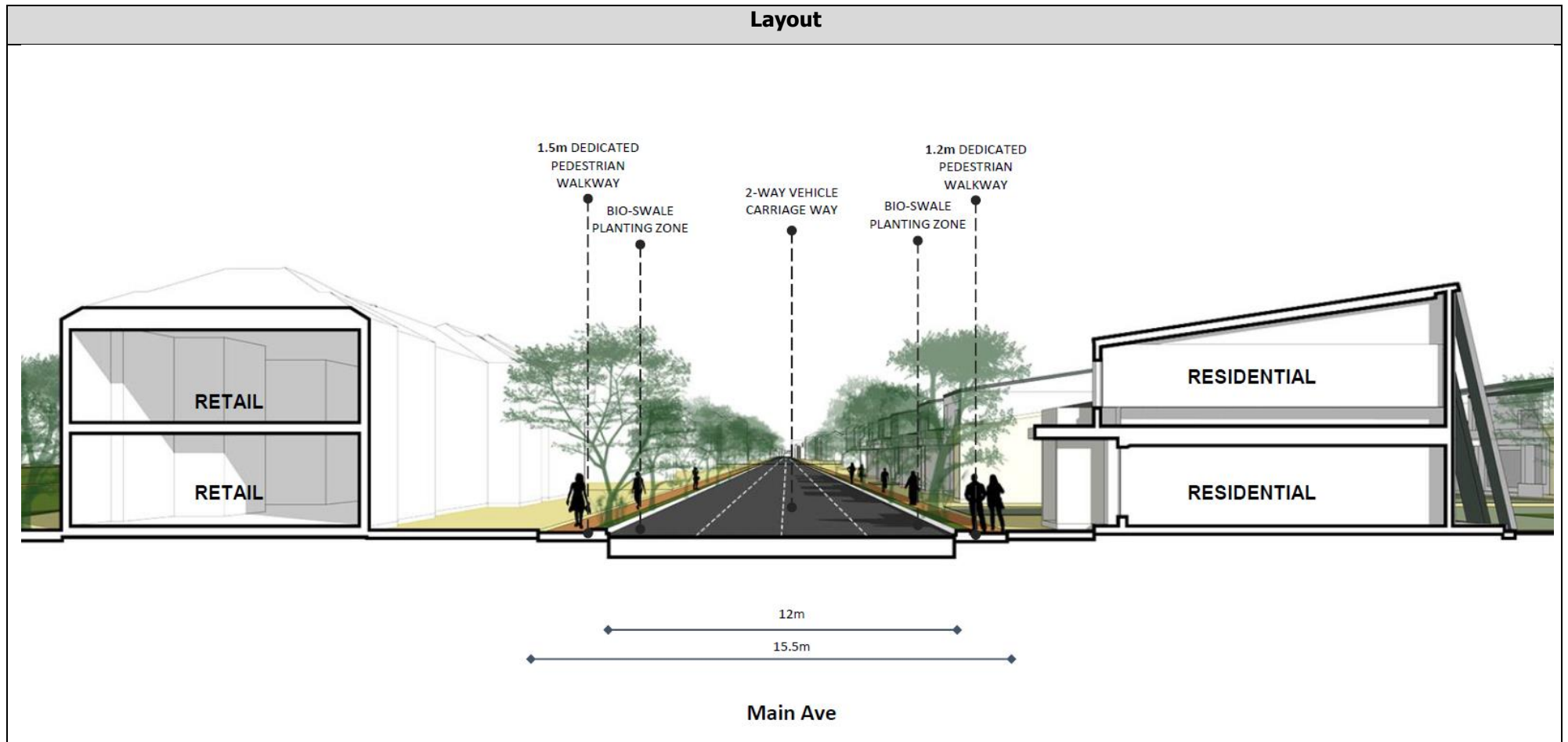
Table 6-2: Typical Cross Sections for the Randburg CBD

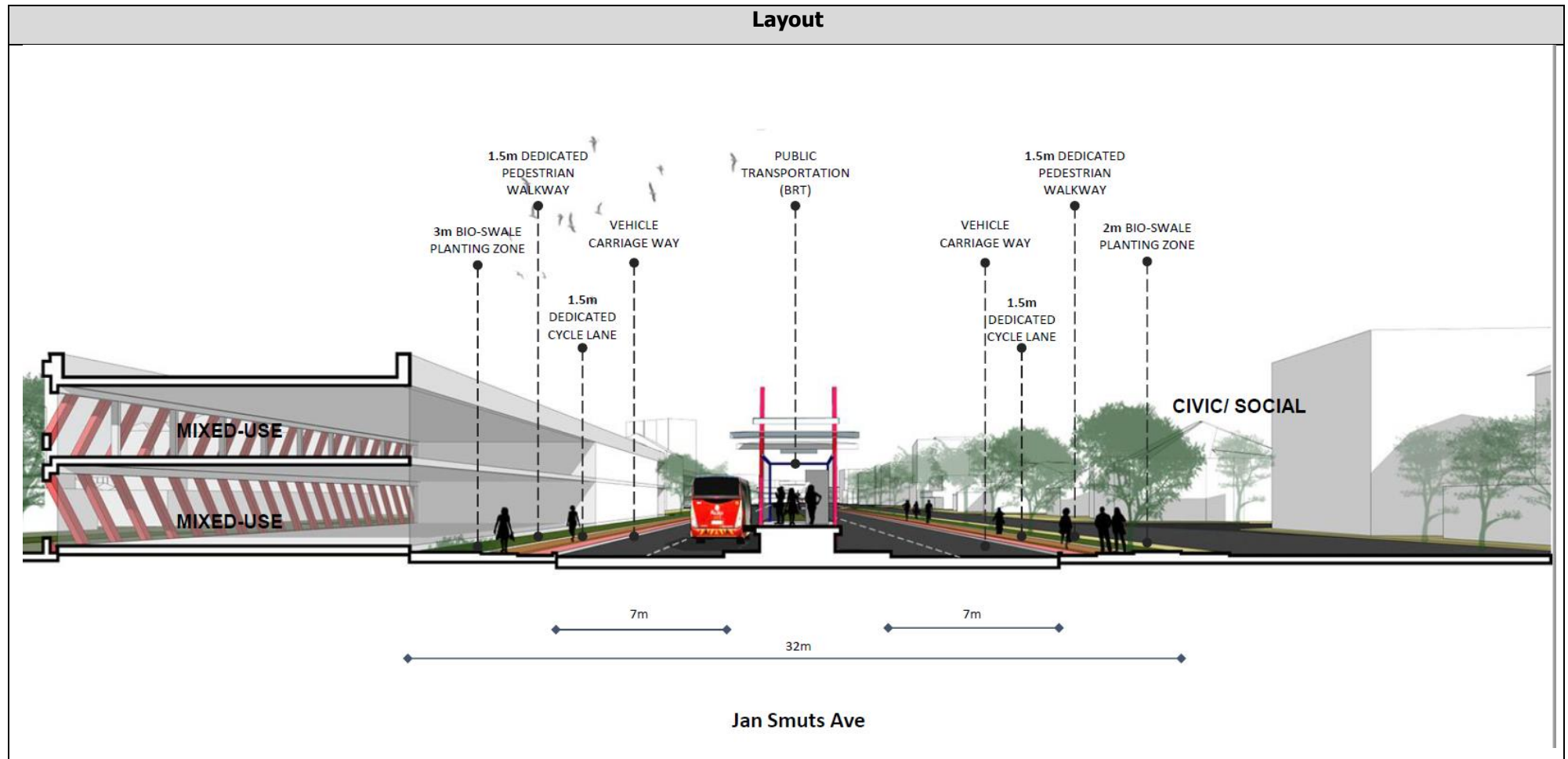




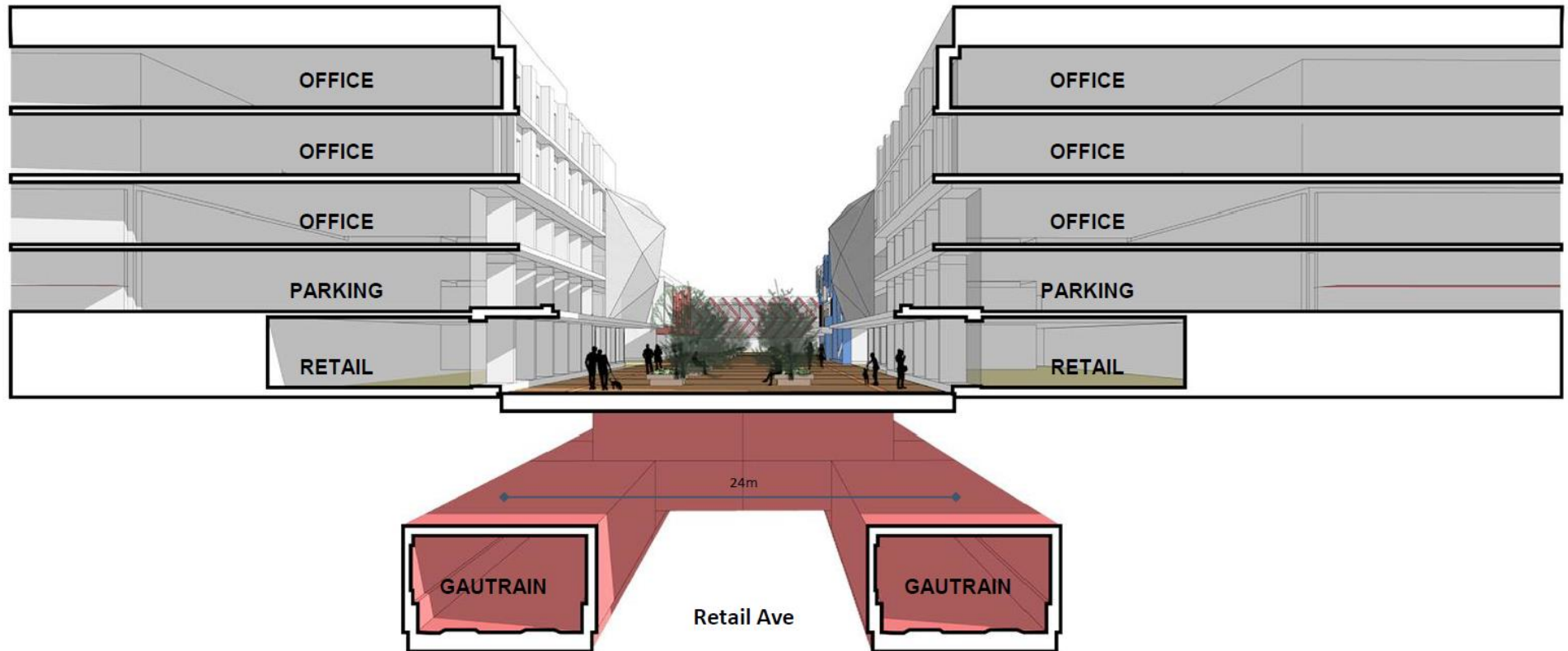


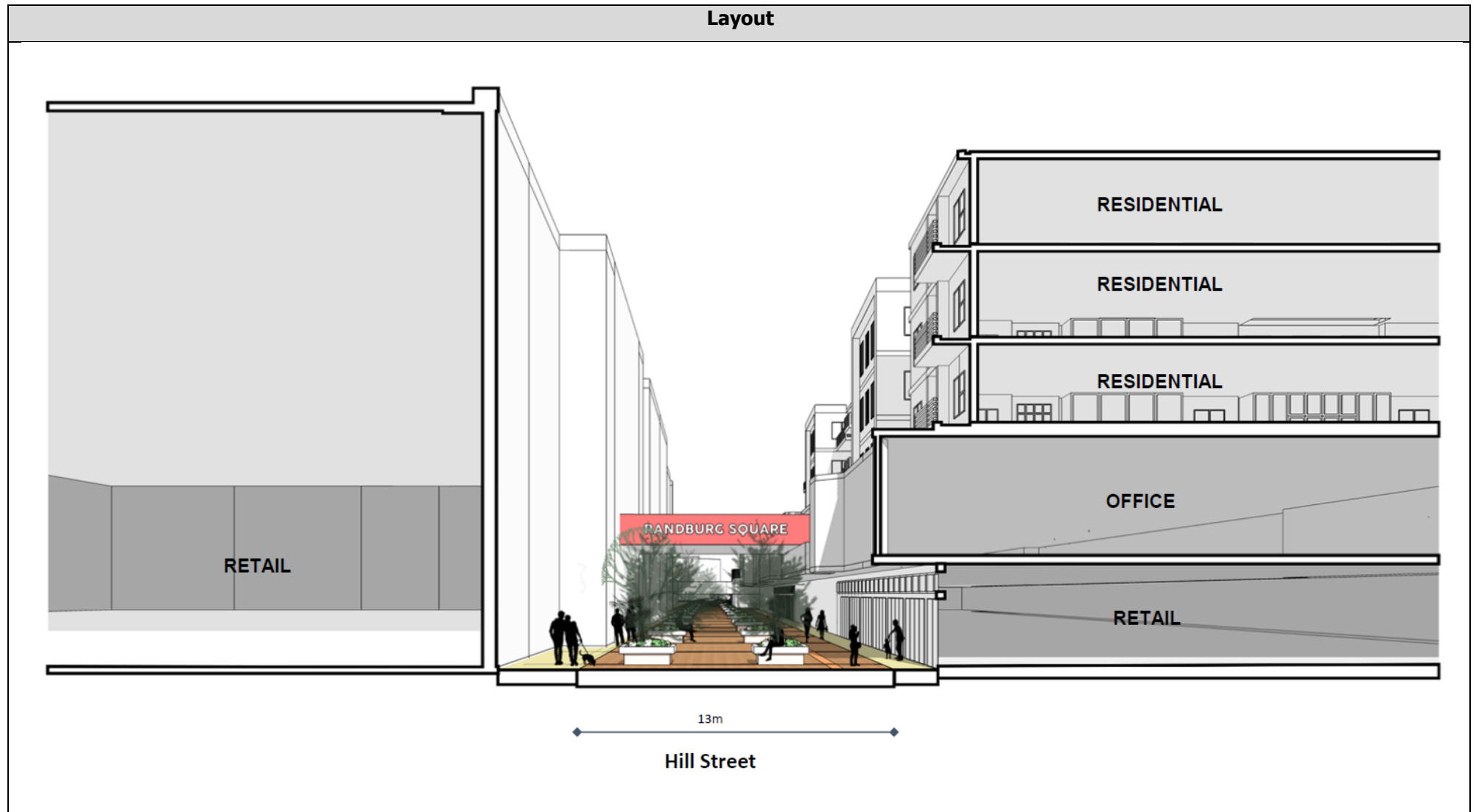






Layout





7. FUTURE TRANSPORT DEMAND

7.1 Transport Model Development

The transport model is dependent on the comprehensiveness, quality and applicability of the relevant data. The transport model was developed to assess the impact of the transport demand and additional demand caused by new developments on the road network. To provide the transport framework and guide in infrastructure development in the Randburg CBD over the next ten years.

The micro simulation model created for this study was based on the demand model for the City of Johannesburg that was obtained from the CSIR. The micro simulation model was built on the demand (base year and target years 2025 and 2037), network, and supply of public transport.

The COJ Strategic Model files and traffic count data were the two data sources used for the demand refinement. The AMPH and PMPH base year traffic demands for the study area are shown in **Figure 7.1** and **Figure 7.2**.

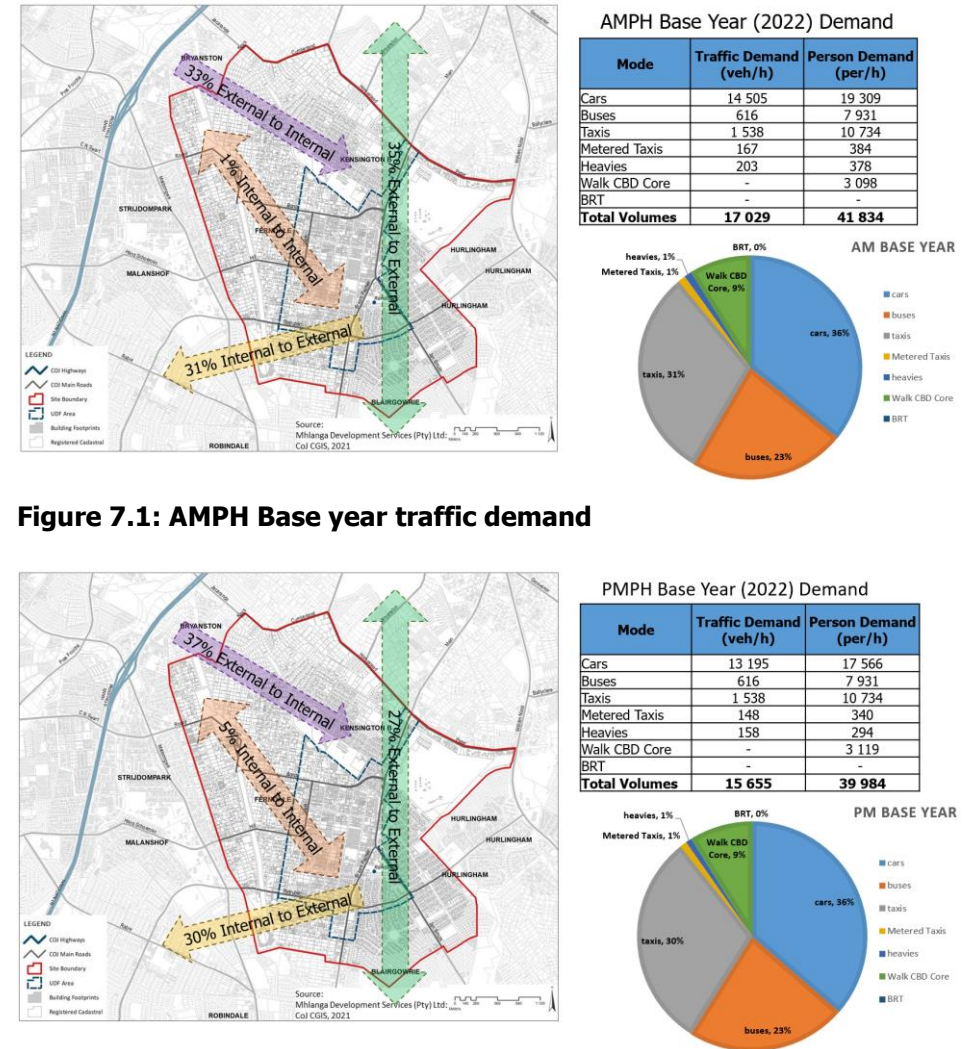


Figure 7.1: AMPH Base year traffic demand

Figure 7.2: PMPH Base year traffic demand

The CoJ Strategic Model networks for the target years 2013, 2025 and 2037 were received in GIS format. The 2013 network was used as the base year network for this study. The link type and volume delay functions were kept as defined

in the CoJ strategic model. **Figure 7.3** below shows a comparison of the imported and corrected networks. The Randburg micro simulation model represents 212 km of road length with 1 595 road sections and 512 nodes.

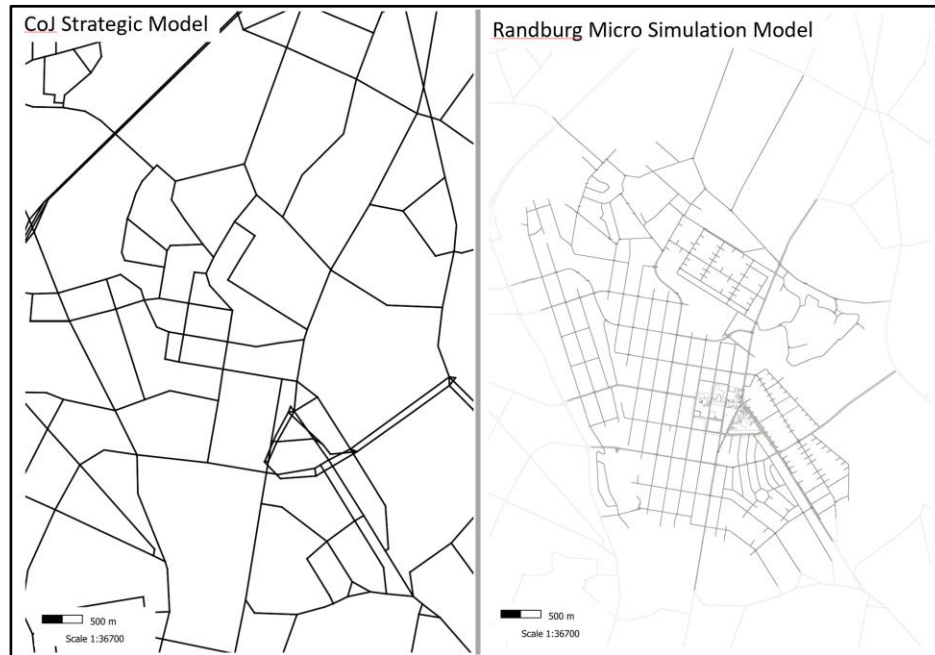


Figure 7.3: Network Conversion, Corrections and Refinements

The CoJ model's public transport routes were also converted to the Randburg micro simulation model. Taxi routes were added using official route descriptions and headways calculated from count data (taxis driving around looking for passengers are not included in the model).

Pedestrian behavior and movement are completely different from vehicle behavior and movement, and thus require different behavior algorithms. Non-motorized transport count data were also collected, but model focus only in the

core area due to high NMT demand (jay walkers are excluded). **Figure 7.4** shows a screenshot of a vehicle-pedestrian interaction, with pedestrians crossing Bram Fisher Drive, Jan Smuts Avenue, and Pretoria Avenue, as well as people walking along the pedestrianized section of Hill Street.

Metered taxi demand is based on a percentage (1,7%) of the private vehicles with the pattern adjusted slightly to be more orientated toward commercial destination.

The model was calibrated to produce acceptable results during both the morning and afternoon peak hours, and it can thus be used to develop the Randburg Roads Master Plan.

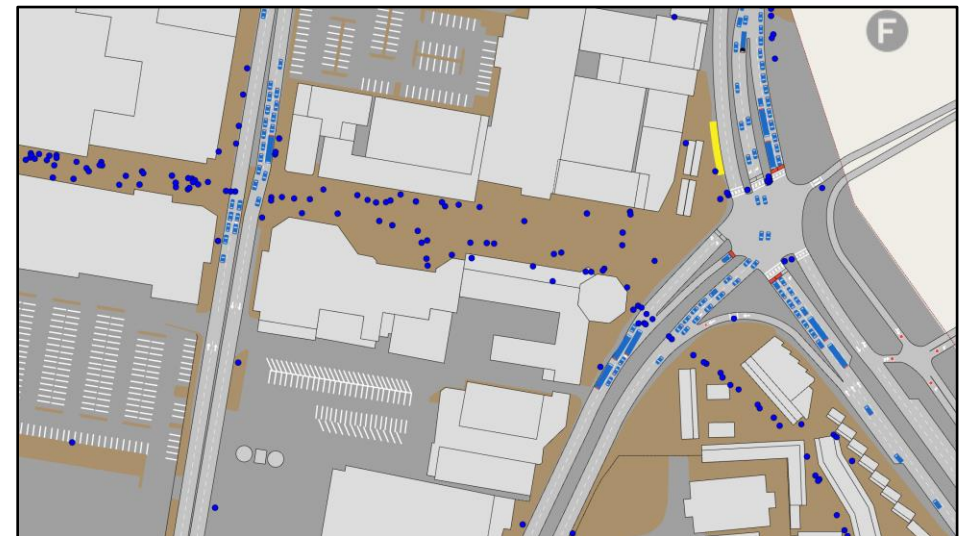


Figure 7.4: Base Year AMPH pedestrian volumes

7.2 Transport Demand Growth

Land-use changes are primarily driving growth in transport demand. The Randburg study area's land use bulk projections were done. The projections have an impact on traffic volumes, patterns, and mode of transport.

The implementation of the full spatial vision outlined in the land-use masterplan will take longer than the RTMP's prescribed 10-year timeline, as discussed in **Section 6**. However, a number of factors will determine how much of this potential will be realized in each of the target years:

- Randburg is a matured built-up area within the City of Johannesburg surrounded by matured built-up areas which implies that there are no large vacant patches of land available for development and that the access to and from Randburg is restricted by the surrounding areas.
- Available space for road infrastructure expansion is extremely limited within Randburg. Therefore, expected future demand for travel needs to be absorbed predominantly by public transport and not by private vehicle transport.
- Time is an important consideration because planning, feasibility studies, design, re-zoning, funding, and construction all take time. This implies that there will be a "lag" that will actually shorten the time required to implement the proposed plan, particularly in the first five years.

Furthermore, the following data and factors or trends are influencing transport demand growth in the Randburg area::

- **The Gauteng Household Surveys (GHTS 2019/20)**, which was carried out pre-COVID 9; reported peak trips in the past 20 years have generally declined and comparison to past GHTS's have shown a steady but negligible decline in the annual growth rate of about 1%, in the number of reported peak-period trips between surveys. Population growth over a five-year period since 2014 suggests an annual population growth rate of 2%, which is similar to the average population growth rate of 2% reported in GHTS 2014.
- **The traffic count trend (2015-2021)** shows a decrease in cars, buses, and an increase in mini-bus taxis, as shown in the figures below. Over the last six years, traffic has decreased by 3% per year during the morning peak and 2% per year during the afternoon peak hours, respectively.
- **According to the CSIR model**, private car growth rates in Randburg are expected to be 1.8% in 2037, while taxi and bus growth rates are expected to be 0.8% and 0.10%, respectively. Private car growth rates in Randburg and surrounding areas are expected to be 2.20% in 2037, while Taxis and Buses are expected to grow at 1.10% and -0.20%, respectively.

7.3 Transport Modelling Approach

7.3.1 5 Year Horizon Target

The expected demand to materializes within the next 5 years are based on Due to the short time-horizon it can be expected that applications **for development which has been approved** have the highest likelihood to be in place by 2027 and therefore only these applications' trips were considered for the 2027 target year based on the following assumptions.

- No major shift in model split is expected to take place within the next 5-years, but due to the restrictions regarding road capacity expansions it was assumed that a **shift of 7,4% from private vehicle to public transport** for trips related to new developments is realistic.
- Minibus Taxis (being operated without subsidies) would tend to operate at capacity on the routes.
- Busses (being operated with subsidies) can be operated below capacity. For this study it was assumed that 10% of the corridor capacity is not utilised.
- The **current vehicle occupancies for minibus taxis and busses** were used to calculate the number of additional vehicles needed to cater for the expected increase in passengers. The assumption being that the low average occupancies of minibus taxi and bus occupancies in Randburg is due to the many routes terminating or starting within Randburg.
- **Public transport routes within Randburg were not** changed because (1) almost all routes serve the development nodes and (2) route alignment is also influenced by future demand outside of Randburg – which is not within the scope of this study.

The expected change in external-external trips is obtained from the City of Johannesburg's demand model. The expected changes in demand, based on the vehicle trip generation calculations are depicted in **Figure 7.5**.

7.3.2 10 Year Horizon Target

The expected demand to materializes within the next 10 years consist of the growth in the 5-year period plus the development in the nodes identified taking

into consideration the limitations regarding the possibility to increase the capacity of the road infrastructure.

The following assumptions were applied:

- A **shift of 18% from private vehicles to public transport vehicles** that will reduce the number of private vehicles in the study area. A 18% reduction in private vehicles is assumed due to a shift from private vehicles to road based public transport. Due to the uncertainty regarding the extension of the Gautrain through Randburg within the next 10-years, the Gautrain was not considered. The 18% reduction was applied to all trips, thus assuming that such a reduction can also be achieved in other parts of the City of Johannesburg.
- Minibus Taxis (being operated without subsidies) would tend to operate at capacity on the routes.
- Busses (being operated with subsidies) can be operated below capacity. For this study it was assumed that 10% of the corridor capacity is not utilised.
- The **current vehicle occupancies for minibus taxis and busses** were used to calculate the number of additional vehicles needed to cater for the expected increase in passengers. The assumption being that the low average occupancies of minibus taxi and bus occupancies in Randburg is due to the many routes terminating or starting within Randburg.
- **Public transport routes within Randburg were not** changed because (1) almost all routes serve the development nodes and (2) route alignment is also influenced by future demand outside of Randburg – which is not within the scope of this study.

The expected change in external-external trips is obtained from the City of Johannesburg's demand model. The expected changes in demand, based on the vehicle trip generation calculations are depicted in **Figure 7.5**.

An overview of the Transport Model Approach for the Randburg study area is shown in **Figure 7.6**.

7.3.3 Trip Generation

The trip generation rates in the Committee of Transport Officials "TMH17 - South African Trip Data Manual, Version 1.01, and September 2013" were used as a guide to calculate the expected transport demand by the proposed new developments for the 5 and 10 Target Years.

The trip reduction factors for mixed-use development, vehicle ownership as well as transit nodes or corridors, as provided in Table 3.2 of the (COTO) TMH 17 - Trip Data Manual, were used in combination due to the provision of NMT, public transport facilities and TOD's. The following formula was used to determine the combined reduction factor:

$$PC = 1 - (1 - PM) \cdot (1 - PV) \cdot (1 - PT)$$

Where:

- *PC = Combined reduction factor*
- *PM = Reduction factor for mixed-use development*
- *PV = Reduction factor for vehicle ownership*
- *PT = Reduction factor for transit nodes or corridors*

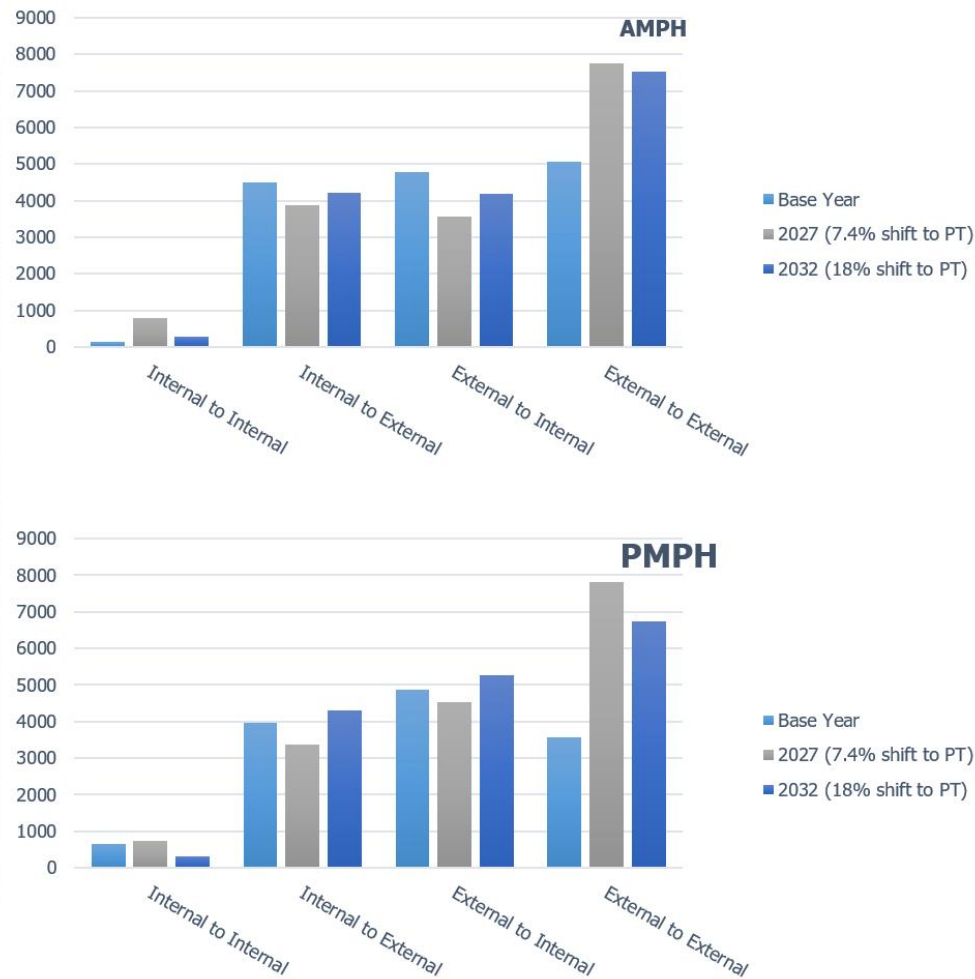
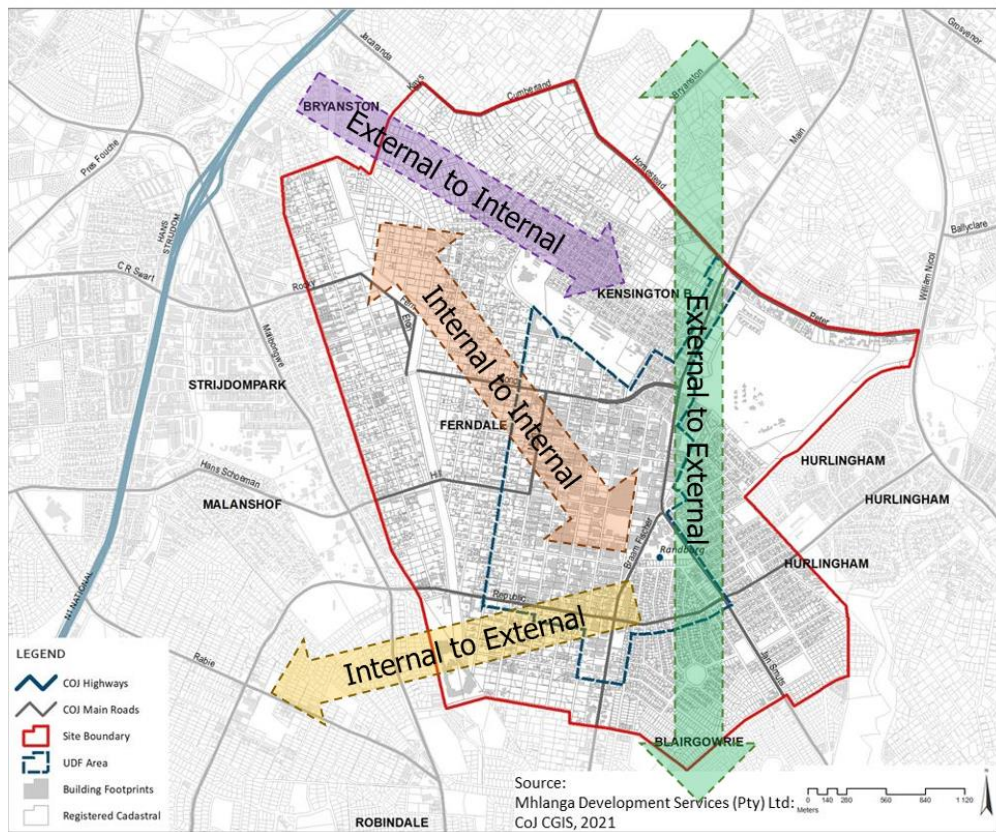


Figure 7.5: The Expected Changes in Demand, based on the Vehicle Trip Generation Calculations for 5 and 10 Year Targets

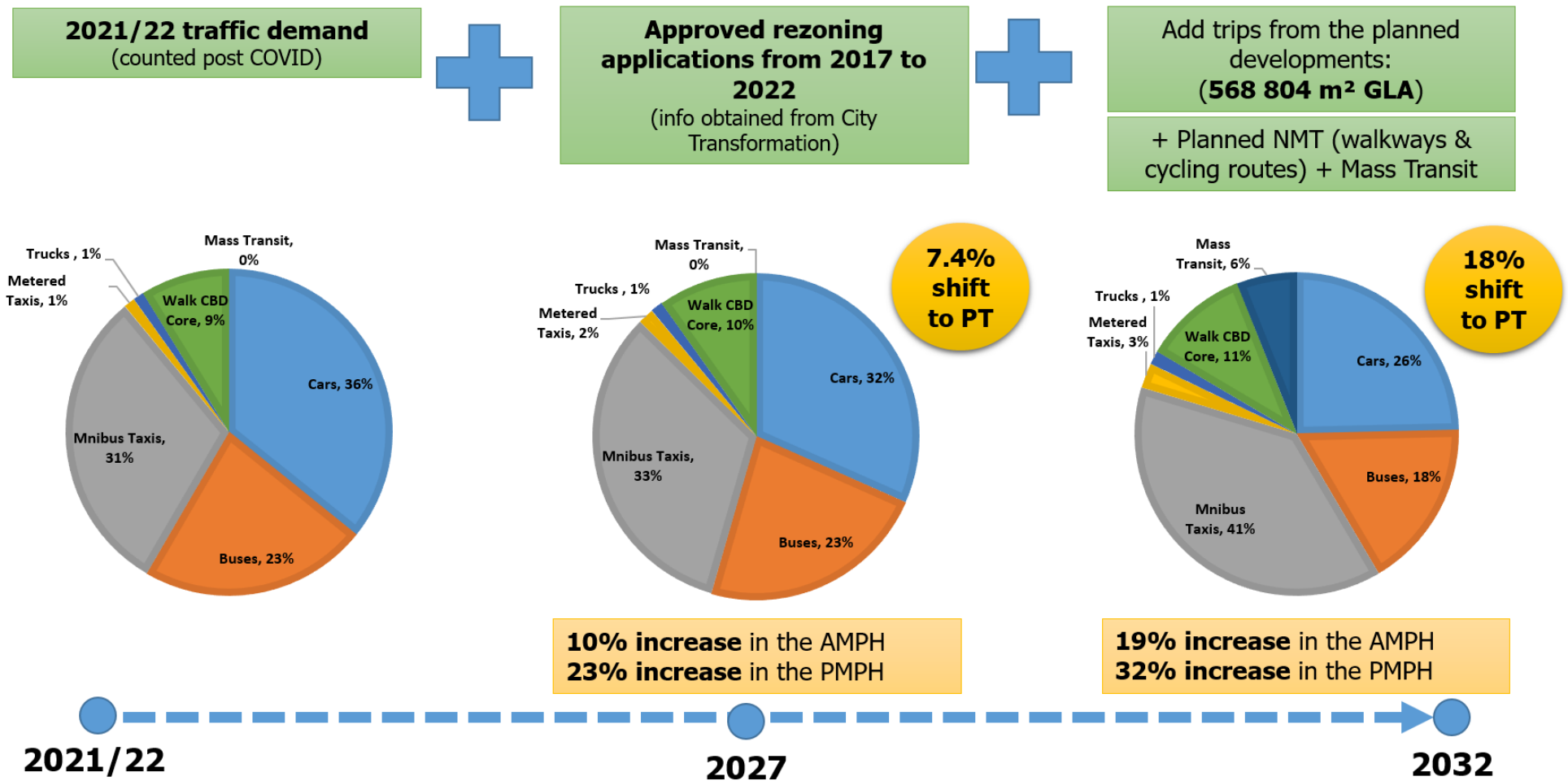


Figure 7.6: Overview of Transport Model Approach

7.4 Transport Model Scenarios

Three scenarios simulated for the Randburg study area are shown in **Table 7-1** below. The expected demand is the combination of cars, heavies (trucks and buses), minibus taxis and metered taxis for the simulation period of 1 hour during the weekday morning and afternoon peak hours.

Table 7-1: Transport Model Scenarios – AM and PM Peak Hours Demand

Time Horizon	AMPH Demand		PMPH Demand	
	Vehicle Trips	% anticipated Growth from 2022	Vehicle Trips	% anticipated Growth from 2022
2022 (base year)	17029	-	15655	-
2027 Future Year (5 Year horizon) + Approved rezoning applications from 2017 to 2022	18710	10%	19259	23%
2032 Future Year (10 year horizon) + proposed 568 804m ² GLA (Core, Administrative and Recreation Precincts)	20135	19%	20642	32%

7.4.1 Base Year (2022 Status Quo) Scenario

The base year model scenario was developed to determine how the analysed junctions will operate in 2022 “WITHOUT” development additional trips, in terms of Level of Service, occupancy (ratio between volume and road capacity), delays and densities.

Base Year Model Results:

- Private vehicles are by far the most used mode in in Randburg followed by minibus taxis and buses.
- Heavy vehicles and metered taxis are contributing few vehicles to the total vehicle volumes.
- Pedestrians are concentrated in the core area where the main pedestrian generators are (taxi rank and the pedestrianized section of Hill Street with retail, institutional and offices on both sides).
- Cyclist, trolley pushers and other non-motorized modes (excluding pedestrians) have insignificant volumes.
- Streets which experience high volumes in the morning peak hour are also the streets experiencing high volumes in the afternoon peak hour operating close to capacity. Bram Fisher Drive, Jan Smuts Avenue and Republic Road attracts the highest volumes. The higher order streets thus attract most of the traffic resulting in the lower order streets in the residential areas with relative low volumes, except for Jacaranda Avenue which provided east-west access across the N1 Freeway.

7.4.2 5 Year Horizon (2027) Scenario

The 5 year 2027 model scenario was created to determine how the analysed road network will operate with new development (approved rezoning applications) and projected transport demand growth (trends and shift from private to public transport) as discussed in section 7.1.1.

5 Year Model Results:

- The average change in the criteria listed in tables below are an indication on how the traffic conditions is expected to change by 2027 when compared to the Base Year (2022). These values include all road-based transport represented in the model.
- AMPH Conditions:** Total vehicles on the network are expected to increase by 9% resulting in an increase of 11% in the average density to 8 vehicle/km (average distance of 125m between vehicles). This will increase the average delay by 12% and a decrease in the average speed of only 1%. The number of vehicles that could not enter the network in the simulation period is expected to increase from 4% of the total demand to 9% of the total demand.

Expected change in AMPH traffic condition by 2027				
Criteria	Unit	2022	2027	% Change
Speed - All	km/h	33	33	-1%
Delay Time - All	sec/km	92	104	12%
Density - All	veh/km	7	8	11%
Total vehicles	veh	18535	20208	9%
Vehicles Waiting to Enter - All	veh	763	2049	169%

- PMPH Conditions:** Total vehicles on the network are expected to increase by 26% resulting in an increase of 82% in the average density to 10 vehicle/km (average distance of 100m between vehicles). This will increase the average delay by 62% and a decrease in the average speed of 19%. The number of vehicles that could not enter the network in the simulation period is expected to increase from 4% of the total demand to 8% of the total demand.

Expected change in PMPH traffic condition by 2027				
Criteria	Unit	2022	2027	% Change
Speed - All	km/h	39	31	-19%
Delay Time - All	sec/km	72	116	62%
Density - All	veh/km	5	10	82%
Total vehicles	veh	16778	21057	26%
Vehicles Waiting to Enter - All	veh	708	1774	151%

Road upgrades proposed:

- Signal timing plan update for the intersections of
 - Bram Fisher Drive and Selkirk Avenue
 - Harley Street and Pretoria Avenue
 - Bram Fisher Drive and Burke Street
- A signalised crossing on Bram Fisher Drive south of the intersection with Jan Smuts Avenue solved the problem created with unlimited pedestrian priority that is currently the case.
- Public Transport:**
 - Minibus taxi holding facility on Erf 2913 (**Figure 9.12**)
 - Secondary rank on Erf 971 (on the west). **Figure 9.12**
 - Metered taxis formalised reserved parking on Bram Fisher Drive near the taxi rank and corner Dover (**Figure 8.2**).
- NMT facilities:**
 - Bram Fisher Drive and Selkirk Avenue
 - Harley Street and Pretoria Avenue
 - Bram Fisher Drive and Burke Street
- Freight loading** along Bram Fisher Drive (**Figure 8.3**)

7.4.3 10 Year Horizon (2032) Scenario

The 10 year 2032 model scenario was created to determine how the analysed road network will operate with projected development 568 804m² GLA (Core, Administrative and Recreation Precincts) and projected transport demand growth (trends and shift from private to public transport) as discussed in section 7.1.2.

10 Year Model Results:

- The average change in the criteria numbers listed in table below is an indication on how the traffic conditions is expected to change by 2032 when compared to 2027 during the **AMPH**. These values include all road-based transport represented in the model.
- Total vehicles on the network are expected to increase by 10% resulting in an increase of 20% in the average density to 10 vehicle/km (average distance of 100m between vehicles). This will increase the average delay by 9% and a decrease in the average speed of 5%. The number of vehicles that could not enter the network in the simulation period is expected to increase from 9% of the total demand to 11% of the total demand.

Expected change in AMPH traffic condition by 2032				
Criteria	Unit	2027	2032	% Change
Speed - All	km/h	33	31	-5%
Delay Time - All	sec/km	104	113	9%
Density - All	veh/km	8	10	20%
Total vehicles	Veh	20208	22222	10%
Vehicles Waiting to Enter - All	Veh	2049	2614	28%

- The average change in the criteria numbers listed in the table below: **Expected change in PMPH traffic condition** by 2032 is an indication on how the traffic conditions is expected to change by 2032 when compared to 2027. These values include all road-based transport represented in the model.
- Total vehicles on the network are expected to increase by 9% resulting in a similar average of 10 vehicle/km (average distance of 100m between vehicles) as in 2027. The average delay is expected to increase by 11% and a decrease in the average speed of 3%. The number of vehicles that could not enter the network in the simulation period is expected to increase from 8% of the total demand in 2027 to 9% of the total demand by 2032.

Expected change in PMPH traffic condition by 2032				
Criteria	Unit	2027	2032	% Change
Speed - All	km/h	31	30	-3%
Delay Time - All	sec/km	116	129	11%
Density - All	veh/km	10	10	0%
Total vehicles	Veh	21057	23020	9%
Vehicles Waiting to Enter - All	Veh	1774	2212	25%

Road upgrades proposed (see Section 9 for proposed Catalytic Projects):

The main improvements for 2032 includes:

- Reduce the number of lanes on Bram Fischer Drive between Selkirk Avenue and Jan Smuts Avenue from 2 lanes to 1 lane to add space for public transport and delivery vehicles to stop
- Provide exclusive public transport lanes on Pretoria Avenue between Selkirk Avenue and Sentrum Avenue

- Introduce traffic signal on Pretoria Avenue at the intersection with the Pedestrian Mall in Hill Street.
- **Public Transport:**
 - Minibus taxi holding facility on Erf 2913 (**Figure 9.12**)
 - Secondary rank on Erf 971 (on the west). **Figure 9.12**
 - Metered taxis formalised reserved parking on Bram Fisher Drive near the taxi rank and corner Dover (**Figure 8.2**).
 - **Proposed mass transit** along Jan Smuts Avenue, Bram Fischer Drive and Republic Road. Mixed traffic (no dedicated lanes).
- **NMT facilities:**
 - Bram Fisher Drive and Selkirk Avenue
 - Harley Street and Pretoria Avenue
 - Bram Fisher Drive and Burke Street
- **Freight loading** along Bram Fischer Drive (**Figure 8.3**)

8. THE FUTURE NETWORK

8.1 Non-Motorised Transport

The proposed NMT network as indicated in section 6.1.1 of this report aims to prioritise pedestrian movement and cycling, although there is insignificant demand of cyclists, and sport and recreational cycling activities are not encouraged in the area, as depicted in the status quo assessment.

Cycling lanes are proposed along strategic routes due to the terrain exceeding 5% grade. These cycling routes are as follows:

East – West:

- Bond Street, Main Avenue, Dover Street, View Road and then Republic Road to William Nicole Road
- Hill Street linking Main Avenue and Jan Smuts Avenue
- Cross Street linking Malibongwe Drive and Bram Fischer Drive

North – South:

- West Avenue linking Republic and Oxford
- Main Avenue linking Bond Street and Cross Street
- Pretoria Avenue from Hill Street southwards
- Bram Fischer Drive

Triangle: Selkirk Avenue, Bram Fischer Drive and Bordeaux Drive

8.2 Public Transport

The RCBP is predominantly serviced by public transport with minibuses as a dominant or major public transport mode that is used in the area. Interventions are required to create well connected and accessible transport network that

prioritise public transport as indicated in section 6.1.2. There are plans within Randburg for mass transit routes, ICM corridors and Gautrain expansion for a balanced and integrated public transport network.

The proposed public transport projects; provision of secondary Taxi Rank, metered taxis holding area and proposed transit mall are discussed in the next section of this report.

Figure 8.1 below, is an illustration of a Secondary Taxi Rank on the west (Hill Street connecting to Malibongwe Drive) that could serve western and northern destinations and integrate with current bus terminus and metered taxis services.

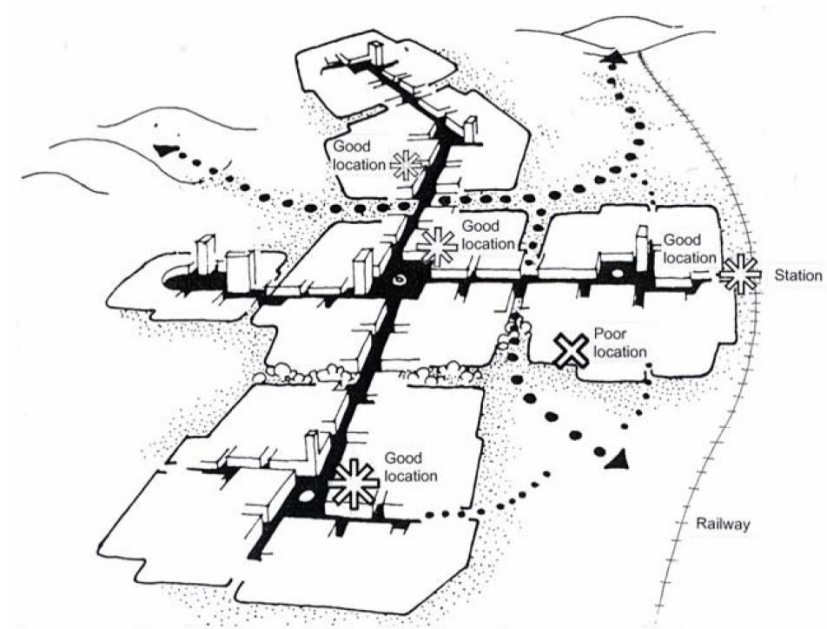


Figure 8.1: Example of good and bad location for interchanges in relation to urban and spatial structure of urban development

8.3 Parking Management

8.3.1 On Street Parking

The parking management plan is based on the status quo challenges that were observed on site and the parking demand surveys conducted within the study area as discussed in section 4.2 in this report.

The objective of this plan is to support the City's parking strategy and achieve a more pro-active management of parking as a Travel Demand measure within the Randburg CBD. This plan include the following proposals:

- Prohibit on-street parking on the pavements and median islands along Bram Fischer Drive at its intersection with Jan Smuts Avenue.
- Prohibit on street parking along Pretoria Avenue on both sides of the road between Sentrum Road and Mikro Lane Road, and along Oak Avenue on the median island (pedestrian walkway on Hill Street).
- Parking restrictions to apply 9am-4pm Monday to Friday and 8am-13pm Saturday along Oak Avenue, Bram Fischer Drive, Jans Smuts Avenue and Bordeaux Drive.
- Reserved parking for metered taxis along Bram Fischer Avenue (3 parking spaces) near the taxi rank and corner Bram Fischer Avenue and Dover Street (2 parking spaces).
- Parking restrictions to apply 9am-4pm along Retail Avenue (**Option 1**). Proposals for **Option 2** has been made to convert Retail Avenue to a pedestrianised area, as shown in NMT and Informal Management Plans.
- Installation of the Dynamic Message Signs to indicate the availability of parking spaces at the Permrand, Mikro Lane, Randburg Square and Randburg Oriental Plaza parking areas as in **Figure 8.2**.

This Plan does not address parking fees and charges.

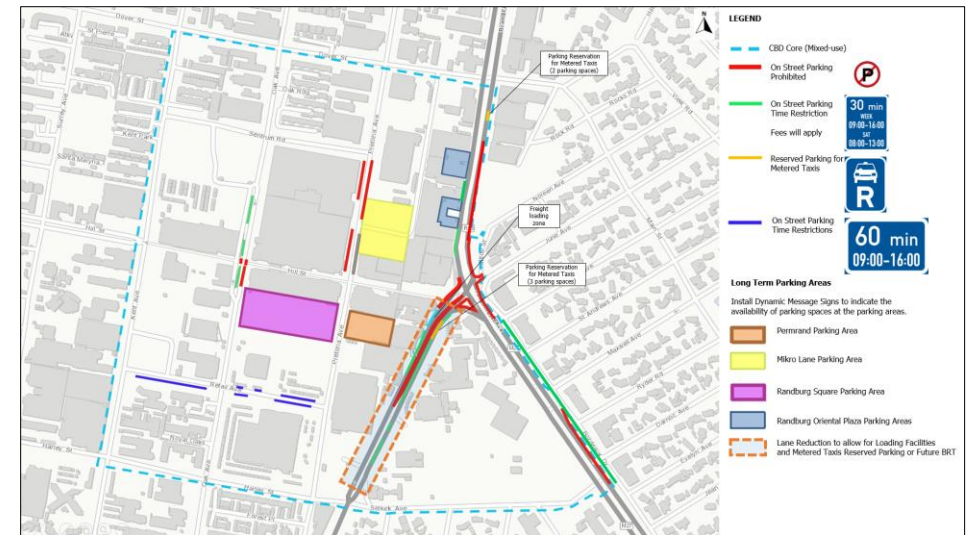


Figure 8.2: Parking Management Plan Randburg CBD

8.3.2 Off Street Parking

The parking ratios are important tools in the development of TOD's. The proposed parking ratios for the Randburg Spatial Framework are indicated in **Table 8-1**. The proposed ratios are in accordance with the CoJ Town Planning Scheme 2018 and aims to reduce parking spaces as an incentives for people to use public transport and walk. Further encourage a shift from private to public transport for a sustainable and effective transport system.

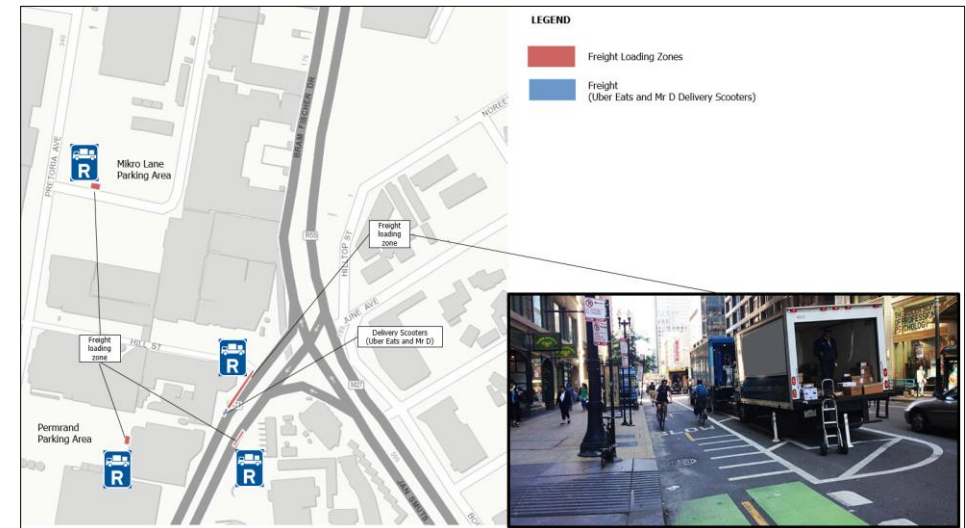
Table 8-1: Proposed Off-Street Parking Ratios for Randburg Spatial Framework

Broad Land-Use Category		Parking Ratios (COJ TPS 2018, TODs - Zone B)
Mixed-Use	Business/ Office 50%	2.0 per 100m ²
	Retail 30%	3.0 per 100m ²
	Residential 20%	0.5 bays per unit plus 1.0 bay per 3 units for visitors
Business	Business/ Commercial 80%	1.0 per 100m ²
	Service Industry 20%	1.0 per 100m ²
TOD Mixed-Use 1	Residential 80%	0.5 bays per unit plus 1.0 bay per 3 units for visitors
	Business 10%	3.0 per 100m ²
	Service Industry 10%	1.0 per 100m ²
TOD Mixed-Use 2	Residential 90%	0.5 bays per unit plus 1.0 bay per 3 units for visitors
	Business/ Commercial 10%	1.0 per 100m ²
Medium Density Residential	Residential	0.5 bays per unit plus 1.0 bay per 3 units for visitors
Low Density Residential	Residential	0.5 bays per unit plus 1.0 bay per 3 units for visitors
Institutional	Magistrates Court, Schools, Municipal/ State Entity offices	0.75 bays per 100m ²
Green Space		N/A
Roads		N/A

8.4 Freight Management

Freight management plan is proposed to ensure that transport within Randburg area is safe and efficient, serving the needs of the local and regional economy without compromising the access and mobility needs of fellow road users that freight operators understand and comply with regulations that deal with road

safety; route and the user-pays principle. The plan shows the freight loading zones as well as light freight such as UberEats and Mr D, refer to **Figure 8.3** below.

**Figure 8.3: Freight Management Plan**

8.5 Informal Trade Management

The informal commerce sector needs both general business services and economic infrastructure. An informal trading management strategy needs to be developed in order to facilitate change the Randburg area. This strategy aims to make provision of proper facilities for informal traders and to become a policy whereby formal trading permits could be issued or issuing a certificate of acceptance to trade and support enterprise development.

Figure 8.4 shows the informal trading management plan for Randburg CBD based on the status quo and stakeholder engagement concerns raised.

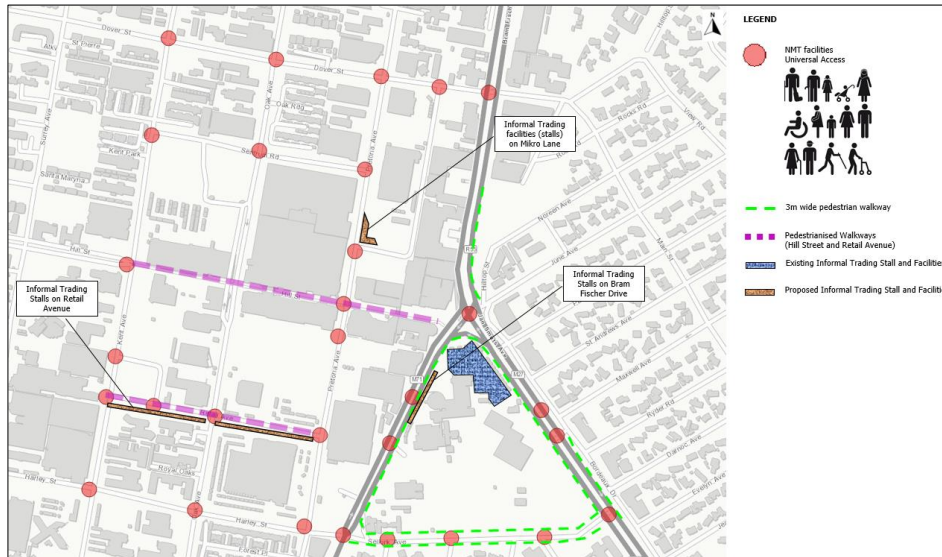


Figure 8.4: Informal Trading Management Plan

Facilities that will need to be developed to support market facilities are:

- Ablution facilities for traders
- Storage facilities – storage space should be allotted to each trader where they can safely store their goods at night
- Mobile or stationary stalls
- Lighting
- Paved pathways

8.6 Urban Management

The lack of maintenance, which results in poor security, an untidy and dirty environment, and the existing infrastructure deteriorating is clear evidence of weak urban management in the Randburg area.

Urban management strategies are required to combat existing signs of urban decay and degradation. Some of the strategies:

- The City has to enable and promote public-private partnerships in order to allow the businesses to intervene since the City is unable to sort out urban management issues on its own.
- The City should be accountable and collaborate with other departments, not work in silos.
- Law enforcement has to be in place for safety. SAPS medium-term strategic plan for the Randburg area that is aligned with its previous 5-year plan has to be implemented.
- New policies have to be in place such as the new Wayleave By-Law, which the City is currently in the process of drafting.

9. PROPOSED CATALYTIC PROJECTS AND ACTION PLAN

9.1 Proposed Land-Use (Nodes)

The rolling out of the full spatial vision outlined as part of the land-use masterplan is something that will take more than prescribed 10 year timeline of the RTMP to realize as mentioned in **section 6**.

As such it is proposed that all land-use development initiatives be restricted to the key nodes (priority precincts) shown in **Figure 9.1**. The priority precincts based 3 identified existing nodes within the study area deemed to have the best potential to be catalysts of overall renewal and revival of Randburg.

A boundary was developed for each precinct with the aim of ensuring that over the next ten years, extensive investment and development is concentrated within these precincts.

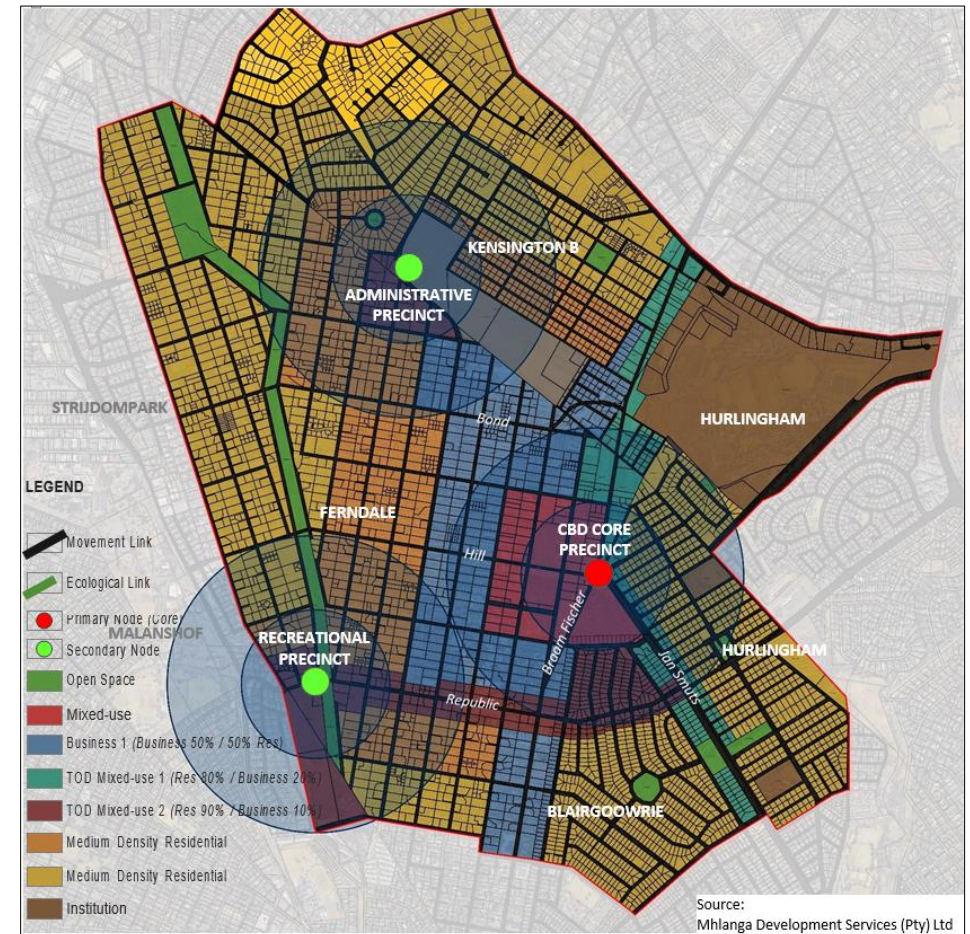


Figure 9.1: Proposed Priority Precincts (key Nodes)

The three proposed priority precincts are discussed in more detail in the sections below. The aim is for each priority precinct to have its own unique character whilst also contributing to the overall identity and character of Randburg.

9.1.1 Precinct A - The CBD Core Precinct

Priority precinct A is the CBD core of Randburg and highlighted in the broader masterplan, it considered the only primary node within the greater study area. Premised on the existing activity around the core of Randburg CBD and characterized by large amount of movement. The CBD must be active and attractive to all users. Due to the large amount of diverse users visiting this node, NMT and public transportation within this precinct needs to be a key component of it character.

The precinct is proposed as an area within Randburg, predominantly characterized by Mixed-use, Business and TOD 1 land uses as shown in **Figure 9.2**. The aim is to create a CBD that is vibrant and complete.

Table 9-1 shows the projected bulk for Precinct A consisting of a mix of business, retail, service industry and residential opportunities.



Figure 9.2: CBD Core Precinct Land-Use Plan

Table 9-1: Precinct A - The CBD Core Precinct: Broad-Level Bulk Projections

Broad landuse category		Area (ha)	Proposed FAR	Proposed Coverage	Max. Height	Projected Bulk Splits (Hectares)		Est. Units
MIXED-USE	Mixed-use Developments: 30% - Retail 50% - Business/ Office 30% - Residential	43,70	0,8	60%	4	Business/ Office 50%	5	
						Retail 30%	3.55	
						Residential 20%	4,9	544
BUSINESS	Mixed Uses - Area Specific: 80% Business/ Commercial 20% Service Industry	11,23	0,4	60%	3	Business/ Commercial 80%	2,5	
						Service Industry 20%	0,6	
TOD MIXED-USE 1	Transit Oriented Development 80% - Residential 10% - Business10% - Service Industry	12,54	0,8	50%	3	Residential 80%	5,6	702
						Business 10%	0,7	
						Service Industry 10%	0,55	
TOTALS		67,47						1246



Figure 9.3: CBD Core Precinct Basic Built Form Guidelines

9.1.2 Precinct B - The Administrative Precinct

Priority precinct B is proposed as the Administrative Precinct in the study area. This precinct is centered around the existing Randburg Magistrates' court and Police station and potential around this area as shown in **Figure 9.4**.

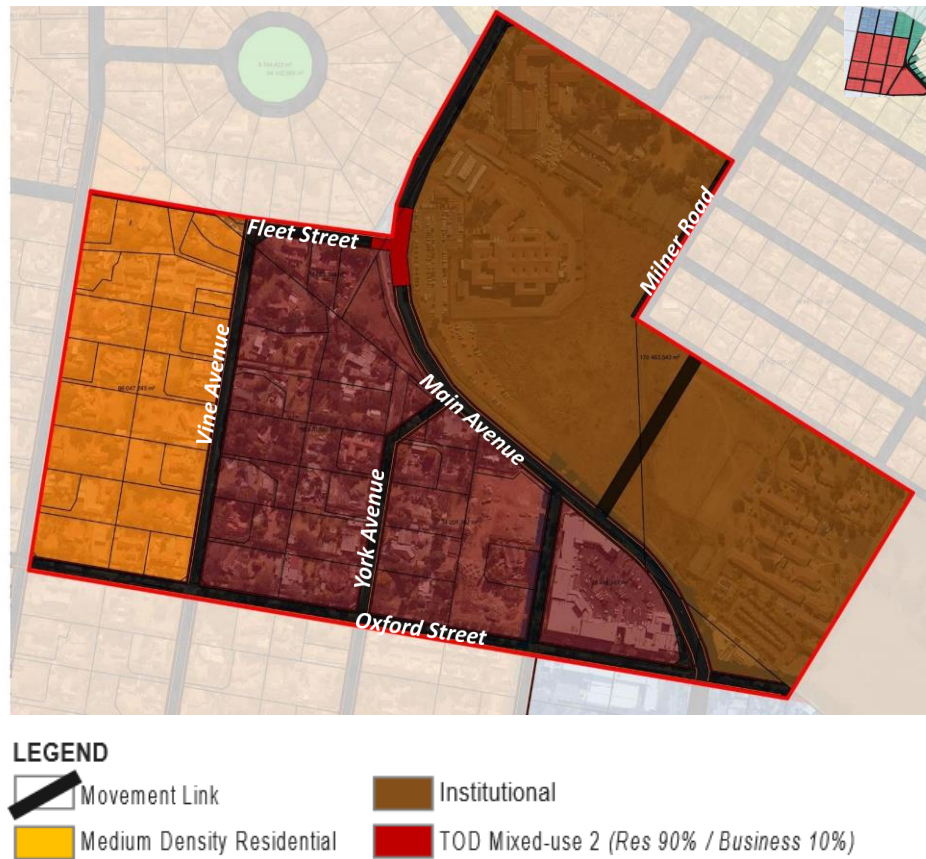


Figure 9.4: Administrative Precinct Land-use Plan

Table 9-2 below shows proposed land-uses for the precinct characterized primarily by a mix of land-uses. The objective behind this to try and create the ideal Live, Work and Play environment within the administrative precinct. This area is currently characterized by low density residential units. There is however, an opportunity to support the emerging trends of residential densification around key centers when considering the significance of Main Avenue as a transportation link to the Randburg CBD and the Magistrates court.

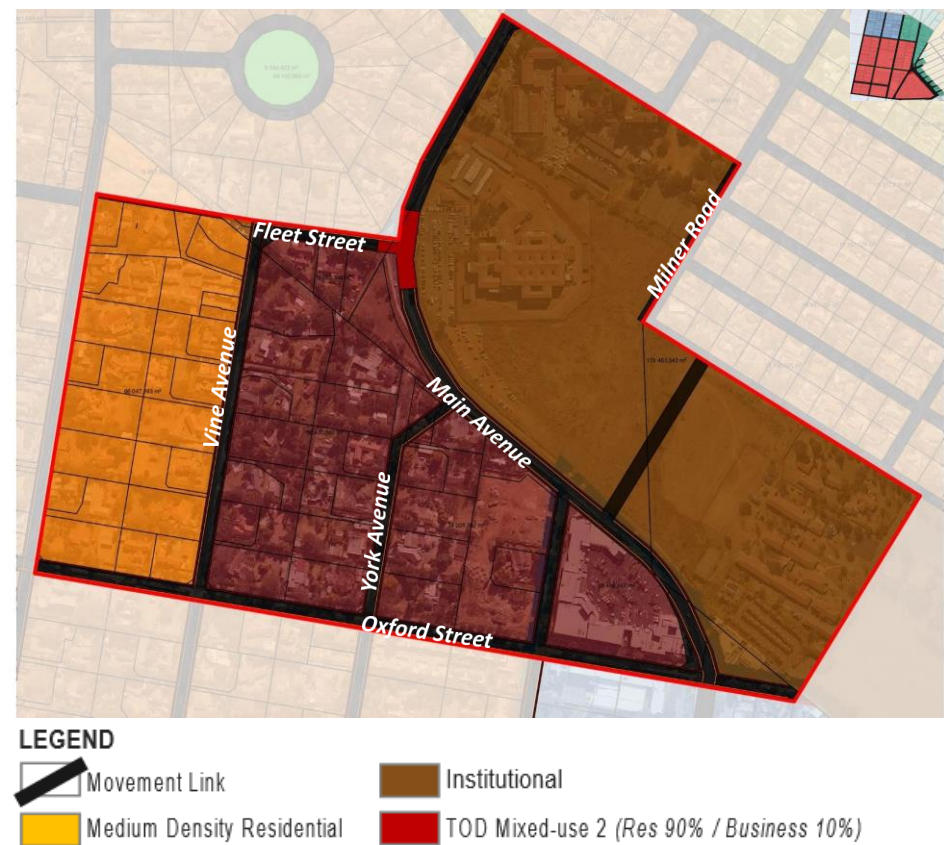


Figure 9.4: Administrative Precinct Land-use Plan

Table 9-2: Precinct B - The Administrative Precinct: Broad-Level Bulk Projections

Broad Land-Use Category		Area (ha)	Proposed FAR	Proposed Coverage	Max. Height	Projected Bulk Splits (Hectares)		Est. Units
TOD MIXED-USE 2	Transit Oriented Development 90% - Residential 10% - Business/Commercial	10,49	0,5	50%	4	Residential 90%	4.7	590
						Business/Commercial 10%	0.5	
MEDIUM DENSITY RESIDENTIAL	Mixed Residential Typologies - Ranging Density of 60 - 100 Du/ Ha	6,60	0,4	40%	3	Residential	2.6	330
INSTITUTIONAL	Various Institutional Facilities: School Magistrate Court Municipal Offices	17,04	0,6	50%	4	Magistrates Court	8.1	
						Schools	2.3	1200
TOTALS		34,13						920

**LEGEND**




-  Building Interface Zone
-  Road
-  Architectural Accentuation

Figure 9.5: Administrative Basic Built Form Guidelines

9.1.3 Precinct C - The Recreation Precinct

The third priority precinct is the Recreational Precinct located on the South-Western edge of the study area. This precinct builds on the existing activity around the Ferndale on Republic shopping center and Adventure Golf as shown in **Figure 9.6**.

The overall project development GLA for this precinct is approximately 22.9 Ha. A total of 22,4 Ha of this area is dedicated to residential uses as shown in **Table 9-3**. It is expected this this can lead to the realization of approximately 1900 residential opportunities within the recreation's precinct.

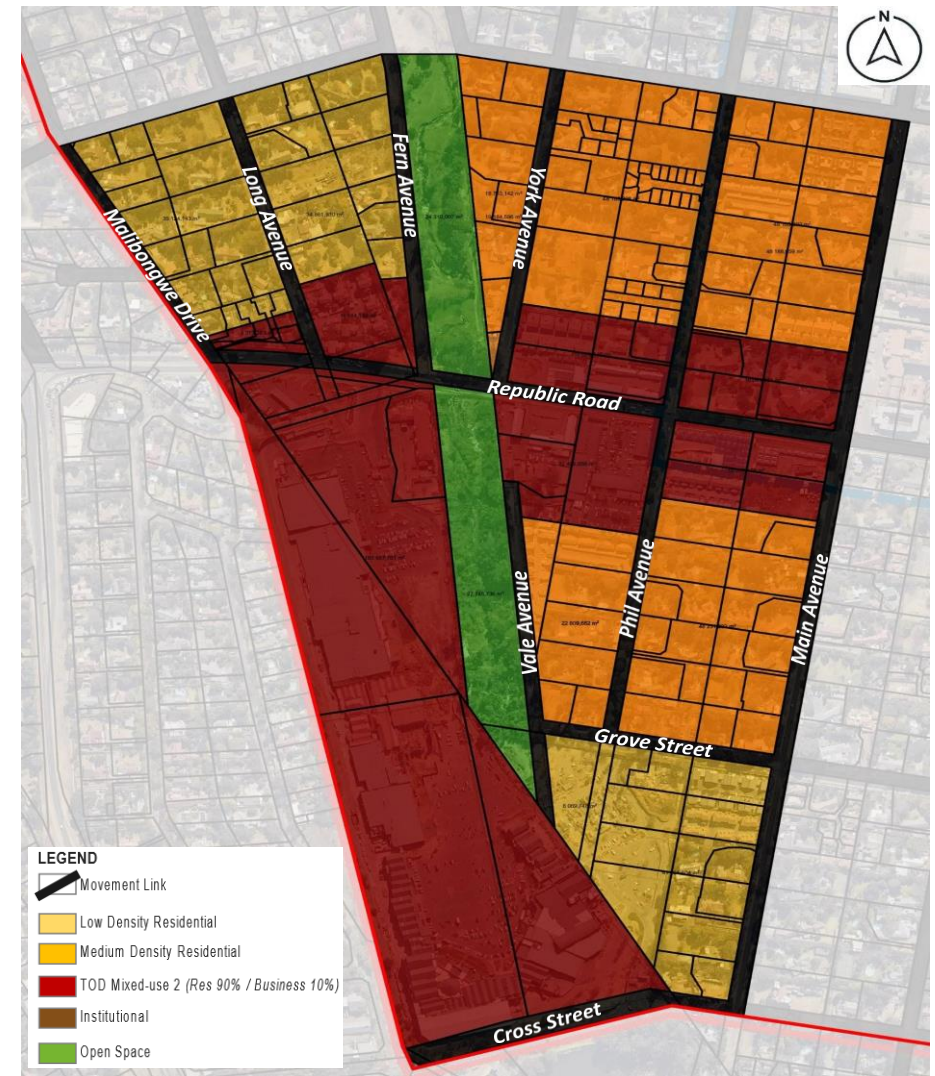


Figure 9.6: Recreational Precinct Land-Use Plan

Table 9-3: Precinct C - The Recreation Precinct: Broad-Level Bulk Projections

Broad landuse category		Area (ha)	Proposed Far	Proposed Coverage	Max. Height	Projected bulk Splits (Hectares)		Est. Units
TOD MIXED-USE 2	Transit Oriented Development	25,09	0,5	50%	4	Residential 90%	11.3	900
	90% - Residential 10% - Business/Commercial					Business/Commercial 10%	0.5	
MEDIUM DENSITY RESIDENTIAL	Mixed Residential Typologies - Ranging Density of 60 - 100 Du/Ha	11,23	0,4	60%	3	Residential	7.5	800
LOW DENSITY RESIDENTIAL	Mixed Residential Typologies - Ranging Density of 25 - 60 Du/Ha	12,54	0,8	50%	3	Residential	3.6	200
TOTALS		55,71						1900

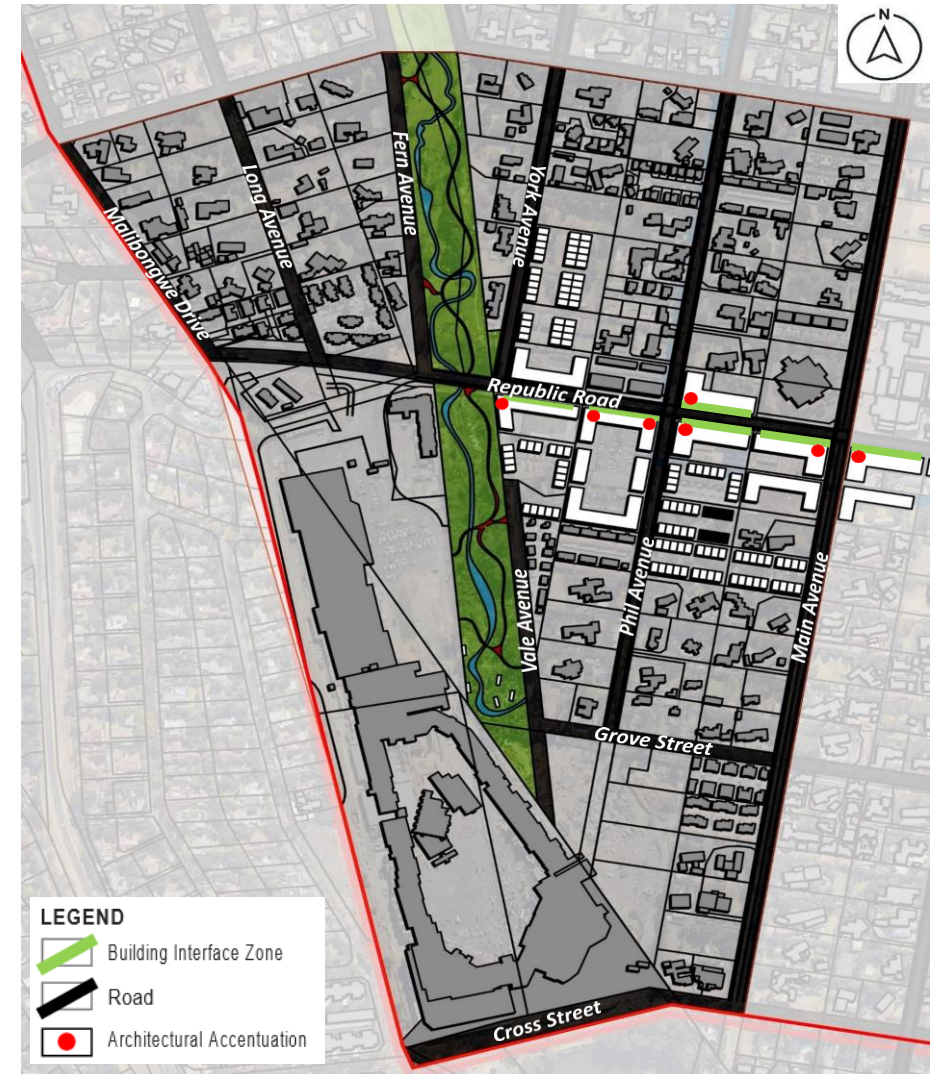


Figure 9.7: Recreational Precinct Basic Built Form Guidelines

9.2 Proposed NMT Projects

The principles of complete streets design provide safe access to all people who need to use the streets, including pedestrians, cyclists, motorists, and transit riders of all ages and abilities. NMT includes everything related to pedestrians and cyclists, as well as Universal Access (UA). UA ensures that NMT facilities are built in such a way that people who are blind, in a wheelchair, or deaf are taken into account.

The NMT facilities (UA) at the intersections within Randburg CBD (Mixed Core and Business nodes) have to be prioritised as shown in **Figure 9.8**. These will include cleaning footways or pavements, provision of 3m wide footways and upgrading some of intersections to make provision of UA for NMT users including impaired persons.

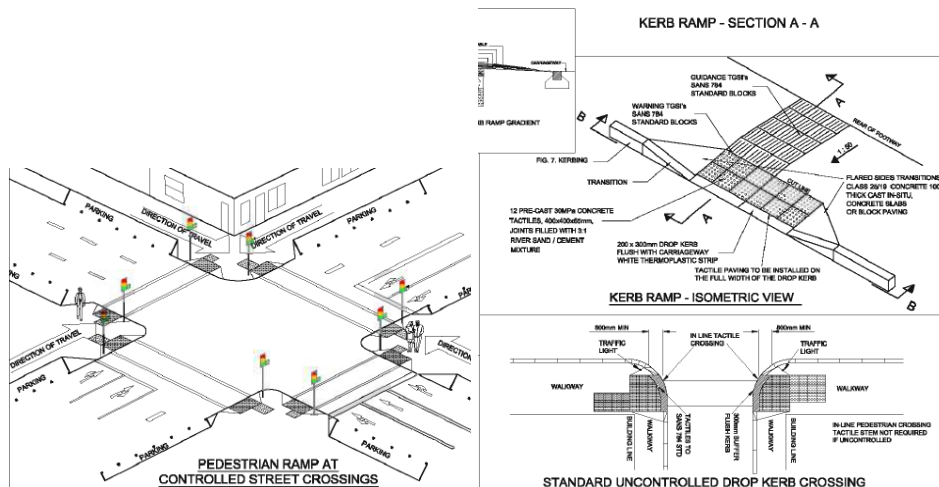


Figure 9.8: Proposed NMT Catalytic Projects

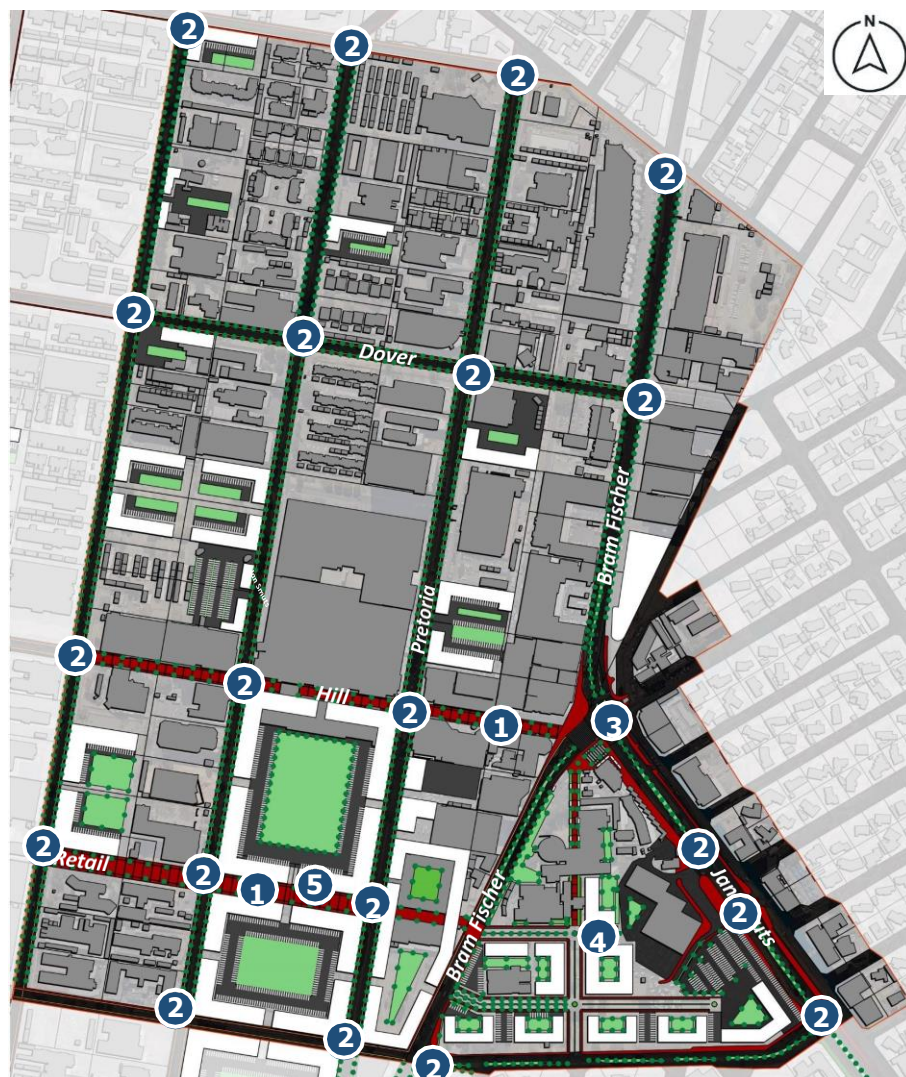
The urban and key NMT projects for the three precincts described in previous section are discussed below.

Precinct A (Core Precinct) projects includes (see **Figure 9.9** and images):

- Pedestrianisation upgrade to Hill Street and Retail Street (future)
- NMT crossing facilities upgrades
- Bram Fischer Drive and Jan Smuts Avenue intersection upgrade to be upgraded by the JDA
- Office Optimization Project
- Detailed investigation and design of future Gautrain Station



Source: CoJ Complete Streets Design Guideline



No	Project
1	Pedestrianisation Upgrade to Hill & Harley Streets
2	Pedestrian crossing upgrades
3	Bram Fischer & Jan Smuts Intersection Upgrade
4	Office Optimization Project
5	Detailed investigation & Design of Future Gautrain Station

Figure 9.9: Precinct A (The CBD Core Precinct) Urban Vision & Key Projects





Precinct B (Administrative Precinct) projects includes (see **Figure 9.9** and images):

- Main Avenue (NMT infrastructure)
- Fleet and Main Avenue intersection upgrade
- NMT infrastructure design and provision
- Upgrade magistrates court
- Investigate medium density, TOD opportunity and future local sports precinct/ club





No	Project
1	Main Avenue (NMT infrastructure)
2	Fleet & Main Avenue Intersection upgrade
3	NMT infrastructure design and provision
4	Upgrade of Magistrates Court
5	Investigate Medium Density & TOD opportunity
6	Future Local Sports Precinct/ Club

Figure 9.10: Precinct B (Administrative Precinct) - Urban Vision & Key Projects



Fleet & Main Avenue Proposed Intersection



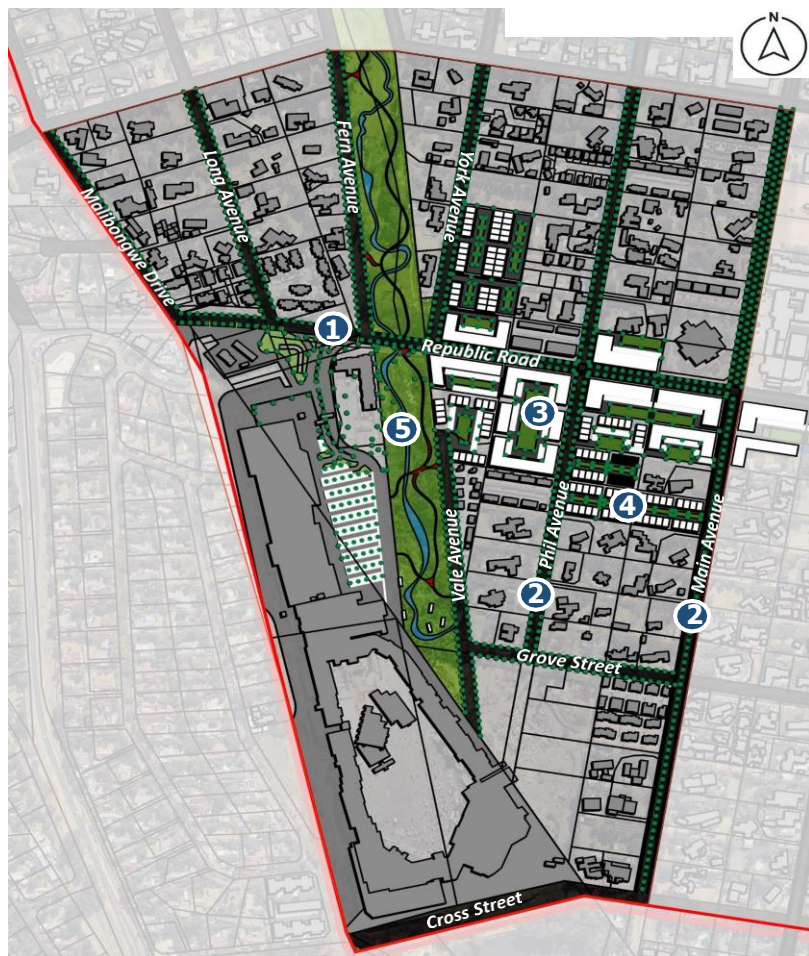
TOD 2 Mixed-use Interfacing Proposed Medium



Precinct C (Recreational Precinct) projects includes (see **Figure 9.11** and images):

- Republic Road (NMT infrastructure)
- NMT infrastructure development
- TOD Development Opportunity investigation
- Infill Medium Density Development investigation
- Detailed Design and development of Randburg Linear Park





No	Project
1	Republic Road (NMT infrastructure)
2	NMT infrastructure development
3	TOD development opportunity investigation
4	Infill medium density development investigation
5	Detailed Design and development of Randburg Linear park

Figure 9.11: Recreational Precinct Urban Vision Plan & Proposed Projects





Recreational Precinct – Republic Road and the Proposed Community Linear Garden



Recreational Precinct – Republic Road and the Proposed Community Linear Garden

9.3 Proposed Public Transport Projects

The current minibus taxis demand need to be accommodated as they negatively affect the area. There are plans to renovate the Randurg Taxi Rank and to construct a holding space. The Taxi rank and the planned holding space should be prioritised including a proposed secondary Taxi rank to the west along Kent Avenue as shown in **Figure 9.12**. This secondary rank should be integrated with the current bus terminus/holding area and metered taxis services. The bus holding area has to be renovated.

The proposed transit mall should be implemented along Pretoria Avenue and the metered taxis parking area along Bram Fischer Drive at corner Jan Smuts Avenue and corner Dover Street have to be formalised with demarcated parking spaces and signage.

Exclusive public transport lanes on Pretoria Avenue between Selkirk Avenue and Sentrum Avenue are proposed. Reduce the number of lanes on Bram Fischer Drive between Selkirk Avenue and Jan Smuts Avenue from 2 lanes to 1 lane to add space for public transport and delivery vehicles to stop.

Provision of bus stops and taxi bays outside the UDF/CBD study area are proposed.

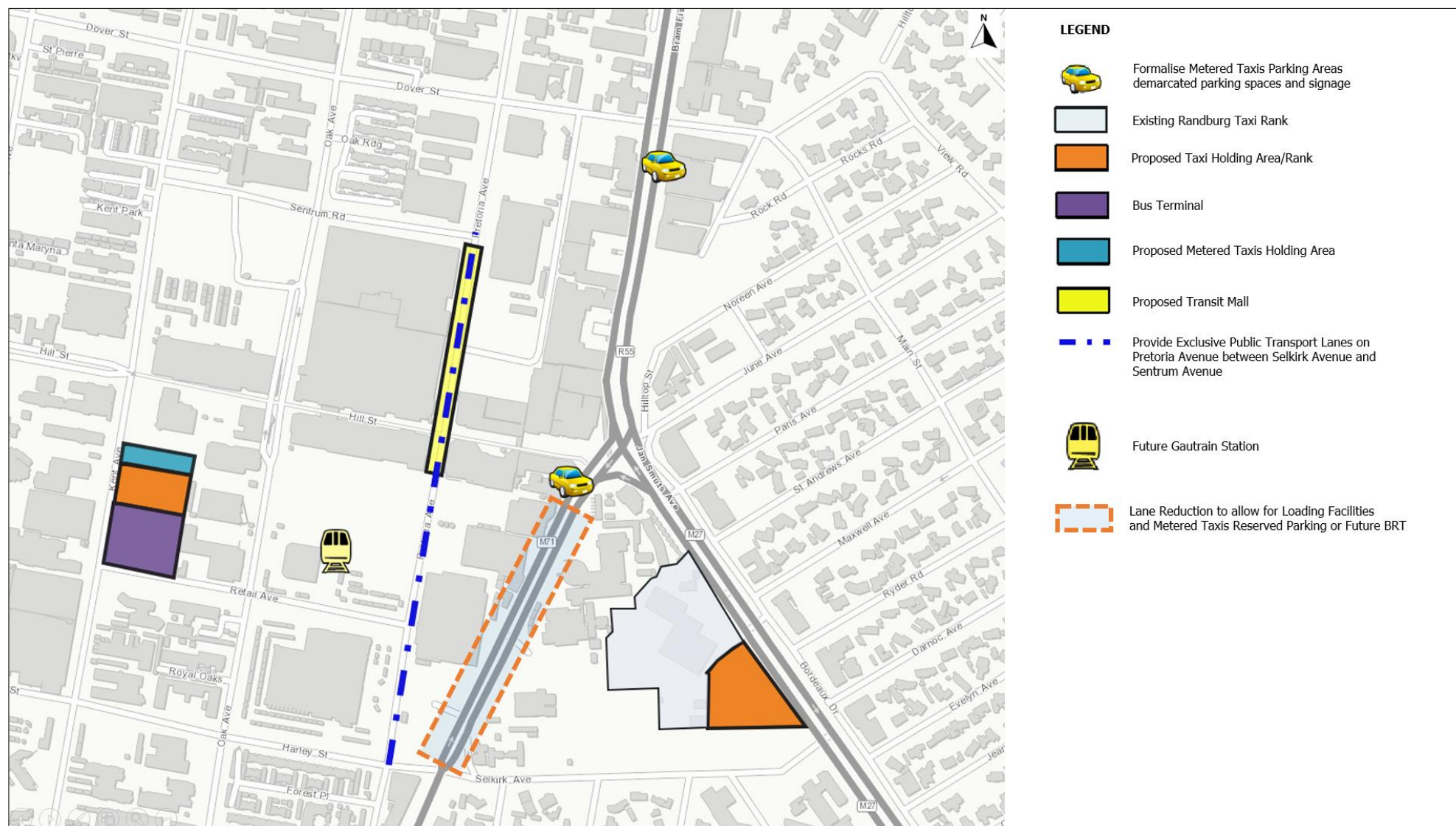
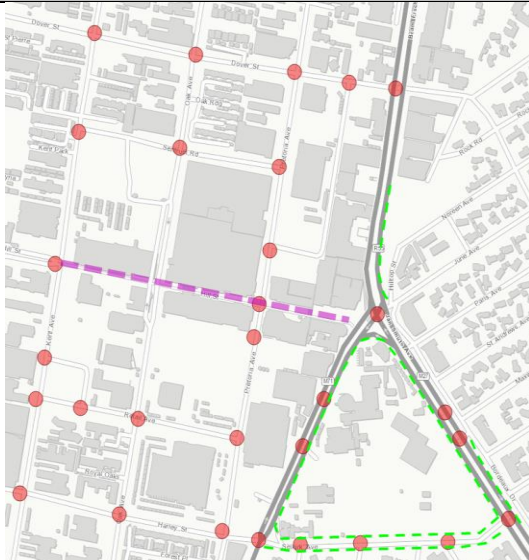




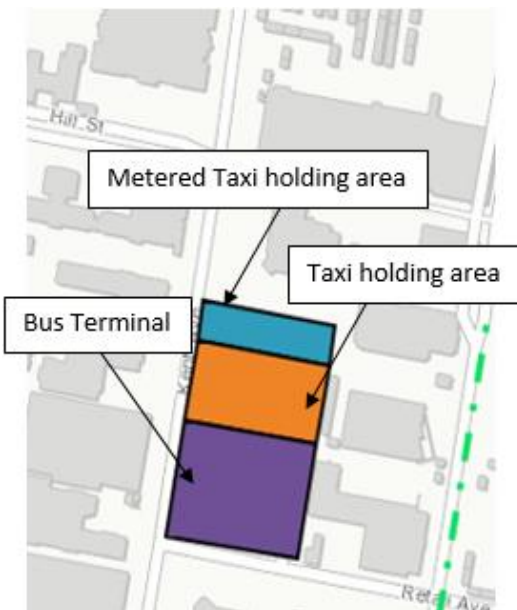
Figure 9.12: Proposed Transport Catalytic Projects



10. PROPOSED PROJECT COST ESTIMATES


The high level cost estimates catalytic projects are shown in **Table 10-1**.

Table 10-1: High Level Project Cost Estimate

Description		Location	Extent		Unit cost (R/m²)	Total Estimated Costs (Excluding P&G)
NMT facilities (Precinct A, B & C)	Precinct A - Sidewalk along Jan Smuts Avenue, Selkirk Avenue and Bram Fischer Drive		4590	m²	R 550.00	R 2 524 500.00
	Precinct A - Pedestrain Crossing Facilities (crossing, kerbs and ramps)		2415	m²	R 10 000.00	R 24 150 000.00
			210	unit	R 15 000.00	R 3 150 000.00
	Precinct B - Sidewalks alng Main Avenue, Vine Avenue and Pine Avenue		805	m²	R 550.00	R 442 750.00
	Precinct B - Pedestrain Crossing Facilities (ramps)		70	unit	R 15 000.00	R 1 050 000.00

Description		Location	Extent		Unit cost (R/m ²)	Total Estimated Costs (Excluding P&G)
	Precinct C - Sidewalks along Main Avenue and Long Avenue		460	m ²	R 550.00	R 253 000.00
	Precinct C - Pedestrian Crossing Facilities (ramps)		20	unit	R 15 000.00	R 300 000.00
Bus	Bus Terminal on Kent Avenue (Paving & Services)		6200	m ²	R 500.00	R 3 100 000.00
	Bus Terminal on Kent Avenue (Structures)		7		R 150 000.00	R 1 050 000.00
Metered Taxi	Metered Taxi Holding Area on Kent Avenue		2100	m ²	R 500.00	R 1 050 000.00
Minibus Taxi	Taxi Rank Holding Area on Kent Avenue (Paving & Services)		4200	m ²	R 500.00	R 2 100 000.00
	Taxi Rank Holding Area on Kent Avenue (Structures)		8		R 25 000.00	R 200 000.00

Description		Location	Extent		Unit cost (R/m ²)	Total Estimated Costs (Excluding P&G)
	Taxi Holding Area (Taxi Facility Expansion) along Jan Smuts Avenue					R 40 000 000.00
Transit Mall	Transit Mall Paving & Pavement upgrade		5000	m ²	R 500.00	R 2 500 000.00
	Transit Mall bus shelters		3	unit	R 150 000.00	R 450 000.00

Description		Location	Extent		Unit cost (R/m ²)	Total Estimated Costs (Excluding P&G)
Parking	Painting (Demarcated)		3500	m ²	R 350.00	R 1 225 000.00
	Road Sign boards for Reserved Parking, Prohibited Parking, Time Restrictions		24	unit	R 1 500.00	R 36 000.00
	Dynamic Message Signs (Digital)		4	unit	R 250 000.00	R 1 000 000.00
Freight	Loading zones (Demarcated)	Bram Fischer Drive, Permrand and Mikro Lane Parking areas	450	m ²	R 350.00	R 157 500.00
Traffic Signals	Traffic signals adjustments (optimisations) including hardware	Signal adjustments along Bram Fischer Drive, Jan Smuts Avenue, Selkirk Street, Pretoria Avenue, Bram Fisher Drive and Burke Street and other intersections	30	unit	R 200 000.00	R 6 000 000.00
Informal Traders	Installation of new informal trading stalls and facilities	Bram Fischer Drive near tax rank	3	unit	R 1 000 000.00	R 3 000 000.00
		Mikro lane				
		Retail Avenue (possibility if Retail Avenue is pedestrainised)				

11. CONCLUSIONS

A transport master plan was developed for the Randburg CBD from the vision that was created for the master plan. The aim of this framework is to balance the RTMP vision with sound urban planning and transport principles. These principles are founded on the principles of Transit Orientated Development (TOD) that have been applied to various international cities, and have been adopted for the South African context, and more specifically, the Randburg CBD context.

Four strategies were developed using the RTMP Vision and Framework. These strategies aim to address and overcome challenges identified during the status quo assessment and stakeholder consultation phases, while leveraging opportunities in the study area.

- Strategy 1: Walk – Create a connected, safe and walkable network with cycling accommodated along strategic routes
- Strategy 2: Transit – Connect and improve public transport facilities to allow for safe and convenient intermodal transfers
- Strategy 3: Shift – Reduce the overall supply of parking and repurpose on-street space for NMT to encourage the use of public transport and walking
- Strategy 4: Mix – Plan for a diverse mix of residential and non-residential land-uses to reduce the need to travel and increase the number of re-used seats on the public transport system

A transport model was developed to model the future transport demand in the Randburg area. This transport model was used to determine the future network

for the Randburg CBD. Proposals were made based on the transport model outcomes to improve the following factors:

1. Non-Motorised Transport;
2. Public Transport;
3. Parking Management;
4. Freight Management;
5. Informal Trade Management; and
6. Urban Management.

This, as well as the strategies that were developed from the RTMP Vision and Framework, were used to earmark catalytic projects for the study area. These catalytic projects focus on the land use, non-motorised transport and public transport issues identified in the Randburg CBD and will be implemented in a phased manner. The projects that were identified are listed below:

- **Proposed land use nodes:** These projects are divided into three separate precincts, namely:
 - CBD Core Precinct
 - Administrative Precinct
 - Recreation Precinct
- **Non-Motorised Transport** projects which are also listed under the three Precincts listed above. The projects include upgrades such as:
 - Pedestrianisation of Retail Street and upgrades on Hill Street;
 - NMT crossing facilities;
 - Intersection upgrades; and
 - The Office Optimisation Project.
- **Public Transport Projects** such as:

- Renovation of the existing taxi rank;
- Develop separate bus, taxi and metered taxi holding facilities on Kent Avenue;
- Proposed Transit mall along Pretoria Avenue;
- Traffic signal adjustments; and
- Provision for bus stops and taxi bays outside the UDF/CBD.

High level costing for these projects are also included in this report. It is expected that these catalytic projects will improve and revitalise the Randburg CDB and that the political priorities of the CoJ will all be addressed through these project implementations.

ANNEXURES

Annexure A-1:

Minutes of Meetings with Key Internal Stakeholder Sector

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DISCUSSION NOTES FROM CITY OF JOHANNESBURG DEPARTMENTS / MOEs MEETING		Date: 17 May 2022
		Time: 09h00
		Venue: MS Teams
Issue	Raised By	Response
With regards to the City, what is the densification in the urban area where upgrades are proposed. From a public transport perspective, density assists with the sustainability of a public transport system. Is there more information on that?	Frano Combrinck - Johannesburg Roads Agency (JRA)	<p>Nobuntu Duze - CoJ Transport: The Urban Development Framework (UDF) does make some proposals in relation to the study areas' densification, which can be viewed on the UDF slide that shows the various precincts. These are plans and there is nothing definite now in relation to the feasibility studies being done. An investigation feasibility study is being concluded for the corridor linking Diepsloot - Randburg - Sandton and then for the Cosmo City - Randburg - Sandton corridor.</p> <p>It is important that the densities within accessible distances from those corridors linking up those nodes are there, or if they are not there, at least planning from a development perspective accommodates this so that it can add to the sustainability of those corridors. There are several precincts and a mobility spine which is Precinct 3.</p> <p>Lesego Ndlovu - Civil Concepts Consortium: High density has been identified in some precincts, especially along Precinct 3: Mobility Spine where mixed use with retail, offices and residential is proposed. In addition, the UDF proposes high density along Precinct 1: Mixed Use CDB Core and Precinct 5: Residential Frame.</p> <p>Frano Combrinck - JRA: Further discussions can take place on how the integration of these plans can be improved. Historically there is a struggle with the final implementation, but this is still a good opportunity.</p> <p>Nobuntu Duze - CoJ Transport: There is a need to layer all the City plans within these areas so that there is more integration and coordination in what is being done. For instance, the Johannesburg Development Agency (JDA) have appointed urban designers and were in the process of appointing traffic engineers to address the intersection along Jan Smuts Avenue and Bram Fischer Drive which is a key intersection and is chaotic and unsafe. There are high level</p>

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		<p>proposals for that intersection and the planning is underway in this financial year for implementation in the next financial year. There are also public transport corridors under investigation that affect all of this and it is prudent to consider their impacts as whatever implementation occurs now must be mindful of future corridors. This means that in that area there will not necessarily be a need for further retrofitting because it would have already been considered. There is a need for City departments and entities working in the Randburg area to continuously talk to each other to enable and improve alignment between the teams and this is being attempted through this project.</p>
<p>In the presentation it was mentioned that pedestrian movement has increased by 10% from 2015 to 2021 which is significant. There were a lot of changes in the environment with regards to Non-Motorised Transport (NMT) movement. The COVID-19 period has shown that a lot of people have resorted to walking to various places rather than waiting to get into a cramped taxi or public transport where there were long queues, issues regarding sanitation and the possibility of contracting COVID-19. It is desirable to capitalize on people getting used to walking for certain trips. It would be helpful if there was a study where people were interviewed to find out whether they opted to walk prior to the COVID-19 pandemic or not and to find out the reasons for this.</p>	<p>Frano Combrinck – JRA</p>	<p>Jaco Kruger - Civil Concepts Consortium: This question was not specifically asked in the surveys as it was only after the data was analysed that this trend was identified and by that time, the Origin-Destination surveys and the questionnaires were already completed. As the pandemic reaches its end, although the last waves are uncertain, people are going to continue to act in a more responsible way with regards to social distancing. This plan looks five or ten years into the future and the question is will this walking trend continue, and should it be considered, or will the trends revert to what they were before COVID 19? The team does not want to plan for trends that might not be realised in the future.</p> <p>Nobuntu Duze - CoJ Transport: The JDA does not have data that specifically says what is from COVID-19 and what is not or has been a general trend. The City of Johannesburg (CoJ) wants to enable and ensure that the infrastructure provided on the transport system and roadways is such that it makes people comfortable to walk. As such, the CoJ wants to sort out all impediments that may exist in relation to the infrastructure, such as lighting, universal access and space being taken up by traders. This is so that regardless of future eventualities, people will always feel comfortable and safe to walk in this space and can make the decision to walk versus not addressing the issues and people reverting to their old ways of moving around in this space. This is how the matter is seen from a CoJ perspective.</p>

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<p>There are many topics to discuss with regards to future planning and the existing status quo. The overall planning needs to have far better NMT options, to get people out of their cars and walking, to get people to stay closer to their places of work and to have changes in the way people use the environment.</p> <p>There is a drive in South Africa and internationally to get people to walk and cycle more. Hence the previous question on densification because a certain densification is needed to make public transport sustainable. When public transport is more sustainable, people will walk to stations and use public transport as opposed to cars. This means more NMT or pedestrian facilities are required as everything is integrated. It would be preferable to plan and construct the environment towards this vision of the City rather than upgrading the intersection and seeing how many more cars can be accommodated.</p>	<p>Frano Combrinck – JRA</p>	<p>Jaco Kruger - Civil Concepts Consortium: Since the pandemic people were forced to walk more. In terms of the project's strategy this will be seen as an opportunity to make it easier for people to maintain that modal shift. In terms of densification, the mixed-use land shown in red on the presentation is one of the areas where, according to the UDF, densification is planned. The urban corridor along Jan Smuts Avenue is the other one. For the mobility spines, the UDF talks more about intensification and this is where more pedestrian activities can be expected and where universal access can be provided. How does Mr Frano Combrinck see the approach to universal access in these densified areas?</p> <p>Frano Combrinck - JRA: NMT encompasses everything relating to the pedestrians and cyclists and universal access falls under NMT. It ensures that the NMT facilities constructed are designed in such a way that persons who are blind, in a wheelchair, and/or hard of hearing are considered. It becomes specialized when one considers the gradient and the facilities under consideration.</p> <p>The major concern is NMT. In looking at the class of roads of the corridors under discussion in terms of engineering guidelines or standards, there are certain things that can and cannot be done. Universal design is a small element of this to ensure that the blind person can use all facilities unassisted. All of this goes with equality, equity and ensuring that previously disadvantaged communities including people with disabilities are able to live and work in these environments. The legislation in terms of the policies and acts are changing such that we need to include this thinking in everything that we do.</p>
<p>More details on the various public transport stops, the routes and the numbers of pedestrians will allow for more planning to be done in removing facilities, creating new facilities or upgrading facilities and ensuring that these are integrated. Without all the information on public transport services it is difficult to give a full answer to the</p>	<p>Frano Combrinck - JRA</p>	<p>Jaco Kruger - Civil Concepts Consortium: Certain areas that should be focused on have not been highlighted in the slides and this is the correct platform to bring these to the team's attention.</p> <p>Frano Combrinck - JRA: This is a broad question, and the response depends on one's perspective of what is unsafe. From a CoJ perspective, when planning such as this takes place an additional survey on the roads, facilities and intersections would be added. This can be audited, and a map can be created to determine what is and what is not accessible.</p>

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<p>questions posed in this meeting. The Gautrain and Bus Rapid Transit system (BRT) must also be considered.</p> <p>Please may the team elaborate on the question “highlight unsafe crossings, problematic intersections or congested areas in the study area.”</p>		<p>There is a drive from the CoJ and nationally to build up a database of accessible NMT facilities. In a study area where road environments and public transport need to be improved, the impact of the 50 metres to 500-metre pedestrian facilities in these areas are important. There is little data on this matter currently, but this would be helpful for future planning and improving NMT accessibility.</p> <p>Nobuntu Duze - CoJ Transport: There needs to be a common understanding on issues of safety and accessibility. Once the requirements are established then the infrastructure and environment can be evaluated according to these standards. There has been an evaluation on the ground to determine what is unsafe but the criteria for evaluation can be reconsidered to improve this understanding. The planning team would appreciate other documentation to refer to on this matter. The comments on a City-wide survey on the conditions of NMT in the City are proposals for another project. However, if there is data to assist this study to plan for NMT accommodation, then it will be taken on board.</p>
<p>For many years there has been a struggle with the concept and context of pushing out or accommodating minibus taxis within the public transport environment. From a planning perspective how does the design philosophy take minibus taxis into consideration? Will the minibus taxis be limited to specific places and will other public transport facilities be provided to reduce the number of minibus taxis? What is the overall approach?</p>	<p>Frano Combrinck - JRA</p>	<p>Nobuntu Duze - CoJ Transport: There is an integrated public network transport plan which has key strategic public corridors that are City-wide. On all these corridors the preferred mode of transport has been identified based on the projected demand. There are several corridors that affect this study area and their origin and destination that the City seeks to connect have been highlighted. This team needs to be mindful of the mass transit proposals as it is likely that a type of mass transit BRT will be introduced to this area. There is a disjuncture in the planning for integrated corridors and the mass transit corridors within the space.</p> <p>The current status quo demand in terms of public transport is accommodated by the minibus taxi industry. From a CoJ perspective, there needs to be a transition point from the present state to a space where a significant portion of that demand will then move into mass transit. The teams working on this will have to look at a phased approach that is not too expensive. This is a difficult balancing act for the consultants as for instance, with the establishment of the bus operating</p>

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		companies where these companies come from affected minibus taxi associations that operate on certain routes.
<p>Enforcement has a significant impact on NMT, not only because of people parking in the road, taking up lanes and therefore clogging up roads. Recently there was a workshop with the South African Road Federation and the Road Safety Committee that focused on the shift towards NMT. A main point that was raised is the overall safety of NMT and how this deters people from engaging in this form of transport. In the City an issue that is faced with constructed NMT facilities is people parking on footways and the blocking of cycle routes.</p> <p>The strategy needs to include a way to engage the Johannesburg Metropolitan Police Department (JMPD) on how they plan to assist in improving this issue. Will the JMPD be approached with regards to this?</p>	Frano Combrinck - JRA	<p>Nobuntu Duze - CoJ Transport: Currently there is no concerted effort in relation to this. There was an effort to manage parking using a fee-paying system. The previous contract that the JMPD was managing elapsed, and they failed to get a new one on board in time. There are discussions to revive the proposals for parking management. In the areas where there are dedicated fee-paying structures the JMPD looks to provide a more concerted effort to enforce on-street parking. The JMPD is a key stakeholder in relation to enforcement issues. There will be a conversation with them in which these questions will be put forward. In the past if an area did not have a contract in place, then the enforcement faulted.</p>

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ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Nobuntu Duze	CoJ Transport Department
2.	Ms Rhulani Mabasa	Johannesburg Development Agency
3.	Ms Lusanda Qangule	Johannesburg Development Agency
4.	Ms Minenhle Maphumulo	CoJ Transformation and Spatial Planning
5.	Ms Atilla Lourens	CoJ Library and Information Services
6.	Mr Elliot Dubasi	CoJ Department of Economic Development: Informal Trade Unit
7.	Mr David Malerotho Mphahlele	CoJ Transport Department
8.	Mr Khomotjo Mathole	CoJ
9.	Mr Frederick J. Swanepoel	CoJ Health Department
10.	Mr Musah Makhunga	JPC Strategy Management
11.	Mr Frano Combrinck	Johannesburg Roads Agency
12.	Mr Lesego Ndlovu	Civil Concepts Consortium
13.	Mr Jaco Kruger	Civil Concepts Consortium
14.	Ms Noluthando Mbuthu	Mhlanga Developments
15.	Ms Julia Bell	NMA Effective Social Strategists

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DISCUSSION NOTES FROM WARD COUNCILLORS AND REGION MEETING		Date: 18 May 2022
		Time: 17h30
		Venue: MS Teams
Issue	Raised By	Response
At this point there is no Randburg Central Improvement District (RCID) and no special ratings area approved by Council. Any organisations stating that they represent Randburg as a City Improvement District (CID) or a special ratings area are not legally approved by Council. A list of all the City stakeholders and who is responsible for what on the project would be appreciated.	Councillor David Potter - Ward Councillor 102	<p>Nomi Muthialu - NMA Effective Social Strategists: The list of the relevant contact people for the project will be presented at the end of the meeting. The comment on there being no RCID and special ratings area approved by Council is noted.</p> <p>Nobuntu Duze - CoJ Transport: Based on a publicised data collection project for the Roodepoort to Randburg via Sandton corridor, a coordinator of the Johannesburg Business Forum (Benji Seithlamo - Secretariat of the JBF) asked for the presentation to be made to the JBF. It is important to understand who the role players in the business sector are, that need to be consulted. There is communication with the colleagues who facilitate the JBF but there may be businesses in the area that are not represented in this forum whose information would be appreciated as there needs to be a targeted session with the businesses in the area.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: The team will be in touch with Councillor Potter and Councillor Koekemoer to be directed to these stakeholders. Malani Padayachee who is from the Randburg Chamber of Commerce and Industry (RCCI) attended the public meeting and will also be contacted to put the team in touch with the relevant representatives at the RCCI.</p> <p>Councillor David Potter: The RCCI is a legislated body and a stakeholder that represents the community and will need to be engaged.</p>
A concern with Johannesburg Development Agency (JDA) projects is that once projects are implemented the organisation walks away. There is an increasing number of complaints from the Randburg CBD on the failing infrastructure that was upgraded in the last project. The upgraded infrastructure needs to be handed back to the	Councillor David Potter - Ward Councillor 102	Celestine Mouton - JDA: In response to your concern regarding infrastructure implemented by the JDA becoming dilapidated, the JDA mainly works on City Power and Johannesburg Roads Agency (JRA) infrastructure. Representatives from the JRA's planning department regularly attend the JDA's site meetings and carry out site inspections. Once a project is completed, it is handed over to the relevant department, for instance, if trees are planted this project will be handed over to City Parks. Similarly, if a pavement is upgraded, the JRA will sign a hand-over certificate agreeing

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core City department responsible for it for ongoing maintenance and management.		that the upgrade was done in accordance with their specifications and the same can be said for City Power. The JDA is not responsible for the maintenance of the infrastructure.
<p>The team need to contact a business owner called Jeff, who owns a Galitos franchise in the Randburg CBD and has an issue with off-loading. His written input needs to be submitted for consideration by the team.</p> <p>There needs to be proper lighting placed at a higher angle so that it cannot be knocked over and stolen or vandalised. The lighting should not be difficult to replace.</p> <p>There is a need for CCTV cameras to be installed. There are major challenges with the Johannesburg Metropolitan Police Department (JMPD) and the Integrated Intelligence Operation Centre (IOC) with regards to the procurement of cameras which has been published in the newspaper.</p>	<p>Councillor David Potter - Ward Councillor 102</p>	<p>Nomi Muthialu - NMA Effective Social Strategists: The contact details for Jeff will be obtained from Councillor Potter so that he can be consulted on the specific issues raised.</p> <p>On the issue of CCTV cameras and the challenges with the JMPD / IOC raised by Councillor Potter, this matter will be taken up with the JMPD when the team meets with them.</p> <p>Celestine Mouton - JDA: The JDA normally adheres to City Power's lighting specifications and, as such, the electrical engineer will make proposals that are in line with City Power's current suppliers. This is for continuity and sustainability in terms of ensuring that the lights can be replaced and City Power has stock for repairs. There is a process before public lighting can be implemented in that City Power must approve the JDA's lighting plan, ensure that the light levels on the street are correct and address the needs of pedestrians and traffic. Once this has been approved then the lights are procured. In previous engagements Councillor Potter requested the use of mast lighting and this has been noted for further investigation by the electrical engineer. It will also be taken to City Power to see whether mast lighting can be approved.</p>
<p>Celestine Mouton must engage with Sizeka Tshabalala of Johannesburg Property Company (JPC) on the major challenges with the ATCO 5 development which has large ramifications for pieces of land in the Randburg CBD including land on Oak Avenue. All these vacant pieces of land are problematic for the City. There are also major challenges with the Prop 5 development.</p> <p>The JPC is a major and key stakeholder. In the next meeting on 1 June, Joseph Molefe needs to ensure that the correct City stakeholders are in attendance.</p>	<p>Councillor David Potter - Ward Councillor 102</p>	<p>Celestine Mouton - JDA: A meeting with the relevant developers has taken place but not with Sizeka Tshabalala. One or two of the developers have been asked to contact Councillor Potter for assistance at a political level given that when dealing with the JPC's CEO, agreements are not signed off even with Council approval in place. Currently there is a misunderstanding around the validity of the agreements which is being sorted out. These developers have been informed about the JDA's development and public participation process. Sizeka Tshabalala may still be contacted to determine what is holding up these developments from a City perspective and how this will affect the JDA's intended upgrade timelines.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: JPC was invited to the internal meeting with various City departments. There was mention of a meeting on 1st June with City stakeholders.</p>

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		<p>Are the project team members, specifically the representatives from the City and JDA, i.e., Nobuntu Duze, Rhulani Mabasa and Celestine Mouton, part of this meeting?</p> <p>Councillor David Potter: Yes, as they are managing key projects in the Randburg CBD. This will be the second meeting in a long overdue series of meetings to get the City to stop acting in silos. Joseph Molefe needs to ensure that the invitation is extended to these City stakeholders. Unfortunately, consultants cannot attend this meeting as it is for internal City stakeholders only.</p>
<p>The clock tower was upgraded in the last project but the clock is not showing the correct time as load shedding causes the clock timer to go out. There are newer technologies that should be procured, such as a lithium battery which will last for many years. Please can this be put on the radar as it is largely inexpensive.</p>	<p>Councillor David Potter - Ward Councillor 102</p>	<p>Celestine Mouton - JDA: There has been engagement with the Randburg stakeholders on this matter over the years and the clock, which was upgraded in 2016, is a sore point for the Randburg community. Investigation into different proposals for the clock are under way and while it may be the case that a battery may be needed, a concrete proposal will be devised.</p> <p>Jaco Kruger - Civil Concepts Consortium: As part of Iyer's proposal to upgrade the Bram Fischer Drive and Jan Smuts Avenue intersection, upgrades to the clock were specifically mentioned.</p>
<p>The Gautrain will gazette their Randburg corridor route tomorrow and this needs to be considered by the consultants. This will put the onus on business and property owners within the Randburg CBD to inform the Gautrain of any rezoning.</p>	<p>Councillor David Potter - Ward Councillor 102</p>	<p>Jaco Kruger - Civil Concepts Consortium: As mentioned in the public meeting presentation, the team did consult the Gautrain but there has been no further communication from them. The update is appreciated and the team will contact them again.</p>
<p>Since the JDA's Randburg Square Public Environment Upgrade (PEU), there has been development in Randburg with huge conversions of business to residential, for example, opposite the SARS building and on Dover Road. This has increased the number of pedestrians needing to make use of public transport, especially minibus taxis. The Randburg Taxi Rank was short sighted in its design</p>	<p>Councillor David Potter - Ward Councillor 102</p>	<p>Jaco Kruger - Civil Concepts Consortium: The taxi rank is not ideally located between two mobility routes but its location will not move. There is some space to expand it to the south near the JOSHCO housing site and aside from this, it is difficult to determine where to go. There is the option of going double storey but based on previous experience this may create other problems. There is the opportunity to propose other integrated spaces where minibus taxis can integrate with other modes.</p>

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<p>as it should not have been built on a single storey and is too small in its current form. I trust that the JDA and the COJ Transport Department can engage with the Randburg stakeholder forum to expand the taxi rank. This would lead to holding across the road on the Bordeaux Drive side which is probably outside the scope of the project but important for Randburg. There is a lot of holding on the Bordeaux Drive side and the residents there have recently implemented a road closure to limit the negative sprawl of the minibus taxis into the suburb in a bid to reclaim the suburb's residential charm.</p> <p>Another intersection that is of great concern is the Pretoria Avenue and Hill Street intersection. It is critical to install bollards and to make this intersection safer. This is where commuters move from the taxi rank, past the Oriental Plaza and cross the road at Pretoria Avenue into the Randburg Square.</p>		<p>The team will look at the Hill Street and Pretoria Avenue intersection to see what interventions can be proposed to make it safer for pedestrians and prevent illegal vehicle parking and holding.</p> <p>Nobuntu Duze - CoJ Transport: This presentation notes several key mass transit corridors under investigation by the COJ Transport Department. A solution to the ranking and holding requirements for the area will consider future mass transit set to serve the Randburg CBD. Currently to note is a Bus Rapid Transit system (BRT) corridor from Soweto via Randburg to Sandton. The feasibility of an integrated corridor from Diepsloot to Fourways to Randburg and then Sandton is under investigation. The team must overlay these corridors as they affect the Randburg CBD and then an assessment on future demand to be served by these mass corridors will be carried out. The public transport requirements needed for the area will be considered holistically to ensure that the mass transit planned for the area is not negatively affected.</p>
<p>The uber motorcycles and fast food outlet parking requirements as well as the development of the Takealot distribution centre in Strijdom Park are important considerations for future transport planning in Randburg.</p> <p>On street parking is an issue and the key questions are is there a time limit for parking, is there going to be paid parking and who manages it? People often park on the street to avoid paying the parking fare for the shops. Cars are parked on the street from the Oak Avenue retail</p>	<p>Councillor David Potter - Ward Councillor 102</p>	<p>Jaco Kruger - Civil Concepts Consortium: The land-use consultant will be approached regarding the location for the Takealot distribution centre. The parking surveys conducted only recorded the number of vehicles parked in each zone every 10 minutes. There is an indication of what the occupancy or utilisation was but not for how long specific vehicles were parked at a spot. Further site observations will be conducted to determine if there is a trend in vehicle parking.</p> <p>Nobuntu Duze - CoJ Transport: The COJ Transport Department has attempted to work with the JMPD on the parking matter. The parking management contract that the JMPD previously had lapsed a few years ago and there are discussions between the COJ Transport Department and the JMPD to resolve this. The COJ Transport Department would like to develop a parking management</p>

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section to Mikro Lane without anyone monitoring how long they are parking there for.		plan for these areas of economic activity as well as an assessment of parking utilisation and this is a set task of the consulting team. However, there will be no progress until there is a contract in place for private sector assistance.
Does the Randburg Transport Master Plan (TMP) need to be approved by Council before it can be implemented?	Councillor David Potter - Ward Councillor 102	<p>Nobuntu Duze - CoJ Transport: There are three consultation phases to the project. The current phase is for consultation on the status quo of the transport system. Proceeding from this phase, the Randburg TMP will be developed based on the comments received. This plan will be presented to the various groups again for input and then finalised. This final plan must go through Council processes for approval and budgets for the plan's various projects can be allocated post Council approval.</p> <p>Celestine Mouton - JDA: The JDA has money for implementation in the next financial year. The JDA is responsible for Traffic Impact Assessments (TIAs) on the projects identified as part of the Urban Development Framework (UDF) process. The COJ Transport Department is responsible for the Randburg TMP for the entire study area as outlined. The two projects must not be confused and this must be made clear to the stakeholders. It is important for the team at JDA to work with the COJ Transport Department's team to ensure that what gets implemented ties in with the Randburg TMP's recommendations.</p>
I will have to excuse myself from the public meeting on Thursday, 26 May due to Council meetings.	Councillor David Potter - Ward Councillor 102	Nomi Muthialu - NMA Effective Social Strategists: Thank you Councillor Potter. Your apology is noted.

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ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Nobuntu Duze	CoJ Transport Department
2.	Mr Chiza Mahlobo	CoJ Transport Department
3.	Ms Thelma Ntimane	CoJ Transport Department
4.	Ms Wendy Mashitiso	CoJ Transport Department
5.	Ms Lusanda Qangule	Johannesburg Development Agency
6.	Ms Rhulani Mabasa	Johannesburg Development Agency
7.	Ms Celestine Mouton	Johannesburg Development Agency
8.	Mr Joseph Molefe	CoJ Citizen Relationship and Urban Management Region B
9.	Clr David Potter	Ward Councillor 102
10.	Clr Marialett Koekemoer	Ward Councillor 104
11.	Ms Daphney Mohlala	COJ Ward Governance Department Region B
12.	Mr Vusimuzi Mzobe	COJ Ward Governance Department Region B
13.	Mr Lesego Ndlovu	Civil Concepts Consortium
14.	Mr Jaco Kruger	Civil Concepts Consortium
15.	Ms Julia Bell	NMA Effective Social Strategists
16.	Ms Nomi Muthialu	NMA Effective Social Strategists

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DISCUSSION NOTES FROM COMMUTER BUS OPERATORS MEETING		Date: 13 June 2022
		Time: 14h00
		Venue: MS Teams
Issue	Raised By	Response
<p>Putco has engaged in the Baragwanath Transport Master Plan (TMP), Ebony Park/Rabie Ridge TMP, Zandspruit TMP and the Randburg TMP. The data presented in this meeting speaks specifically to the Zandspruit area and is not a true reflection of the routes operated by Putco in the study area. This is the first time that Putco is engaging in detail on the Randburg TMP and would request the opportunity to submit a true reflection of its Randburg operations. The data provided does not speak to Putco's operations in Fourways and Sunninghill which are seen on the map.</p> <p>Regarding the data on the modal split during peak morning and evening periods, the survey presents a split for buses of 1% in the morning peak and 5% in the evening peak. In bus operations what is brought in must go out and what goes out in the morning also comes back in the afternoon. Can this difference in percentages be explained?</p> <p>Over what period were the surveys conducted and what is the scope or span of the area that you studied because different buses may use different routes and to get an accurate reflection of operations the data must consider the timetables in conjunction with the routes operated.</p>	<p>Jack Sekwaila - Putco</p>	<p>Lesego Ndlovu - Civil Concepts Consortium: The team would appreciate information on the true reflection of Putco's operations in the study area.</p> <p>In terms of the modal split's differing percentages, counts were conducted over a 12-hour period on the same day from 06h00 to 18h00. The counts were broken up as follows: the morning peak counts were conducted from 06h00 to 09h00, the off-peak counts were conducted from 09h00 until 15h00 and the evening peak counts were conducted from 15h00 until 18h00. In most cases the change in modal split percentages can be attributed to an accident or traffic congestion on a route. The change in traffic patterns impacts the counts of buses coming in and going out. The counts are conducted at identified intersections where the team looks at the movements at each intersection. If there is traffic congestion, then the same route may not be used, and this affects the counts. Overall, the team has counts at 51 intersections. Data was collected from studies previously conducted in the study area by SMEC on behalf of the City of Johannesburg (CoJ) area and, in addition to this, the team conducted counts at 10 intersections that were not included in previous studies. The information collected by SMEC was counted over a 12-hour period but on different days. To work out the modal split counts are classified or done according to vehicle classifications and the gathered data is then analysed in terms of the different vehicle classifications in the study area. The team can send Putco the methodologies used to determine the modal split.</p> <p>Jack Sekwaila - Putco: The surveys conducted by SMEC are under contention. These surveys raise many issues for affected stakeholders such as Putco and it is therefore requested that proper surveys are done to avoid future contention. Once Putco has submitted the data reflecting the routes it operates, will another assessment be conducted or is the work presented here the final submission?</p>

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		<p>Lesego Ndlovu - Civil Concepts Consortium: Additional surveys will not be conducted as project timelines on deliverables must be adhered to. From our side, we can verify our analysis against the information that Putco will provide and maybe do some adjustments to the data. The team needs to create a transport model which will be a true reflection of operations in the study area and will help the team in making decisions on the future transport operations planned in the study area.</p> <p>Nobuntu Duze - CoJ Transport Department: No communication has been received on any contention there may be on the Integrated Corridor Management (ICM) project that SMEC is working on for the CoJ. Mr Jack Sekwaila may be referring to a different project that SMEC is working on whilst Mr Lesego Ndlovu is referring to an ICM feasibility study being conducted on the Diepsloot to Fourways and Sandton corridor. SMEC conducted traffic counts and observations in this corridor to verify the numbers on the corridor. Can information on the project under contention be shared so that it can be followed up with SMEC?</p> <p>The team working on the Randburg Central Business District (CBD) TMP received data on Putco's operations from a TMP project conducted in 2019 in the Inner City so any updates to this data is welcomed. This data not only shows Putco's Inner City operations but provides information on their City-wide operations. The data was shared with the team for consideration over and above the intersection counts that were conducted in the study area.</p> <p>Jack Sekwaila - Putco: The SMEC report in question is on the CoJ's Phase 1C (a) Soweto to Sandton Bus Rapid Transport system (BRT) project where SMEC was appointed to collect data within the study area. The methodology that SMEC applied to this project is in contention.</p> <p>Nobuntu Duze - CoJ Transport Department: The CoJ colleagues working on this BRT project will be approached to unpack the issues. The modelling exercise that the team will</p>
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		conduct must be done using credible numbers to ensure that future facilities and infrastructure in the Randburg CBD are adequate for the demand that is there.
The bus loading facilities in Randburg are a concern. There is no loading facility for commuter buses in Randburg Central as the Randburg Taxi Rank only caters for taxis so Putco currently loads passengers along Bram Fischer Drive which is not safe. The same can be said for the Big Ben Taxi Rank, which is further down Bram Fischer Drive opposite the Santon Clinic, as this facility only caters for taxis and commuter buses are loading along the road here too.	Alfred Nxusa - Putco Soweto	Lesego Ndlovu - Civil Concepts Consortium: The team noticed this during the site observations, and it will be considered in the proposals for the transport concept.
There is a Metrobus bus terminal off Retail and Kent avenues which also serves as an interchange spot for buses coming from Roodepoort and Ghandi square. The frustrations that Putco voiced on passenger loading applies to Metrobus as well. Metrobus recently opened a sales outlet at the Randburg Civic Centre owing to the high demand for the service. There is a lack of passengers in off-peak hours and so buses are grounded but Metrobus is reworking its schedules to ensure buses run throughout the day as this grievance has been raised in other areas as well.	Goodwill Shivuri - Metrobus	Nomi Muthialu - NMA Effective Social Strategists: Can Mr Goodwill Shivuri send through any amendments to the operational data presented for Metrobus? Goodwill Shivuri - Metrobus: Operational data that includes the depots in the area and the routes running through Randburg can be shared before Friday, 17 June. Jack Sekwaila - Putco: Putco can provide the team with this information towards the end of the month as the data must be verified prior to it being submitted to ensure that everything is covered. Once Putco receives the data then exact timelines as to when it will be sent to the team can be given.
Slide 55 of the presentation poses the question, "There are plans to provide BRT (Rea Vaya)/ICM (multimodal transport) and Gautrain feeder bus services within the study area, would some of the existing bus routes be	Jack Sekwaila - Putco	Nobuntu Duze - CoJ Transport Department: We will work on the advice given by the feasibility study for the Soweto to Sandton corridor in relation to the rationalisation of bus services. I am privy to the current criteria being used but we will be informed by the outcomes of this feasibility study and will incorporate these outcomes to see how the application of this

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<p>transferred to/replaced by the planned Gautrain/BRT routes within the study area?" What criteria will be used to determine effectiveness (of efficiency) of operations in order to decide which routes will be transferred?</p>		<p>criteria affects the services in the Randburg study area. These outcomes will also inform and guide the City's criteria. In terms of the Randburg TMP study, we want to plan for a seamless public transport service for the node. To achieve this end goal there are various interdependencies as there are many corridors travelling through the study area which can be seen as an interchange area. The Randburg CBD TMP will therefore have to consider input from the various teams working on the transport corridors in the City to ensure that provisions for the Randburg node are sufficient for the current and future transport systems that the CoJ wants. I am not in a position to respond with the exact criteria but there are criteria that the City has been using as part of its negotiations with the various affected public transport operators to determine the effectiveness of an operator on a particular corridor.</p> <p>Jack Sekwaila - Putco: Can these criteria be shared with Putco?</p> <p>Nobuntu Duze - CoJ Transport Department: In terms of the Soweto to Sandton corridor, the team working on this is still busy with the feasibility study for the corridor. This study will state what the passenger demand in the corridor is and what services will be required. Once this study is complete the CoJ will undertake a process of negotiation for the operations required in the corridor. So, I cannot provide these criteria at this point, but I can consult with the COJ colleagues and share the normal criteria that are used.</p>
<p>The answer to the next question, on whether the bus entities have any future plans to restructure and improve their bus services in the area, is yes from the side of Putco. However, this is provided that proper City and urban buses, such as the Compressed Natural Gas (CNG) buses / electric buses, are used, bus shelters are provided and there is cooperation from the City and between the stakeholders.</p>	<p>Jack Sekwaila - Putco</p>	<p>Noted.</p>
<p>In terms of proposing integration measures for the public transport industry, bus operators can only support the</p>	<p>Jack Sekwaila - Putco</p>	<p>Nobuntu Duze - CoJ Transport Department: There are people in the CoJ who are working on electric buses, cars, and bicycles but this is not gaining traction currently. The CoJ's climate</p>

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<p>systems that are put in place and the City needs to inform operators what these will be. Proper bus lanes and lay-over shelters are measures that can be considered. Putco is interested in participating in a pilot CNG / electric buses project especially in urban transport where low-emitting and cost-effective buses can be used.</p>		<p>action plan requires the CoJ to explore alternative transport and fuelling methods that reduce the transport sector's carbon emissions. The Randburg TMP team can consider this matter and investigate what areas can be used as pilot stations. The CoJ will gradually move to lowering the City's carbon emissions.</p> <p>James Beukes - Metrobus: CNG buses and their associated refuelling depots must have compliance certificates. Metrobus appointed CNG Africa, an accredited supplier of CNG energy, to issue Certificates of Compliance (CoC). CNG Africa is currently training Metrobus technicians to be accredited CNG suppliers, fitters, and repairers. Metrobus is looking to reduce its carbon footprint and its next target is to buy totally dedicated gas buses. Additionally, the Metrobus Centre of Excellence, which the CoJ is welcome to visit, is investigating other possibilities such as hydrogen powered buses and electric buses.</p> <p>Goodwill Shivuri - Metrobus: Metrobus is willing to share knowledge on its CNG and gas bus fleet that produces almost zero carbon emissions.</p> <p>Nobuntu Duze - CoJ Transport Department: The CoJ will follow up on this offer for a site visit.</p>
<p>It is rare to find commuter buses and mini-bus taxis sharing the same ranking facilities. Can City property be used to accommodate both commuter buses and mini-bus taxis in the same facility or is it preferable to have separate ranking facilities?</p>	<p>Nobuntu Duze - CoJ Transport Department</p>	<p>Jack Sekwaila - Putco: From Putco's side there are no issues with sharing facilities with other modes of transport particularly the taxi industry and where Putco can, it works with the taxi industry. However, the commuter bus industry is regulated whereas the taxi industry is not which is the biggest challenge along with law enforcement. Platforms demarcated for buses are taken over by taxi marshals and there are issues of intimidation. Apart from the BRT buses, it is the taxi industry that is given preference over the commuter bus industry in the City's plans. Subsidized commuter bus operators load at bus stops marked by poles in proximity to expensive BRT shelters. The commuter bus operators feel neglected by the planning authorities.</p>

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Goodwill Shivuri - Metrobus: While integrated public transport facilities are ideal, the current environment is not conducive to this. Taxi drivers go into buses and request that passengers without tags leave the bus and pay cash to travel by taxi. The CoJ is investigating the possibility of employing one tag that will enable a passenger to use the BRT or Metrobuses or taxis. Metrobus is not opposed to sharing facilities and integrating transport, but the current environment will not allow for this. In certain instances, the JMPD has been called on to escort Metrobuses due to issues of safety. In the case where commuter buses are sharing facilities with the taxi industry buses are left without batteries and motor parts.

Nobuntu Duze - CoJ Transport Department: Based on the responses here and the sentiment within the CoJ's Transport Department, there is a hesitancy to integrate transport modes. The CoJ's goal is to integrate transport.

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ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Nobuntu Duze	CoJ Transport Department
2.	Ms Pumza Mvinjelwa	CoJ Transport Department
3.	Mr Chiza Mahlobo	CoJ Transport Department
4.	Ms Rhulani Mabasa	Johannesburg Development Agency
5.	Mr Franco Pisapia	Putco
6.	Mr Jack Sekwaila	Putco
7.	Mr Braam de Jong	Putco
8.	Mr Matlakala Motlounq	Putco
9.	Mr Sandile Ntombela	Putco
10.	Mr Alfred Nxusa	Putco
11.	Mr Goodwill Shivuri	Metrobus
12.	Mr James Beukes	Metrobus
13.	Mr Lesego Ndlovu	Civil Concepts Consortium
14.	Ms Nomi Muthialu	NMA Effective Social Strategists
15.	Ms Julia Bell	NMA Effective Social Strategists

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DISCUSSION NOTES FROM PUBLIC SAFETY, JMPD AND EMS MEETING		Date: 14 June 2022
		Time: 14h00
		Venue: MS Teams
Issue	Raised By	Response
Did the team consult with the Johannesburg Road Agency (JRA) as the infrastructural issues mentioned in the presentation are the JRA's responsibility especially issues of signage, road markings and sidewalk maintenance? The lack of resourcing for City Officials is an issue that must be highlighted.	Mike Smith - JMPD	Lesego Ndlovu - Civil Concepts Consortium: There was consultation with the JRA on issues of maintenance and signage. The JRA's operational manager mentioned that the agency struggles with a lack of resources and funding and therefore the JRA is dealing with issues in Randburg on a priority basis in terms of urgent matters that need to be resolved in the area.
It is encouraging to see that the recommendations of the Public Safety Department's mini safety audit are being considered in the Randburg Central Business District (CBD) Transport Master Plan (TMP) status quo report and this also supports the outcomes of the Joburg City Safety Strategy (JCSS) that seeks a responsive City with safe mobility, traffic management, and safe and secure urban environments that are clean and well maintained. The TMP must take Crime Prevention through Environmental Design (CPTED) principals and the sustainability of the proposals into account. There needs to be an understanding of the JRA's resource constraints before money is spent so that capital budgets are not wasted and clear maintenance and management plans must be resolved with associated budgets before progressing with work on the ground.	Joy Lynn Jacobs - CoJ Public Safety Department	<p>Nobuntu Duze - CoJ Transport Department: There is an emphasis on capital expenditure (Capex) but minimal emphasis on operational expenditure (Opex). This was evident in the Inner City work we did when we looked at the budget available for the JRA's depot service in the Inner City in comparison to the actual work that is needed for that depot to be operational and to fulfil its mandate. There was a huge mismatch as a sizeable portion of the budget was allocated to salaries rather than to its operational requirements. This highlights the importance of fully understanding capital and operational requirements, with an emphasis on maintenance requirements, before budgets are sought out and allocated. The public, during engagements with them, understand and largely support plans, such as the integrated transport systems, but they point out that the City of Johannesburg (CoJ) struggles to maintain and repair existing infrastructure. The stance to not allocate capital to projects if there is no Opex is a brave one but must be considered.</p> <p>Joy Lynn Jacobs - CoJ Public Safety Department: It is optimistic to hope for Opex to match Capex but as long as any capital infrastructure plan going forward is accompanied by a sustainability plan that outlines what resources are required for maintenance, and how often the maintenance needs to be done. Considering that the City is investing in a public environment upgrade (PEU) through the Johannesburg Development Agency (JDA) project in the Randburg CBD</p>

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		<p>precinct and that the City has limited human and financial resources, would it be worthwhile to set for the COJ Transport Department and/or JDA to set up a City Improvement District (CID) or an area co-ordination team that can assist in the management of the area to ease the City's burden.</p> <p>Nobuntu Duze - CoJ Transport Department: At the 26 May 2022 Public Meeting a member of the public noted that the CoJ does not allow businesses that want to fix broken infrastructure in the Randburg precinct to do so. We must explore the form that public-private partnerships can take in the study area and the team must make suggestions for this in the TMP as there is a willingness from business and the private sector to assist the City.</p> <p>Rhulani Mabasa - JDA: The formation of public-private partnerships to assist the City has been mentioned before and these partnerships can be taken forward through the Project Steering Committee in place for the Randburg CBD TMP project. The matter will also be taken up with Celestine Mouton of the JDA.</p>
Do you have any comments regarding the waste management and the infrastructure system maintenance in the study area? Was a clear management and maintenance plan developed for the area as per the recommendations in the Safety Audit report? If yes, please share. If not, why?	Lesego Ndlovu - Civil Concepts Consortium	<p>Joy Lynn Jacobs - CoJ Public Safety Department: In terms of developing a clear management and maintenance plan for the study area from the recommendations of the Safety Audit report, the CoJ's Public Safety Department has not followed up the audit report as it was understood that it would be used to inform the designs and plans undertaken by JDA. It was suggested that when the JDA moves into the design phase, they approach the Public Safety Department to assess if the recommendations of the audit report were addressed.</p>
The CoJ's Emergency Management Services (EMS) handles building compliance with the EMS by-laws. Several inspections of the taxi rank structures and the surrounding kiosks have taken place as there was concern regarding the compliances of these buildings, for instance the amount of APG used for cooking by the rank's vendors poses a safety risk to the people at the taxi rank. Following these inspections, meetings with the	Lydia Mashala - CoJ EMS	<p>Lesego Ndlovu - Civil Concepts Consortium: As mentioned in the presentation, JPC has stated that they plan to upgrade the taxi rank as part of their project in the civic triangle but the team is still awaiting information from the JPC on their plans for the study area. Can Ms Lydia Mashala share the outcomes or meeting minutes from these engagements between EMS, the minibus taxi associations and the JPC?</p>

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<p>minibus taxi associations and vendors at the rank took place where EMS tried to address issues of building compliance. The Johannesburg Property Company (JPC) was brought into these discussions as they are the body responsible for ensuring the compliance of structures, but no response was provided in these meetings. Does the TMP involve the renovation of the taxi rank and will it ensure building compliance of these structures?</p>		<p>Lydia Mashala - EMS: There are no minutes of the meetings that took place, but I can share the contact details of the JPC representative present at the meetings who committed to ensuring the compliances of the buildings at the taxi rank.</p> <p>Nobuntu Duze - CoJ Transport Department: The JPC, through an appointed developer, intends to renovate the Randburg Taxi Rank and construct a holding space for the minibus taxis to decrease the clutter around the taxi rank as the existing taxi rank is insufficient to cater for the public transport demand. Safety concerns for the taxi rank must be brought to the JPC's attention to ensure building compliance is accounted for when they develop their plan for the rank. The JPC is yet to share their plans with the team or to make recommendations for sustainable power sources that comply with safety regulations. The CoJ's Transport Department is conducting work on mass-transit corridors that will transverse the Randburg CBD, so a component of the Randburg CBD TMP will determine future public transport demand for the area, how mass-transit will meet this demand and what facility sizing is required as we do not want to overbuild in terms of capacity and develop a transport system that is not integrated.</p>
<p>Were there any objections regarding the signage and CCTV as per the safety audit? If yes, what are they. If no, when does the City intend to implement the proposals?</p>	<p>Lesego Ndlovu - Civil Concepts Consortium</p>	<p>Joy Lynn Jacobs - CoJ Public Safety Department: The signage and CCTV recommendations in the safety audit report were made for the JDA to determine how these could be incorporated in their work and this question should be directed to them. There are many private business CCTV cameras in the Randburg study area and the thinking behind the recommendations was to see how these could be integrated with what the City has as opposed to the City spending additional funding to install CCTV cameras. There is debate around the installation of CCTV cameras and the purposes these will serve if there is no one to monitor the footage and analyse the data. There needs to be a management plan to determine what will happen with the CCTV data. The City has drafted a CCTV policy that has been approved for stakeholder consultation to determine whether there is support for installing CCTV cameras in public spaces but I am not sure what stage the City is in this process.</p>

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<p>The road infrastructure in the study area is not bad. Enforcement from a policing perspective is difficult owing to a lack of signage and poor road markings. In the Randburg area there is little that can be done in terms of law enforcement when it comes to illegally parked vehicles as where there used to be signage to prevent this it is no longer there. It was mentioned in the presentation that infrastructure theft, such as signage, is carried out by vagrants but it is also the case that anybody who can, will steal infrastructure.</p>	<p>Mike Smith - JMPD</p>	<p>Lesego Ndlovu - Civil Concepts Consortium: The team has observed the lack of maintenance for instance with signage.</p>
<p>In terms of public transport, the Randburg Taxi Rank is very centralised in the sense that the big minibus taxi associations travel from here to various parts of the City and outside the City borders. Many of the minibus taxis are not in a road worthy state, but it is no longer feasible to give out traffic fines for this and citations are written just to push the scores up. It is a very unregulated industry, and this is a City-wide issue that needs addressing.</p>	<p>Mike Smith - JMPD</p>	<p>Nobuntu Duze - CoJ Transport Department: The City does not currently have a mandate to issue operating licenses to the minibus taxi industry and the Provincial Regulating Entity (PRE) does ask the City for concurrencies which is for the City to comment on applications it receives. A challenge for the CoJ Transport Department is the lack of a credible database that can be used as a decision-making tool when it comes to granting or denying the operating licenses. The department is assisting the Council for Scientific and Industrial Research (CSIR) in the work it is doing to develop the database tool. As the City lacks a credible database, decision-making on what should happen in the City is largely left to the Province and this is unfortunate as the Province should be guided by the City on these matters. Additionally, a credible database and up to date plans are required to aid in establishing demands for routes so that when the City gets a request, they can use the database to determine what the volumes are on a particular route in order to decide whether there is space to accommodate more operators or if the route is overflowed. Once the City has a credible database from which informed decisions about routes can be made then the lack of regulation in the minibus taxi industry will be improved. Furthermore, there was an investigation done into establishing a municipal regulating entity that would divert decision-making</p>

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		<p>power from the Province back to the City but this did not gain traction. More inter-governmental co-operation between the City and the Province is needed. There are talks within the department to seek a moratorium on the granting of licenses in the CoJ as we need to establish if what we perceive as an oversupply when looking at the demand is in fact so and this will form part of the process to get a moratorium granted.</p> <p>Lesego Ndlovu - Civil Concepts Consortium: The unregulated minibus taxi industry is a major challenge. From a transport point of view, we will see how these issues can be resolved and determine if there is a need for additional taxi holding areas when we engage with the minibus taxi associations.</p>
<p>It is the South African Police Service's (SAPS) responsibility to combat crime and the Johannesburg Metropolitan Police Department (JMPD) plays a supporting role in this with its responsibility for traffic management, by-law enforcement and crime prevention. In most cases the JMPD has a good working relationship with the SAPS and particularly with the Randburg Police Station that services a large part of the study area. Additionally, damaged or abandoned buildings are mainly dealt with by group forensics who will receive the complaints about these buildings. Not all abandoned buildings are City owned properties and some are privately owned.</p>	<p>Mike Smith - JMPD</p>	<p>Lydia Mashala - CoJ EMS: EMS has conducted several Integrated Service Delivery (ISD) operations with the Health Department, the CoJ Citizen Relationship and Urban Management (CRUM) and building control. CRUM will be able to provide the team with the status on abandoned and damaged buildings in the study area.</p> <p>Lesego Ndlovu - Civil Concepts Consortium: The information is appreciated and will be forwarded to the team's town planner. Can Ms Lydia Mashala provide the team with the relevant contact details of the CRUM personnel.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: We will contact Ms Lydia Mashala and Mr Mike Smith after the meeting to get the respective contact details for CRUM and group forensics.</p> <p>Nobuntu Duze - CoJ Transport Department: Land and its use by municipalities is a critical issue in nodes such as Randburg and especially in the context of this study. Buying property to develop facilities in these nodes is a prohibitive cost for the City to incur. The team is therefore urged to consider abandoned buildings and how these can be incorporated in the TMP as spaces to accommodate the needs of the public transport system.</p>

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<p>E-hailing services have taken over and are in the Randburg area because there is a demand in the community for them. The challenge is that they are difficult to identify as they look like privately owned vehicles. The e-hailing drivers are not the only people parking illegally but the reason there are complaints about them is because during off-peak hours these drivers park in the suburbs in front of houses or in the parks where in some instances the drivers litter.</p>	<p>Mike Smith - JMPD</p>	<p>Jaco Kruger - Civil Concepts Consortium: It has been mentioned in other stakeholder engagements for this project that on a national level there is no legislation relating to the provision of ranking or holding facilities for the e-hailing industry. So, whilst there is no mandate to provide holding and ranking facilities for e-hailing vehicles, the team in conjunction with the CoJ Transport Department and the JDA will look at creative ways to deal with the industry until the relevant legislative framework is in place.</p> <p>Nobuntu Duze - CoJ Transport Department: E-hailing is a useful service and while I agree that there is a demand for e-hailing services, the gap in legislation around regulating the sector and the anger from the metered taxi industry around this, pose challenges to accommodating them.</p>
<p>Minibus taxis stop where and when they want to or where their passengers request to be dropped off and, in most cases, they stop where there is no road sign prohibiting stopping or between intersections. The ideal is for pedestrians and passengers to cross the street at controlled intersections, but this does not happen, and jaywalking is a continent-wide problem that is not limited to the Randburg area or Johannesburg. There is a community outreach programme in the JMPD that does a lot of education around jaywalking not just in schools but also with the minibus taxi associations and businesses. It is a difficult matter to address and enforce and it comes up every year when conducting our Arrive Alive and festive season operations, but this does not make a difference.</p>	<p>Mike Smith - JMPD</p>	<p>Nobuntu Duze - CoJ Transport Department: Are there laws against jaywalking in South Africa and can people be fined for jaywalking?</p> <p>Mike Smith - JMPD: There is a fine for jaywalking and a pedestrian who causes danger to traffic can be fined. However, enforcement has very limited impact in this matter as in many instances people that jaywalk are not South African citizens. Therefore, the JMPD cannot fine them but are mandated to hand them over to the SAPS who usually release the jay walkers. So, whilst there are laws on jaywalking, these are not enforced.</p> <p>Nobuntu Duze - CoJ Transport Department: The CoJ with assistance from the KfW Development Bank is trying to firm up on NMT by-laws, hence the question on jaywalking.</p>
<p>In terms of the City's long-term safety and law enforcement strategies, there is no input to provide on</p>	<p>Joy Lynn Jacobs - CoJ</p>	<p>Mike Smith - JMPD: I am the JMPD representative for Region B. There is a strategy for safety and law-enforcement for all the industrial nodes such as Strijdom Park, Craighall Park, Greenside,</p>

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<p>Randburg specifically. The Public Safety Department is reviewing the City's overall strategy as it was last approved in 2016. With this review will come a detailed implementation plan but this work will be done in the next financial year. Additionally, there is a drive to re-evaluate ward profiling, better understand ward issues and develop different solutions for these. This drive is part of the Smart City Mission, but I am unaware of which wards will be included in this plan. Does Mr Mike Smith know who would be the relevant JMPD representative working on this and can shed light on which wards will be focused on?</p> <p>Furthermore, a long-term project that the CoJ is looking to conclude in the next two to three financial years is a Memorandum of Understanding (MoU) with the SAPS that speaks to working in a more integrated manner at a regional level. This will involve more intensive safety audits and collaborating with communities in areas to identify challenges and develop solutions together. At this point I do not know if there are specific plans for Randburg in relation to this.</p>	Public Safety Department	<p>Randburg, etc., but there is no particular strategy for Randburg which is a small part of the JMPD's policing operations that service an entire region that starts at Bryanston in the north and ends in Riverlea to the south.</p>
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ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Nobuntu Duze	CoJ Transport Department
2.	Ms Rhulani Mabasa	Johannesburg Development Agency
3.	Ms Joy Lynn Jacobs	CoJ Public Safety Department
4.	Mr Mike Smith	JMPD
5.	Ms Lydia Mashala	EMS
6.	Mr Lesego Ndlovu	Civil Concepts Consortium
7.	Ms Nomi Muthialu	NMA Effective Social Strategists
8.	Ms Julia Bell	NMA Effective Social Strategists

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DISCUSSION NOTES FROM DED MEETING			Date: 24 June 2022
			Time: 12h00
			Venue: MS Teams
Issue	Raised By	Response	
You are using the outdated stats. You have 2021 and 2016 stats. According to the status, the research that has been found deals with education of what is being compared to 2011 or 2013, is there a reason why you are using the old outdated stats?	Thato Davidson ThatoD@joburg.org.za	Lesego Ndlovu - Civil Concepts Consortium: Referring to your question on the outdated stats in determining the land-use growth in the area or projections. The reason we looked at that approach is because we needed to understand, remember in terms of transport modelling we had to do a 5 year and a 10 year and for us to do the modelling we had to work out the trips and in order to do that we need to understand the land use in the next 5 or 10 years. So we are trying to be more realistic in terms of economic growth in the area, hence we are saying we are going to try to use the outdated stats to see from the previous what was the projections in terms of the land uses in the Randburg area. Then apply the same methodology. Remember, there was a Covid which took a huge impact in terms of the businesses and we are aware that most of the businesses in Randburg are also closing, hence our town planner considered that option that we look at the previous census, to work out the projections for 5 years and 10 years in terms of economic growth/land uses.	
I just want to check with Lesego, maybe if he can be able to note me as to how does he plan to redirect some of the traffic caused by the CBD transferred traffic into the inner city sometimes. This truck causes so much negative impact into the road infrastructure and from my side, I just think that these things have a negative impact on the economic activities because they are kind of creating that push element, they push investors in a particular area. So I'm just stating that in the inner city of Randburg / CBD	Khomotjo Mathole KhomotjoMat@joburg.org.za	Nobuntu Duze - CoJ Transport Department: In relation to the issue of the stats, time frame of the stats and the issue of rate. To answer the issue of rate is that as part of the appointment of the consultant a freight management plan component of the plan that must be developed they will have to assess the movement of the freight within the area. Its impact on congestion and also try to understand the definitions through consultations with the businesses in the area that need/use the freight and come up with a plan in collaborations partnership with them. We have had engagements as part of the status Co discussions with the businesses and freight operators of the area and we had some significant insight into the operations. We also asked them quite a number of things in relation to their operation so far as they affect the transport system so those	

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<p>of Randburg how do you plan to redirect the trucks from your class 2 roads to alternative routes?</p>		<p>engagements have happened and will continue to do so with the view that develop managing the plan.</p> <p>Lesego Ndlovu - Civil Concepts Consortium: To redirect traffic as already mentioned as part of this master plan, we had to develop a freight management plan. We also had discussion with freight operators within the area and businesses in order to understand the challenges and some of the solutions we can consider as part of this. They also mentioned getting in and getting out of Randburg is one of the major challenges which we have to take into account when we develop this. From our side as a team we haven't yet come up with the alternatives will see what we can come up with, also looking at policies in the area which we can also enforce like delivery times and loading facilities for freight in the area, so we still have to sit down as a team and develop that concept or plan which will also be presented to the stakeholders.</p>
<p>I need clarity regarding the socio economic analysis and whether you need to appoint a specialist to do this? Or we've already engaged and started the process? The reason being is that some of the proposals that have been made on particularly, for example, there's a proposal to look at a land use driven economic plan for this area and that's not a sustainable strategy with economic development. What better to do is look at a cluster approach we know for example, at Randburg there are some existing encore sectors, for example, you got median sector that's already existing, there's an existing CBD node with retail and some level of informal economic activities. There's some light manufacturing activities that are happening in the Randburg area. There is also some type of china mall activities that are happening and those are existing encores in the area, so rather than taking a</p>	<p>Thato Davidson ThatoD@joburg.org.za</p>	<p>Nobuntu Duze - CoJ Transport Department: To answer Thato's question in relation to socioeconomic matrix I think from a transport perspective we actually when we crafted item of references we were working with the basis that there is some economic vision for the Randburg CBD and that we will then look at the Randburg UDF from a land perspective and then the economic vision for the node through consideration of both of those under associated factors that contribute to the economic trip data and then develop a transportation plan that will then respond to those strategies. There's not a budget so to speak currently to develop economic assessment, we were thinking that maybe your engagement could have a sense of the economic tragedy that you see in the area and I think you have also noted some strategies that will then be assessed by the town planners and the traffic engineers or the team for the revisitation of the node obviously in connection with assessing what the land use even development network is also saying and looking at also the key match transit that is also coming through the node in the south. So if that document wasn't necessarily insist maybe the internal</p>

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<p>land use approach do we need more residential or less residential? That's not a sustainable approach so what we need to do is look at the existing clusters so I'd rather have us have a discussion regarding the approach we want to look at to do this from an economic vision and perspective. You are going to possibly need another type of study that specifically speaks to the economic vision for Randburg.</p>		<p>engagement into the economic tragedy is warranted, but I think at this point we are welcome to ideas that you may have.</p> <p>Lesego Ndlovu - Civil Concepts Consortium: Appointment for socio economic this came from our town planner she mentioned that to work out the projections for the next 5/10 years sometimes looking at what UDF proposed in that is a high level projections or proposal strategy for the area. We can't say in the next 5 years those precinct will be in place or those BRT proposals in the area will be in place.</p>
<ul style="list-style-type: none"> • Is there economic growth within the area and the reason behind that? In terms of economic activities that are happening within the area? • Information on the economic activities that are leaving Randburg, and the reasons why they are leaving? • Information on the economic activities that want to be positioned in Randburg? Why would these economic activities want to be positioned in Randburg? • Please share the actual numbers in terms of the GLA etc. 	<p>Lesego Ndlovu - Civil Concepts Consortium</p>	<p>Thato Davidson: In terms of the GLA you will get that from planning, we wouldn't have that information. I think land from planning will have a specific response to this. In terms of growth Randburg falls under region B in the city industrial region and if you look at how this is fairly in comparison to the other regions the most dominant regions in the city in terms of GDP contribution as which so obviously where the co-area is, region E Sandton and stock area is. The fastest growing region for the last 20 years has been region A which is Midrand area and surrounds, but following that the second past growing region is region C and region B which is Randburg area. In terms of when you look at the growth quantity of the region and when you look at specific areas in Randburg how fast they have been growing in the last 2010, there's definitely a growth. Unfortunately, there has to be some decline in the certain node and as the priority area in the city we are very happy that the study is contacted because Randburg is acting to quite a lot to primary area for us to turn around and identify the key economic node its well contested and there's an opportunity for us to use infrastructure to basically build from that. The building blocks are already in place. So the SDP in some growth is not as fast as we would like and in region A Midrand area and region B. In terms of the information on the economic activities I think I am attached to this slightly, there is some industrial, manufacturing components that are happening so we think about it as a strain area, there's a study we did that we can share on the industrial growth, there's also</p>

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		<p>retail component that are happening in Randburg CBD and there is a lot of informal trading happening around Randburg CBD which is also important sector for us to start forward.in terms of the information on the economic activities I think I am attached to this slightly, there is some industrial, manufacturing components that are happening so we think about it as a strain area, there's a study we did that we can share on the industrial growth, there's also retail component that are happening in Randburg CBD and there is a lot of informal trading happening around Randburg CBD which is also important sector for us to start forward. I did touch in the median node that also currently exists, also that's interesting is the mass shipping of others types of the retail activities, that tells us that there is some type of growth and demand in the specific area. And with regards to information on the economic activities that want to be positioned in Randburg, I think it's very difficult to pinpoint this exactly, but the interest in the industrial activities around this area it may be possibly due to its location close to some marginalised mainstream. It's important for us so whatever sectors we identify to create jobs so with this includes to the approximately to Randburg there is some tension that can be exalted to manage areas that decline to operators. So some instore activities and manufacturing, I think the retail stock product of the Randburg area, but I will let our colleagues speak to this that stock products.</p>
What is the title of the document you would like to share with us?	Nobuntu Duze - CoJ Transport Department	<p>Thato Davidson: Is a Frame Industrial Service report, I am not sure if Khomotjo shared with you particular zones Framework so the City looked at especially in which sectors we need to prioritize and what we did is we developed what is formally priority framework and we divided 12 priority zones and for the region B area Randburg was also identified as a critical area for us to look into.</p>
		<p>Nobuntu Duze - CoJ Transport Department: When we were having the initial meeting some of the business owners that were consulted, they did speak about the issues of living maybe if we don't have documentation that's available that speaks to some of those insights from the businesses that consulted thus far need to be reflected</p>

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		<p>on because they may also provide critical information for us, we all have to make sure that the area is revitalized in the manner that the businesses that are there they remain and we attract other businesses with the infrastructure that will be providing which will also be a management key that will always be coming up amongst the stakeholders. The people are not necessarily travel into the area if the economic activities are quite low they will move to other node.</p> <p>Southinah Mmatsebe Matlala: Information on economic activities, leaving Randburg couldn't we access through Benji's business forum so if he coordinate meetings with all the various chairperson within the City. Randburg is one of the key stakeholders. Typically I can almost tell you some of the issues of unreliable infrastructures, City Power issues, degrading infrastructures so road issues, management issues and safety issues, hijack building which meekly their ecosystem and causes issues of threat and crimes and etc.</p> <p>Benji Seithamo: We can have a special settlement before organising with the Randburg chambers of the industry. They sent an email and copied the MMC and said they've got a list of service delivery crises that they would like the MMC to intervene on. So I think that will also guide you in terms of the issues that Thato has raised that the business community in Randburg has faced with. But if you want a special session to share this with them, I think I can organise that for you.</p>
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ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Nobuntu Duze	CoJ Transport Department
2.	Ms Pumza Mvinjelwa	CoJ Transport Department
3.	Mr Chiza Mahlobo	CoJ Transport Department
4.	Ms Rhulani Mabasa	Johannesburg Development Agency
5.	Khomotjo Mathole	Department of Economic Development
6.	Ms Thato Davidson	Department of Economic Development
7.	Ms Southinah Matlala	Department of Economic Development
8.	Benji Seithamo	Department of Economic Development
9.	Ms Sue Reddy	Department of Economic Development
10.	Mr Lesego Ndlovu	Civil Concepts Consortium

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DISCUSSION NOTES FROM SAPS, REGION B CRUM AND GROUP FORENSICS MEETING		Date: 21 July 2022
		Time: 10h30
		Venue: MS Teams
Issue	Raised By	Response
Is there another strategy for safety and law enforcement currently being implemented in the Randburg area since, according to the Johannesburg Metropolitan Police Department (JMPD), the City of Johannesburg (CoJ)'s long-term safety and law enforcement strategies do not seem to cover the area, although it is evident that it seems to be a problem area? Does the South African Police Service (SAPS) have a medium to long term strategic plan for the Randburg area?	Lesego Ndlovu - Civil Concepts Consortium	<p>Brigadier Jones - Randburg SAPS: SAPS has a medium-term strategic plan for the Randburg area that is aligned with the previous 5-year plan. Randburg SAPS works well with JMPD but there is a lack of integration with other departments such as the Department of Human Settlements who can address the issue of illegal squatting outlined in the presentation. Homelessness and accommodating homeless people are big problems in the area. The Randburg SAPS notes that common robbery is a challenge in the Randburg Central Business District (CBD) which can be attributed to the fact that most people operating in the CBD do not reside in Randburg but rather commute to the area from other parts of Johannesburg.</p> <p>The Randburg Police Station's jurisdictional border is Republic Road so there is one building in the Multichoice operation that we are responsible for. The remaining Multichoice operations and Ferndale on Republic do not fall under our precinct but is within the authority of the Linden Police Station and I suggest that they are invited to future meetings.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: What issues have you encountered with implementing the medium-term strategic plan and what measures have you put in place to address these issues? How does this strategic plan relate to the City's long-term safety and law enforcement strategic plan, and can the team have access to the Randburg SAPS's strategic plan? Lastly, what measures have Randburg SAPS developed to address the issues that you have highlighted?</p> <p>Brigadier Jones - Randburg SAPS: The Randburg SAPS Strategic Plan does not link with the City's plan as it is mainly focused on SAPS mandate in the prevention and investigation of crime. I am not comfortable with discussing the strategic plan in more detail in this meeting. In terms of dealing with the issues mentioned, the Randburg SAPS primarily consults with the Department</p>

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of Home Affairs and the Department of Justice in addressing these matters. Mike Smith of JMPD has already mentioned challenges with limited resources which is a problem we all experience, but we make do with what is available. The Randburg SAPS policing precinct is divided into three sectors and a 24-hour area vehicle is allocated to each sector. Some areas are quieter than others and the busiest hours are during the day as everyone departs at night leaving the residential areas to be accounted for. Randburg SAPS policing precinct forms part of Region B which stretches from Bryanston Drive to Riverlea and the region is serviced by eight police stations. Even with integrated operations, the Region B staff are under resourced because they have to accommodate all eight police stations in the region.

Nomi Muthialu - NMA Effective Social Strategists: A separate meeting can be set up to discuss the Randburg SAPS Strategic Plan in more detail. In terms of the issue of homelessness and squatting have there been discussions with the Department of Human Settlements?

Brigadier Jones - Randburg SAPS: Most homeless people do not want to be confined to a specific area and are often accommodated in areas where they do not want to reside. They therefore opt to live on the street, sleep in the bushes or in parking areas. In some instances, the Departments of Human Settlements and Social Development will report that a homeless person cannot be placed, and there have been a few such cases in the Bordeaux area. The issue is that homeless people in Randburg are being placed outside of the Randburg area and they do not want this.

Nomi Muthialu - NMA Effective Social Strategists: Is it the case that some of the people living on the street are working or trading in the Randburg area during the day? In other words, why would homeless people in Randburg opt not to accept accommodation outside the Randburg area?

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		Brigadier Jones - Randburg SAPS: Most of the homeless people we are referring to are trolley recyclers. Many residents have complained about recycling sites in the area. By way of example, the area in front of the Rosebank Union Church which is within the region has been appropriated into a sorting area for the recyclers' collected material and is an eyesore.
Can crime types and hotspots in Randburg be discussed in the forthcoming bilateral meeting between Randburg SAPS and the project team?	Nobuntu Duze - CoJ Transport Department	Brigadier Jones - Randburg SAPS: The best way to discuss this will be for the project team to come to the Randburg Police Station where the hotspots can be plotted.
There is a proposed Memorandum of Understanding (MoU) with the SAPS that speaks to working in a more integrated manner at a regional level, as well as the drive to re-evaluate ward profiling, better understand ward issues and develop different solutions under the Smart City Mission currently underway. According to the JMPD they are unaware as to whether these will be implemented in the Randburg area, are you aware of these and do you know whether departments that deal with safety and law enforcement have pushed to be part of these processes so that the Randburg area is also included?	Lesego Ndlovu - Civil Concepts Consortium	<p>Brigadier Jones - Randburg SAPS: Prior to this meeting, I had no knowledge about these initiatives.</p> <p>Lesego Ndlovu - Civil Concepts Consortium: The project team will discuss this with Joy Lynn-Jacobs of Public Safety as she alerted the team to these initiatives and undertake further research into these initiatives.</p>
In crime hotspot areas, like at the corner of Hill Street and Kent Avenue, can land use and circulation patterns, for example mixed use developments with retail/commercial at the bottom for purposes of surveillance and a variety of public transportation options along the roads, resolve the problems? In other words, can land-use be used effectively in these areas to mitigate criminal activities on the street?	Nomi Muthialu - NMA Effective Social Strategists	Brigadier Jones - Randburg SAPS: Yes, this will assist in resolving issues of crime. Development of open spaces will prevent criminals from using these sites as hideouts when targeting people.

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Brigadier Jones raised concerns around the stakeholder perceptions that came out of the stakeholder engagement process and indicated that some of these perceptions were not an accurate reflection of what is happening on the ground. Can she elaborate on this?	Nomi Muthialu - NMA Effective Social Strategists	Brigadier Jones - Randburg SAPS: These are the communities' perceptions and we will be able to unpack these in the forthcoming bilateral meeting.
Do you know why the building on Jan Smuts Avenue, Erf 872 Bordeaux, the Richfield building, located on 2 St Andrews Avenue across the taxi rank, is unoccupied?	Nomi Muthialu - NMA Effective Social Strategists	<p>Brigadier Jones - Randburg SAPS: The Randburg SAPS spoke to the security guard stationed at Erf 872 who indicated that the building is being sold and Richfield have moved their operations to their Johannesburg branch. I can share the contact details of the building manager who can assist in providing more information on this.</p> <p>Dineo Kgafe - CoJ Group Forensics: Group Forensics does not have information on why the listed buildings are unoccupied. The sites have been noted and we are in the process of tracing the owners to discuss the state of their properties. Following on from this, a report will be drafted and shared with the team.</p> <p>Auriel Kobola - CRUM Region B: CRUM was not aware that these were problem properties and so currently do not have information on them. We will conduct an Integrated Visible Service Delivery Operation that will include site visitations to determine if there are criminal elements linked to these properties. Various departments will be involved depending on the findings, for instance if there are environmental health issues then the Environmental Health Services will be contacted and if there are criminal elements, then SAPS will be involved. This information will be provided to the project team.</p>
Referring to the building directly south of the Richfield building, Erf 161 & 162 Bordeaux, located on 2 Maxwell Avenue and 1 Ryder Road and the building towards the north, Erf 67 and 68 Bordeaux, located on 1 Paris Avenue and both covered with large net billboards, are these	Nomi Muthialu - NMA Effective Social Strategists	Brigadier Jones - Randburg SAPS: The building on Erven 161 & 162 Bordeaux, located on 2 Maxwell Avenue and 1 Ryder Road are used for residential and business purposes and iTalk call centre rents the building. We have contact details for the building manager of this building.

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buildings being used for residential purposes and who manages these buildings?		
Do you know why the building further north on Bram Fischer Drive, Erf 524 Kensington B, the Investec Building, located on 192 Bram Fischer Drive, is unoccupied?	Nomi Muthialu - NMA Effective Social Strategists	Brigadier Jones - Randburg SAPS: The building on Erf 524 is occupied by a call centre business and is only used for business purposes.
With reference to the motor related buildings at the corner of Bond Street and Bram Fischer Drive, Erven 440 - 443 & 546 Kensington B, as well as Erven 523 & 545 Kensington B located on the corner of Milner Road & Bram Fischer Drive, do you know why these motor related industries have left the area?	Nomi Muthialu - NMA Effective Social Strategists	<p>Brigadier Jones - Randburg SAPS: The premises on Erven 440 - 443 and 546 are unoccupied due to rent increases during the Covid-19 period. The properties on Erven 523 and 545 are also unoccupied due to rent increases.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Was the project team aware that people were leaving the area due to rent increases?</p> <p>Lesego Ndlovu - Civil Concepts Consortium: The team was aware of this occurring in other areas but not in Randburg. This information will be passed on the land-use planner.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Can Brigadier Jones pass on the information and relevant contact details for these erven, buildings and the call centre business to the project team?</p> <p>Brigadier Jones - Randburg SAPS: I will email this information to you after the meeting.</p>
Aside from the buildings mentioned in the presentation, are there any other unoccupied or problem buildings that the team is not aware of?	Lesego Ndlovu - Civil Concepts Consortium	<p>Brigadier Jones - Randburg SAPS: We can determine if there are other problematic properties at the follow up meeting and coming out of that meeting, our team can investigate the buildings in questions and revert to you with the necessary information.</p> <p>Auriel Kobola - CRUM Region B: CRUM will share information on the problem buildings in the study area from our database that covers all the wards within the region.</p>

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		<p>Dineo Kgafe - CoJ Group Forensics: Group forensics does not have a database of problem buildings and only works on buildings that it receives complaints on.</p> <p>Sibusiso Mavimbela - CRUM Region B: The utilisation of the land below the Randburg Taxi Rank on Selkirk Avenue must be finalised. There have been meetings with the CoJ Transport Department, the Johannesburg Property Company (JPC), and the Johannesburg Social Housing Company (JOSHCO) regarding this plot. It has been occupied by displaced people and CRUM has conducted several Service Delivery Interventions whereby the plot is cleaned and cleared of people only for them to return. If this matter can be resolved, it will help to uplift Randburg as it is an eyesore.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: The team has had meetings with the JPC and JOSHCO regarding this, but the matter lies with these entities.</p>
When inspections are done on these unoccupied or problem buildings, are there usually any successful outcomes?	Nomi Muthialu - NMA Effective Social Strategists	<p>Auriel Kobola - CRUM Region B: CRUM's process to deal with unoccupied and problem buildings works as follows: CRUM will receive a complaint about a building which it acknowledges. CRUM Regulatory Compliance along with the urban inspectors and all CoJ Departments will conduct an Integrated Visible Service Delivery Operation to identify the building's issues be they to do with building control, law enforcement, Emergency Management Services, etc. From here, a file will be opened on the building and a report will be drafted detailing how the issues must be resolved. SAPS are involved in cases with criminal elements. We also draw in Group Forensics and Investigation Services (GFIS) to assist in attending to the problem properties. We identify who the owners of the properties are, find out if they are aware of the issues on their property and if so, what they are doing to resolve them. The Revenue Department will check if the owners are paying the revenue service bills and if not, the department will address this issue. After a specified period of time, for example 14 days, in which warnings and notices are issued to the property owner, CRUM will follow-up to determine how best to address the issues identified and if/when legal actions can be taken against the transgressors. If the</p>

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		<p>owner is willing to comply then he/she will need to do so in writing. Files on problem buildings are updated continuously and only closed when the matters are resolved.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: For this project to be effective in the Randburg CBD, the issue of problem and unoccupied buildings needs to be addressed. Based on the unoccupied buildings along Bram Fischer Drive and Jan Smuts Avenue, the illegal squatting in the area and the presence of slumlords, the team would like to know if the issue of problem properties can be resolved, and can the buildings be purposed to ensure the sustainability of this area as an economic node?</p> <p>Nobuntu Duze - CoJ Transport Department: The issue of problem and unoccupied buildings is a pertinent one, and this can also be seen in the Inner City where issues of urban management and the poor perception of the City by stakeholders made the consultation process exceedingly difficult. In the stakeholders eyes the City is producing grand schemes to improve the transport system and yet it cannot resolve basic issues. Work on the Randburg CDB TMP cannot be done without the CoJ Transport Department reflecting on what its role is to address problem and unoccupied buildings and what the proposed interventions are, because while this is out of the department's scope this issue does affect what we see happening in our project areas. When there are legal matters involved the issues can take a long time to be resolved and this is frustrating.</p>
It appears that most of these buildings are privately owned, do you think incentives could be provided to develop and/or penalties imposed for not developing unoccupied buildings and will this encourage the owners to develop their buildings for the intended and/or other purposes?	Nomi Muthialu - NMA Effective Social Strategists	<p>Auriel Kobola - CRUM Region B: Development is possible if the owner is willing to comply and expresses a will to develop their property. It is also dependent on advice from the Town Planning Department based on the town planning scheme and whether rezoning is applicable or feasible.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Aside from the input from Brigadier Jones and noting the process outlined by Group Forensics of only responding to issues that are</p>

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		<p>reported, have there been any proactive attempts to contact private property owners in the Randburg area?</p> <p>Auriel Kobola - CRUM Region B: There has not been a proactive attempt from CRUM to contact private owners in the Randburg area. However, this has been done in areas such as Westdene and Brixton by the Town Planning Department who are able to advise the property owners on issues of compliance and what it entails. If the owner is willing to comply then CRUM is proactive in supplying information to the property owners about how to comply and if, based on the Corridors of Freedom plan and the town planning scheme, it is possible to develop a property.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Is CRUM willing to proactively contact private property owners in the Randburg area together with the Town Planning Department to determine how these problem buildings can be dealt with?</p> <p>Auriel Kobola - CRUM Region B: This will depend on whether the property owner is willing to comply and develop the property. When the owner is not willing to comply, then penalty rates are imposed on the non-compliance part of it. If the owner is willing to comply then CRUM, through the Town Planning Department, will advise on how development can occur.</p> <p>Orphan Monama - CoJ Group Forensics: Most of the properties discussed in this meeting are unoccupied. In the case where a property has been hijacked, the registered owner of the property would need to submit an affidavit, as Group Forensic cases are taken to court, explaining that they no longer have control over their property, and therefore Group Forensics is a reactive and not a proactive body.</p> <p>Dineo Kgafe - CoJ Group Forensics: There are two categories in dealing with problem buildings. The first category is when the property owner is known, has control of their property</p>
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		<p>and is willing to comply. The second category is when the owner has lost control of their property to illegal squatters or slumlords and in some cases is not willing to comply. The latter category is a challenge to the City as the property owner cannot pay rates for a property that they are not using. A problem or unoccupied building is easier to address when it is unoccupied. Group Forensics cannot open a statement on a property if the property owner does not approach it to do so.</p> <p>Lesego Ndlovu - Civil Concepts Consortium: As Brigadier Jones mentioned, unoccupied buildings promote criminal activity. Can Group Forensics involve SAPS in the case of a problem or unoccupied building that is reported on by a citizen and not the property owner?</p> <p>Dineo Kgafe - CoJ Group Forensics: Group Forensics works similarly to CRUM in that if we are approached by a citizen about a problem building then a file on the property will be opened and we will investigate the building with the relevant departments. However, challenges arise when a building has been hijacked as this is when the owner of the property must approach Group Forensics and provide a statement on what has occurred.</p>
May I please have a list of the meeting attendees to set up the forthcoming bilateral meeting where we will put a spatial perspective on the crime hotspots.	Brigadier Jones - Randburg SAPS	Noted.
By when will SAPS, CRUM and Group Forensics be able to provide the team with the information discussed?	Lesego Ndlovu - Civil Concepts Consortium	<p>Brigadier Jones - Randburg SAPS: I will send an email with the information on the listed problem buildings after this meeting.</p> <p>Dineo Kgafe - CoJ Group Forensics: Site visits of the listed buildings will need to take place. Group Forensics can share the report two weeks from today's meeting and confirm being able to meet the deadline of Thursday, 4 August 2022.</p> <p>Auriel Kobola - CRUM Region B: Reports on the listed buildings and CRUM's database on problem buildings can also be shared two weeks from now on 4 August 2022.</p>

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ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Nobuntu Duze	CoJ Transport Department
2.	Mr Chiza Mahlobo	CoJ Transport Department
3.	Mr David Mphahlele	CoJ Transport Department
4.	Mr Monde Hlela	CoJ Transport Department
5.	Ms Rhulani Mabasa	Johannesburg Development Agency
6.	Ms Dineo Kgafe	CoJ Group Forensics
7.	Mr Orphan Monama	CoJ Group Forensics
8.	Mr Auriel Kobola	CRUM: Region B
9.	Mr Sibusiso Mavimbela	CRUM: Region B
10.	Mr Joseph Molefe	CRUM: Region B
11.	Mr Tytus Motau	CRUM: Region B
12.	Ms Tebogo Khomo	Ward 102: Environmental Health
13.	Ms Andronica Molosiwa	Ward 102 Area Inspector
14.	Brigadier Michelle Jones	Randburg SAPS: Station Commander
15.	Mr Lesego Ndlovu	Civil Concepts Consortium
16.	Ms Nomi Muthialu	NMA Effective Social Strategists
17.	Ms Julia Bell	NMA Effective Social Strategists

Annexure A-2:

Minutes of Meetings with Key External Stakeholder Sector

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DISCUSSION NOTES FROM EDUCATION SECTOR MEETING	Date: 18 May 2022
	Time: 14h00
	Venue: MS Teams
No representatives from the Education sector attended the meeting. As such the meeting did not go ahead and there were no issues to record.	

ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1	Ms Nobuntu Duze	CoJ Transport Department
2	Ms Pumza Mvinjelwa	CoJ Transport Department
3	Ms Thelma Ntimane	CoJ Transport Department
4	Ms Rhulani Mabasa	Johannesburg Development Agency
5	Mr Monde Hlela	CoJ Transport Department
6	Mr David Malerotho Mphahlele	CoJ Transport Department
7	Mr Jaco Kruger	Civil Concepts Consortium
8	Mr Lesego Ndlovu	Civil Concepts Consortium
9	Ms Julia Bell	NMA Effective Social Strategists

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DISCUSSION NOTES FROM PROPERTY OWNERS, DEVELOPERS AND CONSULTING ENGINEERS MEETING		Date: 18 May 2022
		Time: 15h30
		Venue: MS Teams
Issue	Raised By	Response
In terms of the public transport site observations, how did the team go about accessing these facilities as other service providers have experienced difficulties with this?	Risenga Chauke - AMCE	Lesego Ndlovu - Civil Concepts Consortium: The team did not conduct data collection inside the public transport facilities. The information was collected from observations made outside the facility while conducting the Non-Motorised Transport (NMT) surveys and intersection counts in the area. Additionally, information was taken from studies done for the ICM (Integrated Corridor Management for the Roodepoort-Johannesburg Inner City Corridor and Roodepoort - Randburg Corridor) and previous studies undertaken in the area to supplement the site observations that were carried out.
It is important that provisions are made as soon as possible for an overnight safe space for the homeless preferably at a site owned by the City. There is a drop-in day centre in the vicinity but an overnight space is needed as well as a shelter which can be considered later on.	Mary Gillett-de Klerk - JOSH	Rhulani Mabasa - Johannesburg Development Agency (JDA): The need for an overnight safe space for the homeless at a City owned site is noted.
It is important that the community is involved in place making. There are many plans and studies being done and a lot of this involves "parrot consultation". There needs to be more consultation. There are ideas from the Randburg Central Improvement District (RCID) for public place making that would tie in with the area.	Mary Gillett-de Klerk - JOSH	Rhulani Mabasa - JDA: This is an important point that has been raised in our consultations with the community around place making and to see how the community can get involved in ensuring that the area is more conducive.
In terms of the Bus Rapid Transport system (BRT), based on the analysis of the volumes and the demand will the BRT be necessary in the area?	Wasim Khan - Koleko	Lesego Ndlovu - Civil Concepts Consortium: Input from the stakeholders is required before more detailed analysis is conducted. In addition, the transport model for the area must still be done. The public transport that is proposed for the area must be considered as well as the land uses. Once all of this is complete then analysis into whether the BRT is necessary can follow. According to the City's strategic planning and the NMT framework there is a need for the BRT.

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		<p>Jaco Kruger - Civil Concepts Consortium: This study shows, as seen on the map in the presentation, where some of the alternatives run through Randburg. This may confirm the need for a BRT line or route that runs on Bram Fischer Drive down to Jan Smuts Avenue and then to Republic Road, instead of just to Republic Road. This will be included in the scenarios that will soon be modelled.</p>
<p>A couple of years back the City of Johannesburg (CoJ) was building a network of cycling lanes that were mostly concentrated close to the City centre which included Auckland Park and Westdene with a few proposals for the Sandton area. Were any cycling lanes proposed for the Randburg precinct area?</p> <p>With the proposals that have been made in this study, is there a complete or extensive cycling network for Randburg that links into a broader network for the surrounding areas?</p>	<p>Laurence Chibwe - Architect / Resident</p>	<p>Jaco Kruger - Civil Concepts Consortium: There are no recent constructions of bicycle lanes or networks. A request was made for documentation on this from the CoJ but all that could be supplied was a 2009 report. Cycling will be incorporated on a local scale to accommodate the local demand. Based on input at the recent public meeting there is cycling on weekends but no demand during the week and this will be investigated further. Based on the geometry of certain roads, a local network will be proposed. If it is expanded beyond the study area it will likely link up with Malibongwe Drive via Hill Street or Republic Road. The CoJ did not provide a broader cycling network that could be linked into at a metropolitan scale.</p> <p>Laurence Chibwe: It appears that there are no plans to link areas or provide extensive cycling networks. People are not cycling because there are no cycling lanes.</p> <p>Celestine Mouton - JDA: The City policy on cycling lanes will need to be checked. They were actively implementing cycling lanes and creating cycling networks until there was a policy change in the CoJ that did not support any cycling lanes in the City. The initial plans for Randburg in 2016 included some cycling lanes but these have subsequently been removed from the plans. If there is a demand for it then it will be investigated and approval to reimplement the cycling lanes will be requested but this is dependent on what the Randburg TMP says.</p>
<p>With the new Gautrain station planned for the Randburg CBD area, how does the Gautrain bus service come into the public transport scenario as opposed to the BRT?</p>	<p>Mary Gillet-de Klerk - JOSH</p>	<p>Jaco Kruger - Civil Concepts Consortium: Towards the end of last year representatives of the Gautrain notified the team that no further planning has occurred. There was a document circulated in February 2021 that provided information on the</p>

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		<p>location of the station. The document included feedback from the relevant City department on the proposed station location which was favourably supported. At this stage, feeder bus routes have not been investigated and it is envisaged that any feeder routes will follow other transport routes and be on a local circular scale. The team will be updated when there is progress.</p> <p>Mary Gillet-de Klerk - JOSH: More information on this will be appreciated. The Gautrain team should be engaging with this process so that there is an awareness of what conversations are taking place in the planning stages.</p>
May the presentation be circulated to all attendees?	Mary Gillett-de Klerk - JOSH	Rhulani Mabasa - JDA: Noted. Ms Nomi Muthialu will ensure that the presentation is circulated to all attendees.

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ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Nobuntu Duze	CoJ Transport Department
2.	Ms Thelma Ntimane	CoJ Transport Department
3.	Mr Chiza Mahlobo	CoJ Transport Department
4.	Mr David Malerotho Mphahlele	CoJ Transport Department
5.	Ms Rhulani Mabasa	Johannesburg Development Agency
6.	Ms Celestine Mouton	Johannesburg Development Agency
7.	Ms Raedani Rofhiwa	Johannesburg Development Agency
8.	Ms Lusanda Qangule	Johannesburg Development Agency
9.	Mr Samuel Mamabolo	Johannesburg Development Agency
10.	Ms Ursula Dube	AMCE
11.	Ms Mabatho Maaake	AMCE
12.	Mr Risenga Chauke	AMCE
13.	Mr Laurence Chibwe	Architect/Resident
14.	Mr Hendri Fouri	Gass Architect Studio
15.	Ms Lizelle McLean	Gass Architect Studio
16.	Ms Mary Gillett-de-Klerk	Johannesburg Organisation of Services to the Homeless (JOSH)
17.	Mr Wasim Khan	Koleko
18.	Ms Istell Orton	Professional Planner
19.	Ms Tamsyn Groesser	Town Planner
20.	Mr Lesego Ndlovu	Civil Concepts Consortium
21.	Mr Jaco Kruger	Civil Concepts Consortium
22.	Ms Nomi Muthialu	NMA Effective Social Strategists
23.	Ms Julia Bell	NMA Effective Social Strategists

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DISCUSSION NOTES FROM COMMUNITY, PUBLIC AND CHURCH SECTOR MEETING		Date: 18 May 2022
		Time: 17h30
		Venue: Ms Teams
Issue	Raised By	Response
<p>There has been extensive surveying and information gathering conducted on site. The various City departments and entities such as the Johannesburg Development Agency (JDA), Johannesburg Property Company (JPC), COJ Transport Department and JOSHCO (Johannesburg Social Housing Company) have largely been acting in silos with regards to the Randburg Central Business District (CBD). The councillor's office has put pressure to have a strategy session so that the stakeholders are talking to each other and the input of the Civil Concepts Consortium and the COJ Transport Department will greatly assist this process.</p> <p>There are many vacant buildings in the Randburg CBD which is problematic. It is critical to note that as land use changes, so does the need for transportation. The vacant buildings will likely be changed into high density residential buildings although there are varying views on that.</p> <p>There is a JDA upgrade planned for the Randburg CBD which is looking at improving the public environment. The plan is still in its infancy and was presented to the office of the councillor last week. It will go out as public information and for public participation in due course. The proposal is to implement some improvements to Jan Smuts Avenue and Bram Fischer Drive as well as the area referred to with high illegal pedestrian crossings where the bridge was taken down some years ago.</p> <p>The mention of St Stithians as an important area and the largest green lung in the ward is gladly noted.</p>	<p>Councillor David Potter - Ward Councillor 102</p>	<p>Nomi Muthialu - NMA Effective Social Strategists: We take note of these valuable inputs and agree on the importance of the joint stakeholder strategy session which this team would like to form part of.</p> <p>Jaco Kruger - Civil Concepts Consortium: It is agreed that activities have been carried out in silos. All previously completed studies and proposed interventions have been overlaid on a map to see what makes sense to take forward. Councillor Potter's inputs will be very valuable here.</p> <p>Noted.</p> <p>Jaco Kruger - Civil Concepts Consortium: Regarding the Bram Fischer Drive and Jan Smuts Avenue intersection project, discussions have taken place with Iyer on the proposals for this project. It has been proposed to Iyer that they consider taking away the left turning lane at this intersection for loading purposes. The traffic engineer is about to be appointed and they will be looking at this.</p> <p>Noted.</p>

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<p>What also needs to be considered is that many schools in the Randburg CBD and surrounds are public transport orientated schools. Many learners either use transportation provided from the school such as a learner bus or the learners go to the nearest transport node in the Randburg CBD or the other main arterial roads.</p> <p>Multi Choice is a massive stakeholder in the Randburg CBD and its needs should be attended to.</p> <p>The minibus taxi associations must be dealt with via the office of Councillor Potter and there is a major issue with holding space.</p> <p>Off-loading on the corner of Bram Fischer Drive and Jan Smuts Avenue is largely carried out by alcohol delivery trucks which seem to be the largest vendors with the biggest trucks. This needs to be taken into consideration and especially by the JDA project which is due to kick off in the next financial year, provided it is passed by Council next week.</p> <p>The Randburg Draft Urban Development Framework (UDF) has not been approved by Council as yet and the JDA official who was responsible for undertaking the UDF has resigned. The office of the MMC has been contacted to inquire about the state of the UDF as it is a critical document which guides the future of Randburg.</p> <p>An increase in public infrastructure upgrades that includes lights and bollards is anticipated. As yet there is no mention of CCTV cameras, which are the ambitions of the City's integrated security centre based in the Johannesburg Metropolitan Police Department's (JMPD) head office. The</p>		<p>Noted.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: The team will be consulting with Multi Choice.</p> <p>Jaco Kruger - Civil Concepts Consortium: The offer to engage with the minibus taxi industry via Councillor Potter's office is noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
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<p>introduction of CCTV cameras and security to Randburg is welcomed. At some point a properly run City Improvement District (CID) or what is now known as the New City Improvement District (NCID) will be established but at this stage this has not been presented to Council for approval.</p> <p>A one-on-one engagement with the team is requested to take this discussion forward.</p>		<p>Jaco Kruger - Civil Concepts Consortium: We look forward to a further engagement with Councillor Potter.</p>
<p>I am representing the New Randburg Improvement Central (NRIC) which is the new City Improvement District (CID) and a member of the Gauteng Precinct Management Association (GPMA) previously known as the Johannesburg City Improvement Forum (JCIF). Services will soon be rolled out commencing with the cleaning of streets and moving on to safety. May the presentations for the Randburg CBD Transport Master Plan (TMP) be shared for more in-depth study so that feedback can be provided?</p> <p>From the side of the Johannesburg Homelessness Network, which is the other organisation that I represent, the MMC for Health and Social Development has been approached and exciting plans for the homeless are progressing in the Randburg area and elsewhere. Going forward, the homeless will be involved in a project which will include assisting with cleaning up the streets. Since the Johannesburg Homelessness Network has been part of the Johannesburg Inner City Partnership (JICP) the JICP was awarded a contract to create work opportunities for the homeless and unemployed both in the Inner City and focusing on Randburg and other suburbs which should begin in the next month. An independent meeting or a multi-sector stakeholder meeting with the Civil Concepts consortium is requested.</p>	<p>Mary Gillet-de- Klerk - JOSH</p>	<p>Nomi Muthialu - NMA Effective Social Strategists: Thank you for your inputs which are noted. The presentation will be shared and the request for further engagement with the team is noted.</p> <p>Noted.</p>

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<p>Can the ward committee give its input to Councillor Potter for submission to the team if the meeting between the councillor and the Civil Concepts Consortium takes place?</p> <p>The identity of the Randburg CBD has become associated with gambling, prostitution and taverns and general degradation. In terms of what you presented on the breakdown of average household income in the area, those people within the higher income group with an average household income of R3 million that you refer to have moved out of the area due to the increased densification in the nodal review. Since the nodal review was approved office blocks have closed and business owners have moved out of the area. It would be interesting to know why the businesses have opted to move out of the area.</p> <p>In terms of the Gautrain, it was mentioned that more people travel on foot which means that the person using the CBD does not have money for a minibus taxi let alone the Gautrain. Walking in Ferndale is dangerous as one is subject to theft with people jumping out of their cars and mugging pedestrians. The Uber drivers park and urinate anywhere and the taxi rank wall is used as a place to urinate.</p> <p>The ward committee would appreciate the opportunity to submit its comments to the team.</p>	<p>Caro Naude - Ward 102 Committee</p>	<p>Nomi Muthialu - NMA Effective Social Strategists: The team take note of the issues raised and consideration will be given to setting up a meeting with the three ward committees within the area.</p> <p>Noted.</p> <p>Noted.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: The ward committee can submit its comments directly to the team.</p>
<p>In terms of the demand for cycling, the gradients in the area must be considered. Cycling is a challenge on many of the hills and safety is a huge consideration.</p>	<p>Yu-Chieh Yen - Resident (Bordeaux North Community Forum)</p>	<p>Jaco Kruger - Civil Concepts Consortium: The plan is to link into established networks and, as far as we can ascertain, the last Non-Motorised Transport (NMT) cycling study was completed in 2009. As such, it is still being established where connections beyond the study</p>

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		<p>area can be made. Once this is done, the gradients and the possibility for cyclists to use those proposed routes will be considered.</p> <p>On a smaller scale, for residents wanting to cycle into the CBD and within the study area, issues such as safety and the gradients will be taken into consideration. Walking and cycling often go hand in hand and safety improvements will focus on issues raised by the Johannesburg Property Company (JPC) such as lighting, CCTV cameras and security in the area.</p>
<p>From the work completed and the literature read, is there an idea of the extent of minibus taxi ranking and holding space needed as this could address the problem of minibus taxis parking on the sidewalks and streets?</p>	Elias Kabinde	<p>Jaco Kruger - Civil Concepts Consortium: Consultation with the minibus taxi associations which was meant to occur through the COJ Transport Department and the JDA was unable to take place as yet.</p> <p>Additional holding and ranking facilities are proposed for Council land to the western side of Hill Street. In the UDF there was an expansion of the existing taxi facility proposed. Demand for this and where it can be accommodated will be determined from discussions with the minibus taxi industry.</p>
<p>I am commenting as the Chief Executive Officer (CEO) of MPAMOT, a consulting engineering company based in Randburg, a board member of the Randburg Chamber of Commerce and Industry (RCCI) with a specific focus on women in business portfolio, and as an investor in the Randburg CBD for the last 24 years. The figures showing an increase in pedestrian traffic from 2015 to 2021 are evident of the densification taking place in the area and the provision of more high density residential in the CBD. Large scale public transport and inter modal facilities in support of residential densification would be ideal. There needs to be an awareness of the through traffic going through the CBD and the study area and how has the study accounted for this? Whilst there was a loss in business</p>	Malani Padayachee - MPAMOT	<p>Jaco Kruger - Civil Concepts Consortium: These are valuable inputs and we will relay your comment related to the call centres and the expansion of Multi Choice to the land use planner to ensure that these are considered.</p>

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<p>occupancy due to the impact of Covid-19, this has created opportunities for call centre type initiatives to move in. Additionally, Multi Choice has taken over many buildings in the node which has created more pedestrian traffic in the area.</p> <p>Traffic in the Randburg area, and particularly the CBD, is very different on a weekend compared to the week in that there is a lot of cycling over the weekends. In terms of the opportunity for creating dedicated cycle lanes, there are concerns around the road reserves as well as gradient issues particularly in entering and leaving Randburg. There are alternate considerations where the grades are not as steep and this is where cycling should be promoted.</p> <p>A further issue is related to the suburbs around Randburg and the kind of commuter traffic that is found in the CBD office spaces. The Covid-19 pandemic has generated many shared workspaces and offices in the Randburg CBD which was not previously the norm and attracted travel into the Randburg node. There have been some dramatic changes in Randburg over the last three years that puts it in a favourable position to shape things slightly differently which could inadvertently create a different Randburg CBD to what currently exists.</p> <p>An opportunity to share more with the project team would be valued.</p>		<p>Jaco Kruger - Civil Concepts Consortium: In terms of cycling, the numbers indicate that there is not a demand for cycling but as you mentioned it looks quite different on weekends. This is something that is being promoted by the JDA and CoJ so it will be considered. Where there is a demand, we will include it where it makes sense to do so geometrically and in terms of safety.</p> <p>Jaco Kruger - Civil Concepts Consortium: It will be important for the land use planner to consider your input around the shared workspaces and office space in the CBD.</p> <p>Jaco Kruger - Civil Concepts Consortium: The team will reach out to Malani Padayachee for further engagement.</p>
<p>Can the details of where input must be directed to be shared?</p>	<p>Councillor David Potter - Ward Councillor 102</p>	<p>Nomi Muthialu - NMA Effective Social Strategists: This information will be provided in the final slide at the end of the meeting.</p>

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There is another high traffic area which is the Pretoria Street and Hill Street pedestrian mall that runs from the Randburg Oriental Plaza into Randburg Square which needs to be considered. Many cars and Uber taxis park here and get in the way of people trying to cross the road so it becomes chaotic. It needs to be ensured that this forms part of the Transport Master Plan and the proposed upgrades.		Noted.
To take the point about various entities working in silos further, we find that on a sidewalk, a water pipe will burst result in a pile of gravel and then Wi-Fi cables are installed which also result in a pile of gravel and there is no accountability. Can this be fixed as there is no long-term solution for maintaining the sidewalks?	Caro Naude - Ward 102 Committee	Noted.
It is vitally important that the main stakeholders such as Multi Choice and other major property owners are included in these discussions as they invest in the area and information as to who owns what can be provided.	Mary Gillet-de- Klerk – JOSH	Nomi Muthialu - NMA Effective Social Strategists: The offer from Mary Gillet-de Klerk to provide contact details of the major property owners in the area is welcomed and will be followed up.
Will a recording of the meeting be available to the attendees?	Matthys Schoeman	Nomi Muthialu - NMA Effective Social Strategists: The presentation given at the meeting can be made available to participants.
How is the electricity part of the planned upgrades going to be addressed as electricity in this specific area is a challenge? Will the upgrade of the electricity distribution points be considered as part of this upgrade?	Matthys Schoeman	<p>Jaco Kruger - Civil Concepts Consortium: This is a transportation master plan which looks to find a connection between the land uses and the transportation in the area. Matters of electricity fall outside of the plan's scope and it is a concern to hear that electricity supply is a challenge as this pose problems for lighting in the area, safety for NMT, and the signalised intersections in the area.</p> <p>Matthys Schoeman: If the endeavours of the plan, such as uplifting the Randburg areas profile based on the transport capabilities, is at all</p>

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		dependent on electricity then it will be a challenge to this and the promotion of the plan.
<p>Is the exact location of the Gautrain station known and are there any bus routes proposed?</p> <p>[Raised in the chat.]</p>	Olev Taim - Resident	<p>Jaco Kruger - Civil Concepts Consortium: The Gautrain station is planned to sit north-west of the Civic Precinct triangle. The Preliminary Route Alignment Report completed in 2021 can be made available on the project website : www.randburgmasterplan.co.za. Apart from this report, there is no further information available. The CoJ accepted the report's proposed station location making it a likely choice. There is no information available in terms of feeder routes, but it is assumed that the Gautrain bus routes will share routes with other public transport in the area.</p>
<p>Has the Covid-19 adjusted or reduced traffic been accounted for?</p> <p>[Raised in the chat.]</p>	Olev Taim - Resident	<p>Jaco Kruger - Civil Concepts Consortium: An exercise was done to compare the 2015 counts to the 2021 counts to determine the traffic trends in the area. This will be taken into consideration when devising the modelling that will make predictions for the next five and ten years.</p>
<p>In the Randburg CBD and taxi rank area, parking is a major issue for minibus taxis and Uber drivers. Many drivers utilise suburban roads and have extended their parking to the park and View Road servitude.</p> <p>[Raised in the chat.]</p>	Yu-Chieh Yen - Resident (Bordeaux North Community Forum)	<p>Jaco Kruger - Civil Concepts Consortium: Your comments on parking for Uber drivers is noted. With regards to the minibus taxis, additional holding and ranking facilities are proposed for the Council land to the western side of Hill Street. In the UDF there was an expansion of the existing taxi facility that was proposed. Demand and where it can be accommodated will be determined from discussions with the minibus taxi industry.</p>
<p>The introduction of a "No Dig" roads policy for Randburg which was in place some time ago should be considered. There should be a premium associated with way leaves on the roads should service providers require this.</p>	Malani Padayachee - MPAMOT	<p>Jaco Kruger - Civil Concepts Consortium: The JRA has stated that the biggest problem is a lack of resources to repair the sites where services have been installed. A premium on any services installed in the area which would be transferred to the user by the service provider</p>

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		needs to be considered and is a good policy to introduce in order to keep the area neat and tidy.
<p>Have the current and proposed road closures along Republic Road been considered?</p> <p>[Raised in the chat.]</p>	Olev Taim - Resident	<p>Lesego Ndlovu - Civil Concepts Consortium: There was a discussion with the JRA regarding Republic Road. One of the issues raised was whether the road reserve will be able to accommodate any of the planned Bus Rapid Transit (BRT) system or intermodal facilities. It was also mentioned that some of the properties are operating illegally and that there are plans to close some of the accesses. There will be a follow up with the JRA for this information.</p>
<p>Cycling has not worked elsewhere in Johannesburg so will it work here?</p> <p>[Raised in the chat.]</p>	Yu-Chieh Yen - Resident (Bordeaux North Community Forum)	Noted.
<p>Would motorized scooters be considered a mode of transport to be accommodated in the cycling lanes?</p> <p>[Raised in the chat.]</p>	Yu-Chieh Yen - Resident (Bordeaux North Community Forum)	<p>Jaco Kruger - Civil Concepts Consortium: This would depend on the size of the scooter's engine. This matter has not been investigated, but the team will do so.</p> <p>Pumza Mvinjelwa - CoJ Transport: Based on an NMT workshop undertaken on general NMT by-laws that can be adopted by any municipality, it was noted that there is no firm definition for what constitutes an NMT with regards to motorcycles. The by-law notes that a motorcycle above 30 kilograms that travels at less than 25km/hour will be considered NMT and anything above this will be considered a vehicle. This is still in the draft phase and has yet to be made into law so at present there is no definite understanding on how motorized bicycles can be used in the City.</p>

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<p>Has any risk assessment been conducted on this project and what are the measures that are in place?</p> <p>[Raised in the chat.]</p>	<p>Desire Dlamini - CoJ Disaster Management</p>	<p>Jaco Kruger - Civil Concepts Consortium: The risk assessment falls outside of this project's scope. This is something that is more likely to be carried out on a project-by-project basis and would fall under the JDA's responsibility. Is the question referring to a financial risk assessment or a road safety audit?</p> <p>Desire Dlamini - CoJ Disaster Management: Has the project appointed a safety officer to conduct a risk assessment based on business continuity and what could affect other businesses?</p> <p>Rhulani Mabasa - JDA: The JDA has not appointed a Safety Officer for the Transport Master Plan.</p>
<p>What has also changed in Randburg but outside of the study area is the presence of distribution centres including Takealot distribution centres. Whilst this may not be considered as freight per se, it results in more activity and through traffic in the Randburg area. Although many businesses in Strijdom Park deal with freight vehicles and freight tends to be concentrated here, there is also a big mix of business such as automotive part suppliers that are not freight. So, we need to be mindful of how we deal with the traffic that is not freight, in terms of how we classify freight, which passes through Randburg and is generated by these kinds of businesses located on the periphery.</p>	<p>Malani Padayachee - MPAMOT / RCCI</p>	<p>Jaco Kruger - Civil Concepts Consortium: Bram Fischer Drive and Jan Smuts Avenue are class 2 mobility routes and from a traffic perspective these routes should be able to accommodate more heavy vehicles. The team is more concerned with illegal off-loading activities and where to accommodate heavy vehicles. In terms of through traffic are there any ideas that you specifically want us to look at as I am not sure if there is anything we can consider in this regard as it is normal through traffic.</p> <p>Malani Padayachee - MPAMOT/RCCI: The work being done by the RCCI in attracting businesses into the area and how this could potentially translate in the study's scenario planning must also be considered.</p> <p>Jaco Kruger - Civil Concepts Consortium: The trend in the area and what can be expected in the future is noted for consideration. Part of the project's scope will be to investigate where these types of services,</p>

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		such as distribution centres, will be located in future and where the parking for these facilities will be accommodated.
<p>There is concern that minibus taxi drivers do not have space to wash vehicles or to rest and they tend to wash their vehicles at the river near the CR Swart Drive bridge.</p> <p>[Raised in the chat.]</p>	<p>Councillor Marialett Koekemoer - Ward Councillor 104</p>	<p>Jaco Kruger - Civil Concepts Consortium: The matter of lack of washing space for minibus taxis relates to the lack of holding facilities in the area. Additional holding and ranking facilities are proposed for the Council land to the western side of Hill Street. In the UDF there was an expansion of the existing taxi facility that was proposed. Demand and where it can be accommodated will be determined from discussions with the minibus taxi industry.</p>
<p>There is concern regarding the overflow of minibus taxis into the Bordeaux North suburb.</p> <p>[Raised in the chat.]</p>	<p>Amanda Owen</p>	<p>Nomi Muthialu - NMA Effective Social Strategists: Consultation with the minibus taxi industry is needed on issues such as parking, taxi washing areas, holding areas and taxi operations spilling into and impacting suburban road systems.</p> <p>Jaco Kruger - Civil Concepts Consortium: Additional holding and ranking facilities are proposed for the Council land to the western side of Hill Street. In the UDF there was an expansion of the existing taxi facility that was proposed. Demand and where it can be accommodated will be determined from discussions with the minibus taxi industry.</p>
<p>Some years ago, during the hosting of the Transport Conference, contraflow lanes on main roads were introduced. This approach worked well and should be considered on category two roads.</p> <p>[Raised in the chat.]</p>	<p>Malani Padayachee – MPAMOT</p>	<p>Noted.</p>

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ATTENDANCE REGISTER

No	Name	Organisation/ Area
1.	Ms Pumza Mvinjelwa	CoJ Transport Department
2.	Ms Rhulani Mabasa	Johannesburg Development Agency
3.	Mr Samuel Mamabolo	Johannesburg Development Agency
4.	Mr Kenneth Nxumalo	Johannesburg Development Agency
5.	Clr Marialett Koekemoer	Ward Councillor 104
6.	Clr David Potter	Ward Councillor 102
7.	Ms Daphney Mohlala	Ward Governance Department, Region B
8.	Mr David Mongoenyane	CoJ
9.	Mr Zwelakhe Andrew Mayaba	CoJ
10.	Mr Jerry Magagula	CoJ
11.	Mr David Lievaart	CoJ
12.	Mr Abongile Guntu	CoJ
13.	Ms Busisiwe Mhaga	CoJ
14.	Ms Mashudu Ratsitanga	CoJ
15.	Mr Morne Swart	CoJ
16.	Ms Desire Dlamini	CoJ Disaster Management
17.	Mr Clive Tsimba	Iyer Urban Design Studio
18.	Ms Mary Gillett-de Klerk	Johannesburg Organisation of Services to the Homeless (JOSH)
19.	Ms Malani Padayachee	MPAMOT (Pty.) Ltd.
20.	Ms Lethiwe Dlamini	MPAMOT (Pty.) Ltd.
21.	Mr Aidan Noble	MPAMOT (pty.) Ltd.
22.	Mr Olev Taim	Resident
23.	Ms Yu-chieh Yen	Resident (Bordeaux North Community Forum)
24.	Ms Caro Naude	Ward Committee: Ward 102
25.	Ms Amy	
26.	Ms Erica De-Jager	
27.	Ms Vanessa Fawcett	
28.	Ms Berna Foden	
29.	Mr Elias Kabinde	
30.	Mr Keith	
31.	Mr Tshepho J Marakalala	
32.	Ms Mmatsie Mashao	
33.	Ms Amanda Owen	
34.	Mr Matthys Schoeman	
35.	Mr Lesego Ndlovu	Civil Concepts Consortium
36.	Mr Jaco Kruger	Civil Concepts Consortium
37.	Ms Nomi Muthialu	NMA Effective Social Strategists

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DISCUSSION NOTES FROM PUBLIC MEETING		Date: 26 May 2022
		Time: 18h00
		Venue: Ferndale Recreation Centre
Issue	Raised By	Response
In terms of land use, has the team factored in the conversion of commercial structures into residential structures?	Collin Pollock - Pinnacle Projects	Jaco Kruger - Civil Concepts Consortium: The land use planner on the project is looking at this conversion which has been a trend since Covid-19. It will be taken into consideration and when the land use scenarios are done it will be factored into the modelling.
Many of the challenges, which are seen daily, have been outlined in the presentation and it is not that the thinking, frameworks or strategies are bad but it comes down to a lack of service delivery and enforcement by the City. As such, many of the issues facing Randburg are not of a strategic nature so the presented strategy will not fix the problem until the underlying issue of poor enforcement and poor service delivery is fixed. What are your thoughts on this?	Roger Hislop - Resident	<p>Jaco Kruger - Civil Concepts Consortium: A list of the challenges and opportunities in the area is being drafted. The maintenance issue presents an opportunity for a public-private partnership and an attendee at a stakeholder meeting last week mentioned that businesses are willing to work with the City. In other areas around Johannesburg for instance Rosebank, the business community is very involved in the area and provides funding for smaller upgrade projects. Although from a taxpayer's point of view this is the City's problem, an outcome of this study would be for businesses to partner with the public sector as it is in their best interest to make the area cleaner and safer.</p> <p>Roger Hislop - Resident: As things stand it is illegal for a business to buy tar to fill a pothole. A public-private partnership is possible if there is an easy interface between local government and business in that where a problem is identified, business offers to fix it and the City agrees to this. Business would like to step in, fix roads, restore pavements and install lighting but cannot as there is no easy channel for them to do so.</p> <p>Jaco Kruger - Civil Concepts Consortium: In a public-private partnership there would be agreements in place that would allow for businesses to intervene. This matter needs to be discussed and taken forward.</p>
What is the timeline for this plan? There are two major transport interventions, the Gautrain station and the Bus Rapid Transit system (BRT) Section 9 route, on the way	Victor de Abreu - SMEC SA	Jaco Kruger - Civil Concepts Consortium: This project will model a ten-year scenario which is around the time when the Gautrain will come in. It is hoped that plans for the interim period

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with a ten-year horizon. There was a massive land-use transformation in Sandton and Rosebank with the introduction of the Gautrain station. How is it ensured that what is done now is aligned with longer term plans?		<p>can function independently from the Gautrain and easily tie into it so that when the Gautrain does arrive there are functioning public transport lanes and NMT infrastructure already in place.</p> <p>Victor de Abreu - SMEC SA: Has it been considered that the Gautrain has the potential to cancel the effect of the activity that is there now so one needs to be cognisant of what the future holds.</p> <p>Jaco Kruger - Civil Concepts Consortium: This will be taken into consideration in the next two weeks when the team workshops the scenarios that will be modelled.</p>
There are major capacity challenges on Republic Road. Adding lanes for the BRT or turning lanes is going to be a big challenge as the problem there is land. Will the City consider expropriating land to ensure that capacity can be reached?	Victor de Abreu - SMEC SA	<p>Jaco Kruger - Civil Concepts Consortium: The team cannot comment on behalf of the City. Based on observed trends there is a drive from the City to get people out of cars and into public transportation so instead of expropriating land, it may be that the City takes this approach. The expropriation of land in established areas such as the Randburg study area is tricky and lengthy and it may be easier to convert car lanes into bus lanes as is done in other areas.</p> <p>Nobuntu Duze - CoJ Transport: The City is not looking at expropriating land because of the funding requirements. It is more geared towards using land that already belongs to the City.</p> <p>Jaco Kruger - Civil Concepts Consortium: It is preferable to get people onto buses rather than to expropriate land for more lanes. Creating more road space is a trend that was seen all over the world and especially in America. The issue with this is that the more road space you give vehicles the more clogged up the roads become. There is therefore an international move towards public transportation.</p>
The presentation mentions a 78% employment rate in the area which is high. How many people living in the study area also work there? This will provide an indication of	Victor de Abreu – SMEC SA	<p>Lesego Ndlovu - Civil Concepts Consortium: The team completed Origin - Destination (OD) surveys which show that some people are living in the study area, some are going out and some are coming into Randburg. This information can be shared upon request.</p>

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what this CBD intervention needs to focus on, i.e., Non-Motorised Transport (NMT) or long-distance travel.		
<p>The presentation made use of words like densification, more taxis, more buses and more pedestrians. This alludes to a person travelling in the Randburg CBD who will not be able to use the Gautrain because they cannot afford the fare. Who is the target market of this plan?</p> <p>In terms of the outline for Ferndale or Randburg, is the whole area marked for densification? We are fighting against densification at the Municipal Planning Tribunal. The roads were not created for high traffic volumes because they were created 50 years ago for low densification.</p>	Caro Naude - Ward 102 Committee	<p>Nobuntu Duze - CoJ Transport: This is a City project and the attendees at tonight's meeting as well as the people who work in the area but live elsewhere, those who live and work in the area and the businesses in the area that employ people are all project stakeholders and the target market for the plan. There was mention of the City enabling the private sector to assist in issues of basic service delivery. The City wants to enable and promote public-private partnerships as history has shown that the City is unable to sort out urban management issues on its own. The main purpose of this project is to plan a transport system that serves all. The City wants to understand what key issues need to be addressed for people to use public transport and the intention is not to create a segregated public transport system.</p> <p>In terms of densification, urban sprawl and the impact this has on the energy efficiency of the City has been observed. People live far away from the centres of economic activity and proposals from a town planning perspective involve enabling people to live closer to where they work. The effects of densification make people afraid of what the future holds if certain spaces are densified and these are critical conversations that need to take place with the City. However, it is also important to understand the logic of this project as the City does not want people to leave in the early hours of the morning to get to their place of work for 08h00. This is the thinking in relation to densification, i.e., to make centres of economic activity attractive, to reduce the need to travel and to ensure that people are not tied to the spatial conditions dictated by the country's past.</p>
There are several items that need to be challenged. For instance, the presentation mentions public transport but there is no formalised public transport in this area so it is not clear what public transport is being referred to. May the presentation please be shared so that issues can be raised.	Zephy Thwala - Resident	<p>Nomi Muthialu - NMA Effective Social Strategists: The submissions of comments is welcomed and the process to do this will be covered in the way forward.</p>

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There is no point in preparing a strategic plan if you cannot get what already exists to work reliably. The bus system does not work, the infrastructure is broken, and where the system does work it is run-down and unreliable. While you are planning in this next two-year phase get the buses to work properly as one cannot go to work if the bus system is unreliable. It needs to be 100% reliable and every bus trip must arrive on time. So, you need to get what already exists to work reliably and then you can consider a public transport system for the future.	Alan Bell - Resident	Jaco Kruger - Civil Concepts Consortium: A functioning bus system must have functioning buses and if there is a greater demand for buses in areas like this, then there would be more funding for them. There needs to be plans put in place for public transportation because if this waits until all the buses are fixed, then planning for the future will not take place. This plan aims to uplift the Randburg study area and to bring a better balance to public transport modes in the area.
The concern is that the data presented is incorrect as there was a lot more traffic here prior to the Covid-19 pandemic. The City is predicting an increase in the population in the next 10 years and the question is how is this being incorporated into the plan? Plans to increase traffic flow and to expand the road area to accommodate through traffic need to be developed. The reason that Randburg is dying is because everybody is driving through it and nobody can get to it.	Alan Bell - Resident	Jaco Kruger - Civil Concepts Consortium: The presentation figures indicated a 6% per annum decline in vehicle traffic volumes with an increase in taxi and pedestrian volumes. The predicted population growth further confirms the need for good public transport systems.
There is a tendency to see cyclists on the weekend because most of Randburg has recreational cyclists as opposed to people cycling for transport. This is because the roads are very narrow and very dangerous, for instance there is nowhere to cycle on Bram Fischer Drive as the road is very narrow.	Roger Hislop - Resident	Jaco Kruger - Civil Concepts Consortium: Is there a demand for cycling if there is safer infrastructure? Roger Hislop - Resident: Yes, there is.

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The Bombela Concession Company has not been clear on whether they will be tunnelling or bridging. A bridge will be disastrous for the entire Randburg and Cosmo City because it will take ten years to build and during this time traffic will be very bad as was the case in Kew and Sandton. Can a firm answer be obtained from the Gautrain on whether they will be tunnelling or bridging here?	Roger Hislop - Resident	Jaco Kruger - Civil Concepts Consortium: There will be opportunities made available for public comment in the Gautrain's planning process. This team is not privy to such information and by the time their process commences it is likely that this study will be completed.
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ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Nobuntu Duze	CoJ Transport Department
2.	Ms Pumza Mvinjelwa	CoJ Transport Department
3.	Mr Chiza Mahlobo	CoJ Transport Department
4.	Ms Lusanda Qangule	Johannesburg Development Agency
5.	Ms Rhulani Mabasa	Johannesburg Development Agency
6.	Dr Tshepo Mawasha	CoJ Office of the Speaker
7.	Mr Amos Masifeng	Faraday Taxi Association
8.	Mr Jeffrey Gama	Faraday Taxi Association
9.	Mr Samuel Mashao	Faraday Taxi Association
10.	Mr Joseph Sithole	Faraday Taxi Association
11.	Mr Daniel Moropene	Faraday Taxi Association
12.	Ms Millicent Dube	Ludongwa Construction and Projects
13.	Ms Sibongile Makwayiba	Muratho Consulting
14.	Mr Colin Pollock	Pinacle Projects
15.	Mr Marc Weber	Resident
16.	Mr Jonathan Evans	Resident
17.	Mr Roger Hislop	Resident
18.	Mr Alan Bell	Resident
19.	Mr Zephy Thwala	Resident
20.	Ms Alinah Missouri	Resident
21.	Ms Patience Shelembe	Resident
22.	Mr Joseph Sehlabaka	Sehlabaka NGO; Cavalry Group SA
23.	Mr Victor de Abreu	SMEC SA
24.	Ms Faith Monaisa	Thebekhumo Consulting Services
25.	Mr Sandile Ngcobo	Tobaka Investments
26.	Ms Mariza Benrkia	Ward 102 Committee
27.	Ms Caro Naude	Ward 102 Committee
28.	Ms Sazikazi M	Ward 102 Committee
29.	Mr Lesego Ndlovu	Civil Concepts Consortium
30.	Mr Jaco Kruger	Civil Concepts Consortium
31.	Ms Nomi Muthialu	NMA Effective Social Strategists
32.	Ms Julia Bell	NMA Effective Social Strategists

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DISCUSSION NOTES FROM JOHANNESBURG PROPERTY COMPANY (JPC) MEETING		Date: 2 June 2022
		Time: 13h00
		Venue: MS Teams
Issue	Raised By	Response
Are there any comments on the land-use proposals found in the 2021 Urban Development Framework (UDF) compiled by Iyer on behalf of the Johannesburg Development Agency (JDA) and the City of Johannesburg (CoJ). Specifically, are there comments on the Civic Precinct considering the Open Space Project done for the Johannesburg Property Company (JPC) which included proposals for the Civic Centre.	Lesego Ndlovu - Civil Concepts Consortium	<p>Nkululeko Mlangeni - JPC: There is a delay at the JPC in connection with an awarded tender in the Randburg precinct as there were certain milestones that were not achieved by the bidder. The Executive Adjudication Committee's (EAC) resolution to this matter, expressed in March, was that the JPC needs to go out to tender. The bidder objected to this and the JPC is awaiting a response from the senior counsel on whether to continue with the current awarded tender or to go out to tender. There is a 30-day period from the 25th after which a response is expected on the way forward.</p> <p>Nobuntu Duze – CoJ Transport Department: Aside from these legal challenges, if the JPC continues with the current developers or awards a new tender will the plan for this area remain the same? The scenario planning for the node needs to consider the JPC's plans.</p> <p>Nkululeko Mlangeni - JPC: The plan will remain the same under both scenarios. The idea is not to change the plan and the scheme will remain the same.</p> <p>Lesego Ndlovu - Civil Concepts Consortium: The team had sight of a report that proposed an office structure with a taxi rank on the basement level of this structure. Will this plan be implemented?</p> <p>Nkululeko Mlangeni - JPC: While the bidder is challenging the EAC's proposal to seek a new tender, the JPC cannot make a decision until the senior legal counsel advises a way forward. A follow-up meeting with the team can be arranged once this matter is cleared.</p>

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		Nobuntu Duze - CoJ Transport Department: Confirmation on this matter is important if the team is to determine the impact of the Civic Precinct development and accurately estimate what the travel demand is and how this is best serviced.
The UDF was presented at a technical cluster meeting where a JPC representative raised an issue with the UDF's lack of detail on the interfaces for the future Gautrain station. Have these issues been resolved?	Nobuntu Duze - CoJ Transport Department	No comment.
The Johannesburg Roads Agency (JRA) raised issues on JOSHCO's Right of Way (RoW) servitude and accesses for the phase 2 development. Is the JPC aware of this and can they share the issues raised?	Lesego Ndlovu - Civil Concepts Consortium	Nkululeko Mlangeni - JPC: A response can be given after the 30-day period. The expiration of the 30-day period will be confirmed. Nobuntu Duze - CoJ Transport Department: JOSHCO is better positioned to answer this.
Can the JPC share information on the approved phase 1 Traffic Impact Assessment (TIA) for the proposed JOSHCO development.	Lesego Ndlovu - Civil Concepts Consortium	Nobuntu Duze - CoJ Transport Department: The JRA will have records of this if it was submitted. JPC will not have this information.
Does the JPC have comments or information on previous public transport, Non-Motorised Transport (NMT) and road infrastructure proposals for the node?	Lesego Ndlovu - Civil Concepts Consortium	Nkululeko Mlangeni - JPC: This information can be provided after the meeting.
Is it still a possibility to use the land to the south of the existing taxi rank for an additional taxi rank / holding area? Are there proposals to upgrade the access arrangements at the rank?	Lesego Ndlovu - Civil Concepts Consortium	Nkululeko Mlangeni - JPC: A response can be given after the 30-day period.
Are there concerns with the current public transport and roads infrastructure that hinder the JPC's Civic Precinct development?	Lesego Ndlovu - Civil Concepts Consortium	Nkululeko Mlangeni - JPC: This information can be provided after the meeting.

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<p>As custodians of City land the JPC wants to ensure that CoJ departments are aligned in their land-use plans.</p> <p>As such, the JPC developments comply with the master plan in the area of development.</p>	<p>Musah Makhunga - JPC</p>	<p>Nobuntu Duze - CoJ Transport Department: A concrete understanding of what is planned in the area is needed. Access to as much information as possible will ensure that the scenarios modelled on the node's future development are accurate. The Randburg CBD TMP has a deliverable component of a ten-year implementation plan that devises short-term, medium-term and long-term projects for the improvement of the transport system that must consider land-use proposals for the area.</p> <p>From a transport perspective the Randburg node is particularly important. There are several important Bus Rapid Transport (BRT) system and Integrated Corridor Management (ICM) corridors under investigation such as a corridor from Diepsloot to Sandton via Randburg and a BRT corridor from Soweto to Sandton via Randburg. Randburg is strategically placed from the perspective of a City-wide transport system. It is important to get the numbers right to enable and ensure that the Randburg node is accessible from a mass-transit perspective.</p>
<p>Can the team provide clarity on the issues experienced in relation to the data collected where there was failure to meet with the affected stakeholders?</p>	<p>Nancy Mathako - CoJ Transport Department (Public Transport Operations)</p>	<p>Nobuntu Duze - CoJ Transport Department: This project was presented to the taxi associations to get their assistance with the Origin - Destination (OD) surveys. Issues relating to a protocol of consultation document hindered progress with this and the team waited a long time for access to the facilities to be granted. The project needed to progress so, in the absence of this, the team looked at alternative means of obtaining data that could confirm the volumes of taxis observed around the road network and make an assessment on the taxi numbers in the area.</p>
<p>Does the plan to expand the taxi rank pertain to property 2913?</p>	<p>Nancy Mathako - CoJ Transport Department (Public Transport Operations)</p>	<p>Lesego Ndlovu - Civil Concepts Consortium: Previous studies identified option 1, as shown on slide 22, as land for the taxi rank extension. The Office Space Optimisation Project also identified a need to expand the taxi rank and proposed an extension at a similar location in the form of a basement structure. There is insufficient capacity to accommodate the current taxis and they are parking along Jan Smuts Avenue and Bordeaux Drive throughout the day. Hence the inquiry into the possibility of an additional taxi rank / holding area on the land to the south</p>

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		of the existing facility. The team needs clarity on this. The town planner will be consulted to confirm the erf number of the land where this is being proposed.
How soon can implementation occur after the TMP is finalised?	Nancy Mathako - CoJ Transport Department (Public Transport Operations)	<p>Nobuntu Duze - CoJ Transport Department: The aim is to complete the plan before the end of the calendar year. After this it will need to go through the various Council approval processes for adoption and approval. The implementation plan will then be handed over internally to the infrastructure unit to budget accordingly and shared with the JDA's implementing team as they have budget to leverage through their nodal programs. The implementation of the plan may not fall entirely to the CoJ Transport Department and this will be discussed with the JDA's executive directors and management team to see how the CoJ and JDA can work together to implement the plan.</p> <p>Nancy Mathako - CoJ Transport Department (Public Transport Operations): Are there suggested or proposed timelines for implementation?</p> <p>Nobuntu Duze - CoJ Transport Department: Not yet as the plan is still being developed. The timelines will be known once the plan is complete.</p>
Are there any comments on parking and freight in the study area? According to the completed studies there already were parking recommendations.	Lesego Ndlovu - Civil Concepts Consortium	<p>Nobuntu Duze - CoJ Transport Department: It may be difficult to make comments on parking without the JPC sharing the detailed Civic Centre plans. Like any developer, when the JPC builds it must comply with the land-use scheme.</p> <p>Nkululeko Mlangeni - JPC: Information that can be shared with the team will be based on the current plans which are subject to approvals. There was a discussion last week with the developer on this issue. There are City-based issues that the JPC is trying to resolve with the developer. Based on what was put forward a vision can be shared which can be overlayed with the parking requirements.</p>

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ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Nobuntu Duze	CoJ Transport Department
2.	Ms Pumza Pamela Mvinjelwa	CoJ Transport Department
3.	Mr Chiza Mahlobo	CoJ Transport Department
4.	Ms Nancy Mathako	CoJ Transport Department - Public Transport Operations
5.	Ms Celestine Mouton	Johannesburg Development Agency
6.	Ms Rhulani Mabasa	Johannesburg Development Agency
7.	Mr Nkululeko Mlangeni	Johannesburg Property Company
8.	Mr Musah Makhunga	Johannesburg Property Company
9.	Mr Lesego Ndlovu	Civil Concepts Consortium
10.	Mr Jaco Kruger	Civil Concepts Consortium
11.	Ms Nomi Muthialu	NMA Effective Social Strategists

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DISCUSSION NOTES FROM JOSHCO MEETING		Date: 6 June 2022
		Time: 14h00
		Venue: MS Teams
Issue	Raised By	Response
<p>With regards to the proposal for a 3-metre-wide walkway along Selkirk Avenue adjacent to the planned Johannesburg Social Housing Company (JOSHCO) development, this may not be possible. The designs for the development have been completed and the developer will need to be consulted on this matter.</p> <p>JOSHCO can share the Traffic Impact Assessment (TIA) as the consultants have completed it in part. The development will consist of an estimated residential 550 units within that area of Randburg along Selkirk Avenue from the top of Jan Smuts Avenue to the Selkirk Avenue corner. The TIA and the proposed 3-meter-wide walkway will be reviewed to determine how it will affect the JOSHCO development, which is already on a small strip of land. Negotiations with the Johannesburg Property Company (JPC) for an 18-metre strip of land in the Civic triangle are underway.</p>	James Maluleke - JOSHCO	<p>Nobuntu Duze - CoJ Transport Department: Is the 3-metre-wide walkway the current proposal?</p> <p>Lesego Ndlovu - Civil Concepts Consortium: This is not finalised. The information that JOSHCO will provide must be considered as they are not at a stage to change their development designs.</p> <p>Nobuntu Duze - CoJ Transport Department: The team has conducted surveys in the area. The strategic intent for Non-Motorised Transport (NMT), especially in spaces with observed high pedestrian volumes, is to ensure that provision is made for safe, accessible, and convenient pedestrian facilities. Was the proposed 3-metre-wide walkway informed by an assessment of people movement around this space? What was the thinking behind moving from a 2-metre-wide walkway to a 3-metre-wide one?</p> <p>Lesego Ndlovu - Civil Concepts Consortium: The decision was confirmed through the assessments carried out. As shown in the previous slides there is a demand for pedestrian walkways, especially along Jan Smuts Avenue and Bram Fischer Drive. High pedestrian movement is expected in the area where the JOSHCO development is taking place given that it is a housing development. Furthermore, enabling cycling is part of the strategy for the area so the 3-metre-walkway would accommodate cycling if there was a demand for it in future.</p> <p>Nobuntu Duze - CoJ Transport Department: What are the current widths of the walkways in this area?</p>

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Lesego Ndlovu - Civil Concepts Consortium: Some walkways are 1,5-metres wide and some are less than this. The walkways are very narrow and along Jan Smuts Avenue people walk on the road instead of the walkways in the mornings and afternoons.

Nobuntu Duze - CoJ Transport Department: This is dangerous considering the class of road that Jan Smuts Avenue is.

James Maluleke - JOSHCO: Will the 3-meter-wide walkway be constructed from the pavement going into the JOSHCO development area? The team must meet with the JOSHCO consultants to discuss this matter as we are not certain of the extent of our development. We are developing the empty strip along Selkirk Avenue on the southern side of the Civic triangle and are also requesting an 18-metre strip, past the social housing and taxi rank, along Jan Smuts Avenue where the proposed taxi holding area is to be located.

ATCO 5 was awarded a tender from the JPC to develop this site as a whole with social housing and rental units and to upgrade the taxi rank. The JPC and the Johannesburg Development Agency (JDA) must ensure that their plans align as aside from the JOSHCO development with 550 residential units, there will be more people in the area because of the JPC project.

Nobuntu Duze - CoJ Transport Department: It is prudent to understand the road reserve widths along Selkirk Avenue and Jan Smuts Avenue and the extent to which JOSHCO would take up the road reserve to accommodate for their development. The 3-metre-wide walkway along Selkirk Avenue was proposed as the intention is to make this a pedestrian-centric precinct. This proposed width will include existing sidewalks. The team will touch base with JOSHCO's consulting team to further understand the development. The interventions proposed in this TMP are mindful of the provisions developed by City Transformation for this node in the Urban Development Framework (UDF).

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What is the team's proposed parking ratio for this area given that there might be a BRT system or some other public transport mode? The CoJ's parking ratio is 7.75 for every residential development. What can this ratio be reduced to so that it becomes a proposal by the COJ Transportation and JDA for parking ratios within that particular precinct which is taken to development planning or to land-use.	James Maluleke - JOSHCO	Nobuntu Duze - CoJ Transport Department: The UDF must be consulted with regards to the parking. It is likely that in the future this area will have a Bus Rapid Transport system (BRT) and Integrated Corridor Management (ICM) corridors and will be a public transport and NMT focused area. The CoJ Transport Department welcomes the suggested parking reduction but it will be important to consult with the land-use department to determine what their requirements would be to allow for reduced parking ratios.
Are there other land parcels in the Randburg CBD that the Department of Housing is looking to develop?	Nobuntu Duze - CoJ Transport Department	<p>James Maluleke - JOSHCO: JOSHCO's current focus is on the strip of land along Selkirk Avenue and the piece of land at the corner of Jan Smuts Avenue. In terms of parking for this development, there will not be sufficient parking for the number of units being developed unless upper level and basement parking facilities are built which is expensive for social housing.</p> <p>A few years ago, JOSHCO together with the JPC looked at other sites for development. There was a site on the western side of Randburg, being used as a parking area that is now underutilised, which was considered for social housing. ATCO 5 is developing units next to the JOSHCO development in the Civic triangle with the taxi rank and the clinic. JOSHCO needs to discuss this development with JPC to further understand their plans. Currently there are discussions between ATCO 5 and JOSHCO to determine the types of services both developments need and the possibility of joint infrastructure or bulk connections.</p> <p>Transportation will be a critical element of the entire development and whilst the JOSHCO development will consist of 550 units, there will be another 1000 to 2000 units planned for development here. JOSHCO's TIA will not say much in terms of this except for the bigger picture with the taxi rank and the clinic being there. A review of the agreement between JPC and ATCO 5 is necessary to determine how their development will affect the traffic and transportation in this precinct.</p>

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<p>When can the team expect the TIA and the notes of JOSHCO'S discussions with the JPC?</p>	<p>Lesego Ndlovu - Civil Concepts Consortium</p>	<p>James Maluleke - JOSHCO: Arrangements will be made with the Project Manager to receive the TIA. JOSHCO is waiting for the JPC's response on the 18-metre strip of land. A meeting was held with JPC to discuss requirements for this land strip and this information can be shared when it is received.</p> <p>Nobuntu Duze - CoJ Transport Department: In the meeting of 2 June 2022, JPC mentioned that there were legal issues with an awarded tender and they therefore wanted to defer detailed discussions on their proposals until this was resolved. A 30-day time frame was provided for this, but the exact date is unclear. The TMP must consider the JOSHCO and JPC proposals.</p> <p>Rhulani Mabasa - JDA: This matter can be followed up on with JPC towards the end of June.</p>
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ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Nobuntu Duze	CoJ Transport Department
2.	Ms Rhulani Mabasa	Johannesburg Development Agency
3.	Mr James Maluleke	JOSHCO (Johannesburg Social Housing Company)
4.	Mr Lesego Ndlovu	Civil Concepts Consortium
5.	Ms Shalate Lekganyane	Civil Concepts Consortium
6.	Ms Nomi Muthialu	NMA Effective Social Strategists

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DISCUSSION NOTES FROM BUSINESS AND BUSINESS ASSOCIATIONS MEETING		Date: 7 June 2022
		Time: 13h30 - 15h30
		Venue: MS Teams
Issue	Raised By	Response
What is considered to be a good versus bad road reserve? It is presumed that the 60% on Republic Road is a bad reserve. The reason for the question is with regards to the Ferndale Spruit, with the Adventure Golf located at the top part and the open space between Ferndale on Republic and Mercure Johannesburg Randburg Hotel which, according to City Parks, belongs to the Johannesburg Roads Agency (JRA) for this type of expansion. Does the 60% road reserve on Republic Road include this erf or would it be added to the bulk to make the road bigger? Are there plans to expand the reserve on Republic Road between Ferndale on Republic and the Randburg Central Business District (CBD)?	Francois du Buisson - Ferndale on Republic	<p>Lesego Ndlovu - Civil Concepts Consortium: An ideal road reserve for a class two road is 40 metres, 30 metres on a class three road and 25 metres on a class four road. The Randburg CBD is an established area and the JRA and the CoJ have indicated that expropriation to increase road reserves will not occur as it is an expensive exercise.</p> <p>Francois du Buisson - Ferndale on Republic: City Parks stated that this land belongs to the JRA for road expansions. It does not belong to Ferndale on Republic or Mercure Johannesburg Randburg Hotel.</p> <p>Nobuntu Duze - CoJ Transport Department: If the land under discussion is the same piece of land on Republic Road to the south of the triangle, then JOSHCO (Johannesburg Social Housing Company) is looking into this land as part of their pending development in the area. Alignment between the initiatives being undertaken by JOSHCO and the JPC (Johannesburg Property Company) and the Randburg Transport Master Plan (TMP) was discussed to ensure that what is implemented on that land is appropriate for the needs of the different City departments and entities.</p> <p>Jaco Kruger - Civil Concepts Consortium: Mr du Buisson's point is noted and if the land does belong to the JRA then they can be approached to use the land to increase the road reserve if it aligns with the rest of the corridor. The team is not aware of current plans for that location but clarity on this matter can be sought</p> <p>Francois du Buisson - Ferndale on Republic: It is a wetland so there will be issues there. If the road reserve for a class two road is 40 metres, then decluttering and decongesting this road will not happen in the near future.</p>

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		Jaco Kruger - Civil Concepts Consortium: There are a few things to consider in that there may also be a flood line if the land is a wetland.
Can the presentation be emailed to the meeting attendees?	Brett Newby - Urban Real Estate	Nomi Muthialu - NMA Effective Social Strategists: The presentation will be made available to all participants by email after the meeting.
The COJ Urban Development Planning Department is in the process of taking the Urban Development Framework (UDF) through Council approval processes. There was stakeholder consultation conducted prior to the finalisation of the proposed land uses in the UDF. Is the question "do you have any comments on the land use proposals (7 precincts) in the UDF 2021?" posed in this meeting asking for additional comments on the UDF that is very soon to be approved? What is the team trying to establish with this question? Is the team trying to gauge the business communities support for the UDF?	Nobuntu Duze - CoJ Transport Department	<p>Lesego Ndlovu - Civil Concepts Consortium: In the public meetings, questions were raised on the UDF's proposed locations for densification. The team is currently working on land use scenarios and whilst the aim is not to change the UDF proposals, this question is posed to get ideas and comments from the business community on the land-uses proposed in the UDF so these can be considered when the land-use scenarios are conducted.</p> <p>To recap on the Land-Use Development slide in the presentation: Precinct 1 is the Mixed-use CBD Core, Precinct 2 is the Urban Corridor along Bram Fischer Drive, Precinct 3 is the Mobility Spine along Republic Road where medium density with residential and commercial complexes are proposed, Precinct 4 is the Mixed-Use Office Frame, Precinct 5 is the Residential Frame, Precinct 6 is the Multi-Choice Media Hub, Precinct 7 is Home to Business south of Republic Road</p> <p>Francois du Buisson - Ferndale on Republic: Do these seven precincts propose what is to be done with this space and what is the implementation plan, i.e., will the City be building here?</p> <p>Nobuntu Duze - CoJ Transport Department: The UDF provides a guideline in line with City policies for what gets approved in a particular area. The COJ Development Planning Department, through their town planning processes, has developed the UDF's land-use strategy for the Randburg area that deals with matters like rezoning applications. CoJ owned properties and any developments in this space must adhere to these UDF guidelines and spatial provisions when rezoning or redevelopment takes place.</p>

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		<p>Francois du Buisson - Ferndale on Republic: So, this gives people an idea of what they can do and what would be easily processed in these specific precincts?</p> <p>Nobuntu Duze - CoJ Transport Department: Yes, that is correct.</p>
<p>The precinct around Randburg Square is experiencing refuse removal challenges. In addition, every one to two weeks the underground water pipes burst and the turnaround times promised to fix this infrastructure has not been met. When leaks are repaired the pavements are left open which is dangerous.</p>	<p>Lebo Molapo - Randburg Square Centre</p>	<p>Nobuntu Duze - CoJ Transport Department: This is regrettable from the City's entities that are responsible for these matters. Start by escalating the issue with the City officials tasked with this matter in their day-to-day delivery and if this does not work, then escalate the matter to City officials in higher levels. If answers are needed then take the matter up as high as possible to ensure that this space is managed. This issue arises in many of the City's CBDs. The CoJ Transport Department is discussing this issue with the JRA as they are the body responsible for approving wayleaves and must ensure that their service providers reinstate the space to its previous state. These are gaps and challenges to urban management that persist in the City. As part of the Randburg TMP, it is proposed that more engagement with the private sector must occur to assist with urban management as there are gaps in the CoJ that cannot be fixed overnight.</p> <p>Jaco Kruger - Civil Concepts Consortium: At the online Public Meeting on 18 May, a steep tariff for wayleave applications in the area, as was in place in the past, was proposed so that repairs can be funded from this tariff. A JRA representative noted that there are challenges with repairs so this measure may be reverted to if there is poor or no maintenance.</p>
<p>Are there plans to provide dedicated parking to accommodate the increase in delivery and e-hailing services around the restaurant nodes?</p>	<p>Mark Dorfling - Takealot Randburg Franchisee</p>	<p>Jaco Kruger - Civil Concepts Consortium: Discussions have taken place on the national approach to e-hailing services versus metered taxis in the provision of facilities. The provision of facilities for e-hailing services are being looked into for this plan but these proposals will need to be thoroughly investigated prior to finalisation.</p> <p>Mark Dorfling - Takealot Randburg Franchisee: The need for parking for the motorcycle delivery services is another key issue. Where can these motorcyclists park in Randburg as it is dangerous for consumers leaving the shopping malls to navigate around these motorcyclists.</p>

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		<p>Jaco Kruger - Civil Concepts Consortium: The purpose of the TMP and other plans being developed in the area is to rejuvenate and bring business back to the area. This could mean an increase in e-hailing and motorcycle delivery services. The status quo report comments on this and notes that while demand for these services may be low at present it could increase in the future and therefore provision must be made for this.</p>
Has there been communication with the taxi associations?	Francois du Buisson - Ferndale on Republic	<p>Nobuntu Duze - CoJ Transport Department: The project was introduced to the taxi industry at its outset and at that stage the project's intent, its rationale and impact on the taxi industry were outlined. At the time that the surveys were being conducted there was an issue between the CoJ and the taxi industry relating to a protocol of consultation document. This has since been resolved and engagement can now proceed on the TMP's findings as well as on how the transport system and accommodation for the industry's services can be improved to revitalise the area instead of contributing to its further decline. In the upcoming weeks, the team will consult with the industry on the work presented in this meeting.</p> <p>Francois du Buisson - Ferndale on Republic: Engagement with the taxi industry is a crucial component of this exercise in that the landlords may own property next to the road, but the taxi industry owns the road. Getting the industry's buy-in to any plans is paramount because they transport the customers around and it needs to be ensured that this is done in the quickest and safest way.</p>
Several informal recyclers have converged in the Randburg CBD. A number of them are informally sorting collected plastic and cardboard on Hilltop Street. This refuse is collected from certain points on Bram Fischer Drive opposite the taxi rank. Has provision been made for them in the TMP as they do valuable work? The Gardens Shopping Centre borders both Bram Fischer Drive and Hilltop Street.	Shik Andhee - Gardens Shopping Centre	<p>Jaco Kruger - Civil Concepts Consortium: Informal recyclers are present not only in Randburg but in other areas. This question will be directed to the project's land-use planner.</p>

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There is a piece of fenced off land on Hilltop Street that belongs to the CoJ. Years ago, there was talk of constructing social housing there but nothing has happened. What are the plans for this piece of land?	Shik Andhee - Gardens Shopping Centre	<p>Jaco Kruger - Civil Concepts Consortium: The team is not aware of any plans for this piece of land.</p> <p>Nobuntu Duze - CoJ Transport Department: The JPC are custodians of City property. This question will be directed to them as they can advise if an application was submitted to use this land and if these processes are proceeding.</p>
Once a month on a Sunday, either the first or last week of the month, the Stokvel Association meets in the Randburg CBD. They use a portion of vacant parking space adjacent to the empty lot on Hilltop Street. This meeting causes a lot of congestion. What provision has been made for them?	Shik Andhee – Gardens Shopping Centre	<p>Nobuntu Duze - CoJ Transport Department: The association's arrangement with the CoJ needs to be understood. If the association is using City property there would have to be a lease or an agreement with the CoJ in place. If this land does not belong to the City the land-use planning team will be consulted to ensure that the meetings comply with the rights of the property.</p> <p>Shik Andhee - Gardens Shopping Centre: These associations exist and form part of the South African landscape so provision must be made for them and the TMP must be cognisant of this.</p> <p>Nobuntu Duze - CoJ Transport Department: The legality of the property use must be established so that they can be properly accommodated. In the absence of the land details and ownership arrangements this assessment is difficult. The team needs to make this assessment and if needs be consultation with them will occur.</p>
There are many delivery motorcyclists servicing the restaurants who are in front of the building. A designated traffic lane is needed for them as the motorcyclists use the same lanes as the cars which causes traffic congestion. In addition, the minibus taxis are pushing them off the road.	Elizabeth Buyambo - Gardens Shopping Centre	<p>Jaco Kruger - Civil Concepts Consortium: The team has noticed the increase of delivery motorcyclists but were unaware that the taxis pushed them off the road. This will be discussed in the next project meeting with the CoJ. The motorcyclists cannot be mixed with the bicyclists in a dedicated cycle lane but there may not be enough road space to accommodate them in a separate lane.</p> <p>Shik Andhee - Gardens Shopping Centre: There are few cyclists using Bram Fischer Drive in the CBD so there is not a need for a cycle lane there. However, a lane for motorcycles from Bram Fischer Drive in the CBD to the taxi rank will alleviate congestion as there are many motorcycles using this road.</p>
There are two businesses in the Gardens Shopping Centre that specialise in delivery motorcycle rentals and repair. Motorcycle delivery services became a big	Shik Andhee - Gardens	

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employment sector during Covid-19 and there are many motorcycles in the Randburg CBD.	Shopping Centre	
Metered taxis have parked in front of the Gardens Shopping Centre building for many years. To hail e-hailing services via Uber or Bolt from the building's address of 170 Bram Fischer Drive is difficult. The e-hailing service providers cannot park in front of the building as this causes conflict with the metered taxis so they must park on Dover Street instead. Demarcated spaces on Bram Fischer Drive for formal metered taxis and e-hailing service providers will help.	Shik Andhee - Gardens Shopping Centre Property Owner	<p>Jaco Kruger - Civil Concepts Consortium: The issue was noted and raised in internal meetings with City departments. On a national level there is no firm policy providing facilities for e-hailing services and the TMP will make recommendations in this regard.</p> <p>Nobuntu Duze - CoJ Transport Department: The vagueness of the e-hailing regulatory framework makes it difficult to accommodate this service whereas the legal framework for the metered taxis is very clear which, in part, explains the conflict between the two services. The CoJ is waiting for more direction from a national level on how best to accommodate e-hailing services in a safe manner for both drivers and commuters. The TMP will note the areas where there is a demand for e-hailing services and identify potential spaces for facilities for them. However, prior to any implementation, rigorous consultation with these sectors is required.</p>
There is a distinction between the e-hailing services and the motorcycle delivery services. Can a type of holding area for motorcycle delivery drivers near shopping centres, which does not block pedestrians' and shoppers' pathways, be investigated? This would ensure that drivers do not park anywhere and that they have somewhere to sit whilst waiting for orders with proper facilities to dispose of rubbish.	Mark Dorfling - Takealot Randburg Franchisee	<p>Jaco Kruger - Civil Concepts Consortium: These issues crop up regularly in stakeholder discussions so the team will investigate and make a proposal on this. The solution from a land-use perspective may be to include parking facilities for delivery motorcyclists in the parking policy for fast-food restaurants and grocery stores, under the loading facilities section.</p>
Who can be approached to establish in which precinct the Gardens Shopping Centre falls?	Shik Andhee - Gardens Shopping Centre Property Owner	<p>Nobuntu Duze - CoJ Transport Department: Nomi Muthialu can connect us so that I can share the contact details of the COJ colleague in Development Planning who managed the development of the Randburg UDF.</p>

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<p>Councillor Potter pointed out that on-street parking is not managed in the node. The team must consider a parking system to manage on-street parking more effectively so that it is not used for long-term parking. The CoJ's strategy for on-street parking is that it must be shared parking with a turnover in the utilisation of a parking bay, i.e., it is not used by one vehicle for the entire day. This can only happen when parking is managed. What are the business associations thoughts on this? With this in place, an urban environment with less parking where pedestrians are properly accommodated on the streets and prioritised as a mode of navigating can be created. For the business associations present in the meeting, is there a shared parking scheme within the off-street parking facilities?</p>	<p>Nobuntu Duze - CoJ Transport Department</p>	<p>Laurenco Rodrigues - MultiChoice: MultiChoice sits on the outskirts of what will be discussed. Since the MultiChoice building was constructed many problems such as the lack of parking space have been eliminated and it is likely that prior to this, MultiChoice was an on-street parking culprit.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: The majority of the participants present have proper parking facilities so it is uncertain to what extent their customers park on the street.</p>
<p>The maintenance of the Hill Street walkway which was created when the City Improvement District was in place must be considered. It is becoming a tedious exercise for the landlords to maintain this walkway.</p>	<p>Lebo Molapo - Randburg Square Manager</p>	<p>Nomi Muthialu - NMA Effective Social Strategists: The team will look into this.</p>
<p>Randburg Square is the arterial path to get people from Randburg to their houses. Both Ferndale on Republic and Randburg Square service a lot of people in the area. The flow of peoples' movement from Malibongwe Drive to Jan Smuts Avenue is important for their convenience and for the convenience of the centres' tenants. It is crucial to get the taxi associations on board as they transport all these people. Is it possible to provide an extra lane to assist with this traffic flow? A substantial</p>	<p>Francois du Buisson - Ferndale on Republic General Manager</p>	<p>Noted.</p>

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amount of business has grown out of lockdown and continues to grow, and a lot of groundwork still needs to be done to alleviate these issues.		
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RANDBURG CBD TRANSPORT MASTER PLAN

ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Nobuntu Duze	CoJ Transport Department
2.	Mr Chiza Mahlobo	CoJ Transport Department
3.	Ms Pumza Pamela Mvinjelwa	CoJ Transport Department
4.	Ms Rhulani Mabasa	Johannesburg Development Agency
5.	Ms Victoria Fanton	Coachman's Crossing / Broll
6.	Mr Victor Keys	Coachman's Crossing / Broll
7.	Ms Mpho Motsau	Delta Fund
8.	Mr Francois du Buisson	Ferndale on Republic
9.	Ms Shik Andhee	Gardens Shopping Centre
10.	Ms Elizabeth Buyambo	Gardens Shopping Centre
11.	Ms Georgina Moolman	Multi-Choice / M-Net
12.	Mr Lourenco Rodrigues	Multi-Choice / M-Net
13.	Mr Nkosie Mkhwanazi	Randburg Square
14.	Ms Lebo Molapo	Randburg Square
15.	Mr Simon M. Mphofu	South African Revenue Service (SARS)
16.	Mr Mark Dorfling	Takealot Franchisee
17.	Mr Brett Newby	Urban Real Estate
18.	Mr Jaco Kruger	Civil Concepts Consortium
19.	Mr Lesego Ndlovu	Civil Concepts Consortium
20.	Ms Nomi Muthialu	NMA Effective Social Strategists
21.	Ms Julia Bell	NMA Effective Social Strategists

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NOTES OF MEETING WITH RANDBURG INFORMAL TRADERS COMMITTEE

Date: 9 June 2022

Time: 15h30

Venue: Ferndale Recreation Centre

No.	Item	Action
1.	<u>OPENING AND WELCOME</u>	
1.1	Ms Nomi Muthialu opened the meeting by welcoming everyone. She then introduced herself and asked everyone to introduce themselves (See Item 2 below).	
2.	<u>ATTENDANCE AND APOLOGIES</u> Mr Bheki Mpilo - Oriental Hawkers Association Ms Malebo Chome - Randburg Informal Traders Committee Ms Sibongile Khumalo - Randburg Informal Traders Committee Ms Wendy Mariri - Randburg Informal Traders Committee Ms Nomi Muthialu - NMA Effective Social Strategists Ms Julia Bell - NMA Effective Social Strategists Apologies provided for Ms Martina from Big Ben Taxi Rank.	
3.	<u>ADOPTION OF AGENDA</u>	
3.1	The agenda was adopted as a suitable guide for the proceedings of the meeting without any amendments.	
4.	<u>PROJECT PRESENTATIONS</u>	
4.1	<u>BACKGROUND AND OVERVIEW TO THE PROJECT</u> Ms Muthialu presented the background and overview to the project which covered the project phases, timelines, and key deliverables. She said that the Randburg Central Business District (CBD) Transport Master Plan (TMP) project was an initiative of the City of Johannesburg (CoJ) Transport Department and was being implemented by the Johannesburg Development Agency who had appointed the Civils Concepts Consortium to prepare a transport master plan and implementation plan for the study area which would set the framework and guide investment in the area over the next five to ten years.	
4.2	<u>STAKEHOLDER ENGAGEMENT PROCESS</u> Ms Muthialu covered the stakeholder engagement process being undertaken for the project in terms of the different stakeholder sectors being consulted for the various phases of the project. She indicated that the purpose of the meeting was to present the project to the Informal Traders Committee in Randburg as a first step in the process of consulting with the broader group of informal traders within the study area. Ms Julia Bell covered the study area for the project and identified the key locations for informal trader activity within the study area as identified by the project team. She invited comment from the committee members on this (Refer to Item 5 below).	
5.	<u>OUTLINE OF LOCALITY</u> The Randburg Taxi Rank informal trading market has 120 trading stalls that are represented by the Randburg Professional Hawkers Association (RaPHA). This market is located at premises next to the Randburg Traffic Department where Bram Fischer Drive and Jan Smuts Avenue meet. So, the taxi rank accommodates the taxis and there is also space for the traders where they have been allocated stalls. There are people who sell amagwinyas inside	

	<p>or in front of the taxi rank, but they sell from buckets as opposed to stalls and they sell during the morning period.</p> <p>There is also the Randburg Oriental Plaza informal trading market that is opposite the Randburg Taxi Rank and represented by the Oriental Plaza Hawkers (OPH) which is chaired by Mr Bheki Mpilo. The City has allocated 35 informal trading stalls in this market which runs along Bram Fischer Drive from the clock tower until just before the Express Power Save centre. Mr Bheki Mpilo said that a few of these stalls have regrettably been rented out by stall holders. Close to this market there are traders who are trading illegally and have allocated themselves spaces to trade such as along the pedestrian walkway from Bram Fischer Drive passing through the Randburg Oriental Plaza towards the Randburg City Mall.</p> <p>There are also traders operating illegally along Jan Smuts Avenue close to the corner of Selkirk Avenue and Jan Smuts Avenue who are not represented by RaPHA or OPH. The Joburg Property Company (JPC) does not allow people to trade here as it is deemed a bad area for trading and the Johannesburg Metropolitan Police Department (JMPD) confiscates these traders' goods daily. The traders are sometimes not allowed to pay the fines to retrieve their goods.</p> <p>There are an estimated 13 traders selling cooked foods from 'caravans' on Mikro Lane opposite the Express Power Save delivery entrance, but not all these traders are operating legally, and it is thought that only five traders are permit holders. It is unknown if there is a committee representing these traders. Ms Wendy Mariri stated that these traders could not be accommodated in the Randburg Taxi Rank informal trader market so the City provided this space for them in the open as cooking is illegal at the corner of Jan Smuts Avenue and Bram Fischer Drive because the smoke is a nuisance to people in the area.</p> <p>The Big Ben Taxi Rank is located on the corner of North Avenue and Bram Fischer Drive, where Bram Fischer Drive meets with the study area borders of Homestead Avenue and Peter Place, and there are informal traders located at this rank.</p> <p>There are also traders located at Bond Street on the way to Randburg Magistrates Court who are operating from three to four caravans there. These traders seem to be operating legally from there as their goods are never confiscated by the JMPD.</p>	
<p>7.</p> <p>7.1.</p> <p>7.2.</p>	<p><u>ISSUES</u></p> <p>Facilities</p> <ul style="list-style-type: none"> Ms Malebo Chome said that the traders at the Randburg Oriental Plaza market do not have water or ablution facilities as it is a free-standing market. As such these traders use the water taps and ablution facilities at the Randburg Taxi Rank. The taxi associations make traders pay for water and to use the ablution facilities. Ms Sibongile Khumalo said that at times the taxi associations lock the taps so that the traders cannot access water. Ms Malebo Chome said that the traders are not paying rent to the City for use of their trading stalls but are paying rent to the taxi associations instead. <p>Parking</p> <ul style="list-style-type: none"> The traders use public transport, e-hailing or their own cars to go buy their goods. E-hailing vehicles receive fines from the JMPD when they are parked on the road while the traders off-load their goods. Ms Malebo Chome said that there is a parking space between the traders' market and the taxi rank which has been allocated for the market vendors' use but the taxi owners have appropriated it. She added if a private vehicle is used to transport goods to the market, then the traders must pay the taxi associations a fee to permit their vehicles to park inside the rank to off-load goods. 	

7.3.	Permits <ul style="list-style-type: none"> Mr Bheki Mpilo said that the informal traders are sceptical about engaging with the CoJ and are mistrusting of its representatives/officials, especially those at the COJ Informal Trading Unit, as they have not delivered on promised lease agreements, trading permits, permanent stalls, and stall numbers. Mr Bheki Mpilo said that the 35 traders at the Randburg Oriental Plaza Market were issued with one temporary permit before the Covid-19 period. However, the traders were unable to apply for the Covid-19 relief fund without individual permits. Ms Sibongile Khumalo said that the traders need assistance with obtaining lease agreements from the City as, with this, they will be able to better manage their challenges with the taxi associations. 	
7.4.	Safety <ul style="list-style-type: none"> Ms Sibongile Khumalo said that Randburg is an unsafe area and traders are robbed of their possessions on the way to the bank as the road they use to make this trip is too concealed. 	
8.	<u>WAY FORWARDS AND CLOSURE</u>	
8.1	<p>Ms Muthialu requested that a date and time be set for a follow-up meeting on the project with the broader group of informal traders in the study area. The Informal Traders Committees requested a week to consult with the traders and revert with a date and time for the meeting.</p> <p>It was agreed that the project team would produce leaflets announcing the meeting which would be distributed to all the traders with the assistance of the committee. A sample leaflet was provided to the committee members who recommended changes that should be made to the leaflet.</p>	<i>Informal Traders Committee</i>
8.2	Ms Muthialu thanked everyone for attending the meeting and for their participation and closed the meeting.	

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DISCUSSION NOTES FROM FREIGHT OPERATORS MEETING		Date: 15 June 2022
		Time: 12h30
		Venue: MS Teams
Issue	Raised By	Response
DHL Express experiences issues with security in the area whereby courier vehicles are targeted when delivering to home addresses and parked in the suburbs which is where we predominantly deliver to. The visibility of security and street cameras are measures that deter this type of hijacking.	Marisa Hahn - DHL Express	Lesego Ndlovu - Civil Concepts Consortium: Safety is a challenge in the study area and this was noted in the meeting with the public safety sector. The team is looking at ways to resolve security issues.
In terms of Spar's freighting operations, traffic congestion and poor traffic flow are issues that affect deliveries in the Central Business District (CBD) areas and this in turn causes security issues as delivery trucks are broken into when they are idle in traffic or at a robot for long periods. Additionally, the poor condition of the road conditions contributes to the wear and tear of the delivery trucks. Spar primarily delivers to shopping centres where there are off-loading areas so off-loading facilities are not an issue.	Trevor Pittie - Spar	Lesego Ndlovu - Civil Concepts Consortium: This is noted. We are aware that traffic congestion does impact the study area and the Transport Master Plan (TMP) will include a Transport Model that will consider the traffic conditions and the upgrades that are being undertaken or planned in the area and propose measures to alleviate the traffic congestion.
What are the most critical times that the freight operators require parking during the day and are these times linked to the businesses that they serve. Additionally, would the freight operators be open to changing some of their delivery times? The team will need to further investigate the freight operating times and maybe link that to how they are currently being accommodated and what is actually happening on the ground with a view to improving that where possible.	Nobuntu Duze - CoJ Transport Department	Marisa Hahn - DHL Express: DHL Express has small vehicles that deliver small parcels. It is not the DHL Supply Chain, which carries out distribution and it is suggested that you target DHL Supply Chain as they will be more relevant for this study. Trevor Pittie - Spar: Spar is in the Fast-Moving Consumer Goods environment and its freight consists of dry goods and fresh produce. Fresh Produce trucks generally need to deliver goods during the morning hours as fresh produce has a limited shelf life and retailers want to place these items on the shelves in the morning. In certain CBDs we would go in after certain times but we cannot go in after 9 a.m. for the same reason. Volumes dictate what time and where deliveries

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		<p>occur and often these are not flexible. We do not plan to the point where we can decide when to run later or to reduce the hours in the days and we often do not have enough hours in the day.</p> <p>Simon Smith - Takealot: The Takealot orders are time sensitive, and we are competing for daytime hours to deliver orders to the franchise operations. Security issues deter after-hours deliveries. Additionally, it is counter to Takealot's operations to run deliveries after hours as this would incur costs to the business. The Takealot franchise in Randburg, which runs deliveries to customers, will have the biggest impact on Takealot's freighting operations in the study area. There are waves of delivery to the Randburg area throughout the day, from 9 a.m. until 6 p.m., and a major portion of these deliveries are large items which Takealot delivers themselves. Furthermore, Randburg is used as a throughfare to get to other areas.</p> <p>Nelson - Carreira Centre: Deliveries to the Carreira Centre mainly occur between 5 a.m. and 12 p.m. and mainly comprise of the Randburg Wholesale Market trucks that go to the markets, especially on a Friday. There are deliveries from suppliers throughout the day but particularly on a Friday afternoon when farmers deliver to the Randburg Wholesale Market.</p>
Can the freight operators share their delivery routes, delivery destinations, and schedules?	Lesego Ndlovu - Civil Concepts Consortium	<p>Marisa Hahn - DHL Express: Delivery routes depend on what items are received during the day so DHL Express does not have specific delivery routes or times. The deliveries are also time sensitive so DHL Express tries to deliver items as soon as possible after these are received at the offices in Peter Place. DHL Express is moving out of these offices in the third quarter of next year so our movements in the study area will decrease to one vehicle that will service the area.</p> <p>Simon Smith - Takealot: This is also true for the Takealot delivery operations.</p> <p>Corinne van der Merwe - CMH Mazda: VBS Logistics is the freight operator that delivers vehicles to CMH Mazda and there are no problems regarding their freighting operations. The stock arrives at different times of the month and the number of deliveries differ from month to month depending on how much stock the dealership has and how many shipments come in. On an</p>

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		<p>average month there are deliveries about twice a month. Owing to safety precautions there is no prior knowledge as to when delivery trucks will arrive except for a manifest that is sent on the day that the delivery vehicle will arrive. The CMH Mazda facility does not have an off-street loading facility and the delivery trucks off-load stock in West Avenue next to the dealership. This is not a busy avenue as the dealership is located on a dead corner and the delivery trucks are only there for a maximum of 10 to 15 minutes.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: An email can be sent out after the meeting to attendees as well as those who were invited but could not attend requesting this information.</p>
To answer the question as to whether the City would conduct a detailed freight study in the area, did the City-wide Freight Management Plan (FMP) make specific proposals for the study area? The Economic Development Department may be interested in conducting such a study. If the FMP lacks detail in relation to the study area, then the authors of the report can be consulted on the principals that should be considered for this study area.	Nobuntu Duze - CoJ Transport Department	<p>Lesego Ndlovu - Civil Concepts Consortium: The FMP was a City-wide plan that did not deal specifically with the Randburg area but rather presented strategies on how to manage freight mobility in the City as a whole.</p>
There is concern with the accessibility of public transport. DHL Express provides alternative transport to its staff members that finish work after 7 p.m. because it is unsafe to travel to and use the taxi rank at this time of the day.	Marisa Hahn - DHL Express	Noted.

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ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Nobuntu Duze	CoJ Transport Department
2.	Ms Pumza Mvinjelwa	CoJ Transport Department
3.	Mr David Malerotho Mpahlele	CoJ Transport Department
4.	Mr Monde Hlela	CoJ Transport Department
5.	Ms Rhulani Mabasa	Johannesburg Development Agency
6.	Ms Marisa Hahn	DHL Express
7.	Ms Corinne van der Merwe	CMH Mazda
8.	Mr Nelson	Carreira Centre
9.	Mr Trevor Pittie	Spar
10.	Mr Simon Smith	Takealot
11.	Mr Lesego Ndlovu	Civil Concepts Consortium
12.	Ms Shalate Lekganyane	Civil Concepts Consortium
13.	Mr Jaco Kruger	Civil Concepts Consortium
14.	Ms Nomi Muthialu	NMA Effective Social Strategists
15.	Ms Julia Bell	NMA Effective Social Strategists
16.	Mr Julian Drew	NMA Effective Social Strategists

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DISCUSSION NOTES FROM METERED TAXIS MEETING		Date: 19 July 2022
		Time: 10h00
		Venue: Ferndale Recreation Centre
Issue	Raised By	Response
Where is the proposed location for the Gautrain station?	Jackson Thoka - Dikwena Sterling Transport / Metered Taxis Association	Lesego Ndlovu - Civil Concepts Consortium: The proposed site for the Gautrain station is at a parking lot on Pretoria Avenue opposite the Civic Precinct.
There are areas in Randburg that the metered taxis have been servicing for a long time. The spaces in these areas where the metered taxis park to wait for passengers need to be demarcated and clearly signed to make the service more visible and thereby promote it.	Jackson Thoka - Dikwena Sterling Transport / Metered Taxis Association	<p>Nomi Muthialu - NMA Effective Social Strategists: Can you indicate where these locations are?</p> <p>Jackson Thoka - Dikwena Sterling Transport: The metered taxis have been operating along Bram Fischer Drive opposite the Powersave Express and Liquor for a long time.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Is there a designated and approved waiting area for metered taxis here?</p> <p>Jackson Thoka - Dikwena Sterling Transport: No, but the metered taxi industry needs assistance to develop it into one that is demarcated and well signed as we have been operating in this space for about 20 years without causing obstructions to traffic and law enforcement has not removed us from here.</p> <p>Lesego Ndlovu - Civil Concepts Consortium: The team observed that at The Gardens Shopping Mall along Bram Fischer Drive there is mainly e-hailing services and scooter delivery vehicles.</p> <p>Jackson Thoka - Dikwena Sterling Transport: We have operated along Bram Fischer Drive at the Gardens Shopping Centre for several years and a formal demarcated waiting area must also be provided here.</p>

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		<p>Nomi Muthialu - NMA Effective Social Strategists: Are there metered taxis operating along Retail Avenue between Kent Avenue and Pretoria Avenue?</p> <p>Jackson Thoka - Dikwena Sterling Transport: No, there are no metered taxis operating there.</p> <p>Cossam - Notevember Cab: Our cabs are also waiting on Oak Avenue and Hill Street.</p>
When the project team conducted their observations and surveys how did they know which vehicles belonged to the e-hailing industry?	Jackson Thoka - Dikwena Sterling Transport / Metered Taxis Association	<p>Lesego Ndlovu - Civil Concepts Consortium: The project team would ask the drivers, for example at the bus terminal, if they were part of the e-hailing industry which they confirmed.</p> <p>Jackson Thoka - Dikwena Sterling Transport: In that case, there may be some uncertainty and inaccuracy with the observations and collected data in that you are basing your data on verbal confirmation from the drivers who may claim to be part of the e-hailing sector when they are not. On the other hand, it is easy to identify metered taxi vehicles as they have a 'taxi' sign on top of the vehicle. E-hailing has been accepted but it is not enacted in the law, whereas the metered taxi industry is enacted in the law.</p>
Is the Ferndale on Republic mall part of the project area as the metered taxis operate from there and have done so for several years?	Jackson Thoka - Dikwena Sterling Transport / Metered Taxis Association Co-ordinator	<p>Lesego Ndlovu - Civil Concepts Consortium: The Ferndale on Republic mall is within the study area. Do the metered taxis operate from the Randview Shopping Centre?</p> <p>Jackson Thoka - Dikwena Sterling Transport: No, the metered taxis do not operate from there. Metered taxis do operate from the Randburg Square parking lot which the shopping centre management is aware of. I have a list of where the metered taxis wait and rank which will be of assistance to this project.</p>
What concerns do you have with the current public transport and road infrastructure that affects your ability to service the study area?	Lesego Ndlovu - Civil Concepts Consortium	<p>Jackson Thoka - Dikwena Sterling Transport: There are no issues with the movement of metered taxis between areas. The metered taxi industry does not have routes but it has ranks. We need assistance in making these ranks accessible because in some cases the</p>

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		<p>ranks are located far away and the taxis are therefore not visible or easily accessible. For example, the Randburg Square management has allocated a metered taxi waiting area far away from the mall entrance. It is better to be stationed closer to the mall entrance so that the customers can see the metered taxis when they exit the mall.</p>
What are the issues with parking?	Lesego Ndlovu - Civil Concepts Consortium	<p>Jackson Thoka - Dikwena Sterling Transport: Normally the metered taxis operate from buildings or malls and sometimes the building or mall management is not comfortable with allocating waiting areas for the metered taxis that are visible and accessible to people. The metered taxi service operates on a visibility and accessibility basis.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Where the metered taxis are waiting on the street, such as on Oak Avenue and Hill Street as mentioned earlier, is there a problem with the on-street parking?</p> <p>Cossam - Notevember Cab: We do get chased away or receive tickets from law enforcement, but we return shortly afterwards because that is where we work and pick up our clients and there is nowhere else, we can wait.</p>
Who are your main clients, and do you transport school children?	Nomi Muthialu - NMA Effective Social Strategists	<p>Cossam - Notevember Cab: If the school children want to use our service, then we transport them.</p> <p>Jackson Thoka - Dikwena Sterling Transport: The areas where the metered taxis have been working from for all these years is where there is a demand for our services and when law enforcement moves us away our customers struggle to find us. Hence, we have raised the need for designated parking areas for the metered taxis. Sometimes private cars will park in the same areas as metered taxis and this reduces our visibility.</p>
Is there a limit to how many metered taxis can wait in one area? Based on a project that I am working on, I understand that no more than two metered taxis may	Lusanda Qangule - Johannesburg	<p>Jackson Thoka - Dikwena Sterling Transport: At one time there will be between two to four metered taxis parked close to the area where passengers are collected. The other metered taxis will be waiting in a holding area further away and they will be notified when</p>

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<p>park at a space at one time. When one metered taxi leaves a waiting area what system do you use to notify the other metered taxis that a space has opened? The reason I am asking these questions is because the City is not giving away or creating a lot of parking bays.</p>	<p>Development Agency</p>	<p>a space has opened. We work with a queue system in that the first taxi in the queue has priority to pick up a customer or take up the next available space. However, the metered taxi industry has been obliterated by the e-hailing services and our numbers are not what they used to be.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Do the metered taxis have any sort of permission to park on the street for example on Hill Street and Oak Avenue, in other words is this on-street parking by metered taxis acknowledged or accepted in any way?</p> <p>Jackson Thoka - Dikwena Sterling Transport: Despite not being officially allocated/permitted to do so, we have parked in certain areas for several years where there is a demand for our services and we are waiting to be allocated parking in these areas. The way we operate, as outlined earlier, does not cause traffic disturbances.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: It is important for the planning team to take this matter forward and devise strategies to ensure that demarcated and well-signed spaces are made available for the metered taxis in the areas where they have been working for many years.</p>
<p>In addition to improving the transport infrastructure, the plan is also to bring businesses, retail developments and office spaces back to the Randburg Central Business District (CBD). When there is a new retail development does the metered taxi industry investigate to determine if there will be a demand for their services before negotiating waiting or ranking areas for vehicles?</p>	<p>Lesego Ndlovu - Civil Concepts Consortium</p>	<p>Jackson Thoka - Dikwena Sterling Transport: There will be a demand for metered taxis services as the people going to shop will need a metered taxi to transport them home. When there is a new retail development, we approach the management to negotiate parking spaces.</p>
<p>What are the issues with safety and security?</p>	<p>Nomi Muthialu - NMA Effective Social Strategists</p>	<p>Lusanda Qangula - Johannesburg Development Agency: I am more trusting of the drivers in the metered taxi industry as you can hail a taxi from designated ranks where the drivers will approach passengers and discuss how their service works. For example, I feel</p>

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		<p>safe hailing a metered taxi from shopping malls as there has been an agreement between the mall and the industry to operate there. If you forget your belongings in a metered taxi, it is easy to retrieve them as you can return to the rank where you hailed the taxi to find the driver and it is likely that other drivers in the rank will recognise you and recall which driver transported you. With e-hailing services, there is a level of uncertainty of where to hail a vehicle from, there is difficult in identifying the vehicle you have hailed, and in some cases the driver may not resemble the photograph posted on the e-hailing service app. As metered taxi drivers do you feel safe where you are parking in Randburg and are you comfortable in this area?</p> <p>Jackson Thoka - Dikwena Sterling Transport: In the metered taxi industry the clients and the drivers take care of each other. Before a trip begins the driver and passenger will discuss the trip destination and fare and this face-to-face interaction, which also allows the passenger to see the driver's colleagues, creates a level of comfort and safety between driver and passenger. Additionally, as a driver I feel safe when a customer hires me from the rank as my colleagues can see my passenger's face. There is a lack of this face-to-face interaction with the e-hailing services.</p> <p>Cossam - Notevember Cab: As a driver I can determine if my safety is at risk based on the destination and fare discussion with a passenger prior to a trip, if I feel my safety is not at risk then I will proceed with a trip.</p>
What is your fare paying system?	Nomi Muthialu - NMA Effective Social Strategists	<p>David Koqo - DHT Cab: Metered taxi fares are paid in cash.</p> <p>Jackson Thoka - Dikwena Sterling Transport: We do not offer card payment methods. I have discussed card payment options with the banks who suggested the hiring of mobile card machines but we are not comfortable with this option right now. However, when business is booming again it can be considered as it is the safer fare paying option. With some clients, however, a driver may have an agreement to, for example, transport their</p>

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		child to school regularly and in this case the driver will be paid electronically via their bank account rather than in cash.
What are the challenges integrating with other modes of transport and what is the impact of competition with other modes (minibus taxis, buses, and Bolt/Uber services) on the metered taxi industry? Do you foresee any challenges integrating with the Gautrain network?	Lesego Ndlovu - Civil Concepts Consortium	<p>Jackson Thoka - Dikwena Sterling Transport: The metered taxi industry does not experience challenges with the minibus taxis and commuter buses and we are well integrated with these services. For example, we transport people from their houses to taxi ranks and bus terminals. The minibus taxi and commuter bus industries are ordered in the sense that there are demarcated ranks and routes making integration with these services easy as the metered taxis are aware of their areas of operation. With the e-hailing services, the metered taxi industry experiences problems with the disorderly fashion in which they operate and there is no integration with this service as for instance, a person may hail an Uber from a metered taxi ranking area.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Do you foresee any challenges integrating with the Gautrain in Randburg?</p> <p>Jackson Thoka - Dikwena Sterling Transport: No, I do not foresee any challenges integrating with the Gautrain in Randburg as we have operated at other Gautrain stations in Rosebank, Sandton and at Park Station.</p>
What are the problems with the existing regulations, i.e., "Legal Framework of the Metered Taxi Industry"?	Lesego Ndlovu - Civil Concepts Consortium	<p>Jackson Thoka - Dikwena Sterling Transport: The National Land Transport Act (NLTA) has been amended to accommodate other transport services such as e-hailing, but this is still pending the President's approval and has not been signed into law. Last year the amended Act was sent back to parliament for deliberation as some of the amendments were deemed to be unconstitutional. Section 66 of the Act stipulates the regulations pertaining to the metered taxi industry and we do not have a problem with this section. There is, however, a problem with the proposed amendments that seek to accommodate e-hailing services in the Act. Additionally, there is a delay in approving the amendments as the Act will take power away from the municipalities and give it to the Provincial Government which will give the MEC too much say over what is happening with transportation at a local level.</p>

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		<p>This will pose a problem for the municipalities who run their municipal areas and if the amendment is passed, there will be a problem with governing and in ensuring that by-laws are adhered to.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Are there any improvements you think need to be made to the regulations for the metered taxi industry? There was discussion on integrating an app into the metered taxi industry but there were issues around this suggestion.</p> <p>Jackson Thoka - Dikwena Sterling Transport The amended Act includes the usage of an app and how it can be regulated. It stipulates that the app must be locally made and owned (unlike Bolt and Uber which are foreign companies). As I said the e-hailing industry is very disorderly so when the government recommended that metered taxis use an app it was recommended that this be a locally owned app.</p>
We have discussed the challenges that we face in the metered taxi industry, how long will it take to address and resolve them?	Cossam - November Cab	<p>Jackson Thoka - Dikwena Sterling Transport: The question highlights a hesitancy to consult on such plans as in the past discussions on these matters have proven futile. What is the way forward for the challenges that we have presented today?</p> <p>Lesego Ndlovu - Civil Concepts Consortium: There is a 24-month time frame in which to develop the Randburg CBD Transport Master Plan (TMP) and this document will be accompanied by a report detailing stakeholder input. When a draft of the TMP is completed there will be further consultation with the stakeholders for feedback on the draft. The TMP will then be handed over to the City of Johannesburg (CoJ) who will be responsible for implementing projects.</p> <p>Pumza Mvinjelwa - CoJ transport Department: An Implementation Plan will be developed based on the TMP and this will recommend which projects are to be prioritised and budgeted for in the next 5 to 10-year period. The TMP and Implementation Plan will be sent to the mayoral committee for alterations and approval and this process usually takes</p>

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six months. The approved TMP and Implementation Plan will then be distributed to the relevant departments to implement the projects identified depending on budget allocations. The Johannesburg Development Agency (JDA) will be responsible for implementing the projects. At this point I cannot say what the implementation timeframes are as they are dependent on approval from the mayoral committee and available budgets.

Nomi Muthialu - NMA Effective Social Strategists: Is the mayoral committee likely to amend the list of priority projects and suggested time frames for implementation in the plan that the team produces?

Pumza Mvinjelwa - CoJ transport Department: It is unlikely that the mayoral committee will make major changes to the plans. Randburg is a key area in the City's transport plans so the Randburg CBD TMP will have high priority in terms of the projects that get implemented.

Lusanda Qangule - Johannesburg Development Agency: Given the importance of Randburg, there are two departments from the JDA involved in the Randburg CBD TMP. I represent the JDA's implementation department and am responsible for ensuring that the concerns raised in this meeting are addressed. Once this team completes the Randburg CBD TMP, I will implement the proposed projects with a different team. I have attended the stakeholder engagements for this project to understand the issues raised by stakeholders in Randburg so that when any City projects are implemented in Randburg these issues can be considered. Additionally, concerns raised in the Randburg CBD TMP will assist with other transport-oriented implementation projects outside of the Randburg area.

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ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Pumza Mvinjelwa	CoJ Transport Department
2.	Mr David Mphahlele	CoJ Transport Department
3.	Ms Rhulani Mabasa	Johannesburg Development Agency
4.	Ms Lusanda Qangule	Johannesburg Development Agency
5.	Mr Jackson Thoka	Dikwena Sterling Transport / Metered Taxis Association
6.	David Koqo	DHT Cab
7.	Mr Philemon Chauke	DS Cabs
8.	Mr Jim Matabane	LIATA
9.	Mr Mike	PS Transport
10.	Mr Cossam	Notevember Cab
11.	Mr Lesego Ndlovu	Civil Concepts Consortium
12.	Ms Nomi Muthialu	NMA Effective Social Strategists
13.	Ms Julia Bell	NMA Effective Social Strategists

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DISCUSSION NOTES FROM INFORMAL TRADERS MEETING		Date: 26 July 2022
		Time: 15h30 – 17h30
		Venue: Ferndale Recreation Centre
Issue	Raised By	Response
What is meant by informal businesses?	Annie - Informal Trader	Nomi Muthialu - NMA Effective Social Strategists: There is a broad spectrum of what is referred to as informal. Generally, it refers to a sector that is not formalised and within the context of this meeting will include street hawkers, i.e., traders selling from stalls that have been allocated to them by the City like at the Randburg Taxi Rank or Oriental Plaza Market, people who have set up a stall on a sidewalk or anywhere else and trade from there but have not been allocated that space, those who have been granted permits to trade and those who do not have permits. It can be an individual or an entity and is usually not a formalised business in that it is not registered with the Companies' Act.
There are informal trading facilities at the Randburg Taxi Rank. In addition, informal trading operations have been identified at the Randburg Oriental Plaza, Mikro Lane, Big Ben Taxi Rank, on Burke Street and sometimes along Jan Smuts Drive near Selkirk Avenue. Are there other spaces with or without facilities / stalls where informal traders are located in the study area?	Julia Bell - NMA Effective Social Strategists / Lindokuhle Matshika - Mhlanga Development Services	<p>Irene Moeng - Prospective Trader: There are informal traders selling food from caravans in Strijdom Park.</p> <p>Sibongile Khumalo - RAPHA Trader: Have you consulted the Strijdom Park traders as they are included in meetings called for all the traders in Randburg.</p> <p>Lesego Ndlovu - Civil Concepts Consortium: These traders are not located in the plan's study area.</p>
The Mikro Lane traders operate on a property where the owner is not known. If the owner cannot be traced how will the plan's developments benefit the traders here?	Pretty Maapola - Mikro Lane Trader	<p>Pumza Mvinjelwa - CoJ Transport Department: The best way to find the property owner is through the Johannesburg Property Company (JPC). The City of Johannesburg (CoJ) has a database of property owners but it does not provide contact details.</p> <p>Pretty Maapola - Mikro Lane Trader: The Johannesburg Metropolitan Police Department (JMPD) found the name of the property owner and attempted to contact them but was unable to do so.</p>

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		<p>Mmakobe Sitwe - JPC: If the property is privately owned it will not be easy for the JPC to identify the owner as we manage properties owned by the City. The property owner would be billed for rates and taxes on the property, and so in this case I would advise approaching Revenues Services (Rates Department) for the property owner's contact details.</p>
What are the peak trading times, and which are the busiest days of the week for informal traders at these sites?	<p>Julia Bell - NMA Effective Social Strategists / Lindokuhle Matshika - Mhlanga Development Services</p>	<p>Trader - Mikro Lane: At the end of the month, between the 25th and 30th, there is some business. Around the 1st and 2nd of the month societies from outside the country commute to Randburg and this is when trade is good and we can make money like we used to in the past. During the week, however, traders return home with most of the food that they intended to sell that day having only sold one or two plates of food.</p> <p>Pretty Maapola - Mikro Lane Trader: There is business during the last two weeks of the month as people from Malawi gather for their societies in the Randburg CBD, but during the first two weeks of the month, especially at the beginning of the month, there is no business.</p> <p>Sibongile Khumalo - RAPHA Trader: The traders at the Randburg Taxi Rank see an increase in business during the first week of the month because of the "Malawians day" and this is when we are able to make money. However, there is no business for the rest of the month, and as a trader you can sit at your stall the entire day without seeing any customers and return home empty handed. I commute to Randburg from Alexandra and my bus fare per day is R100, so it is a concern if my daily profit is R200 or less.</p> <p>Malebo Choma - RAPHA Trader: The Covid-19 period has been detrimental to traders' business and their income. I lost many clients due to Covid-19 so now I come to Randburg and hustle the entire day but do not make any money.</p>

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<p>Are there other places that you would like to trade from but do not and why do you not trade from these sites? Additionally, are there places where, if you traded from there, you could make more money?</p>	<p>Julia Bell - NMA Effective Social Strategists / Lindokuhle Matshika - Mhlanga Development Services</p>	<p>Trader - Mikro Lane: There are many spaces that are optimal for trading, for instance where there are building contracts to develop apartment blocks like on Kent Avenue towards Ferndale High School. However, there is no space to park a caravan there as the road is too narrow and the JMPD confiscates traders' caravans when they set them up at these sites.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Are you only interested in trading at these sites when there is construction in progress with construction workers present?</p> <p>Trader - Mikro Lane: Yes, that is correct.</p> <p>Pretty Maapola - Mikro Lane Trader: Traders set up caravans in the parking lot adjacent to Cambridge Foods (not to be confused with the Cambridge Foods customer parking lot) on Pretoria Avenue, but the JMPD confiscated their caravans. It would be ideal for four to five caravans to operate from here as opposed to all the caravans squeezing into the Mikro Lane plot.</p> <p>Bheki Mpilo - Oriental Plaza Hawkers Market Trader: There is a site between Bram Fischer Drive and Pretoria Avenue and if the City were to allocate trading stands here, some people will relocate their stalls as the area is busier with more foot traffic than at the Oriental Plaza Hawkers Market.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Would the traders have to trade on the sidewalk here?</p>
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		<p>Bheki Mpilo - Oriental Plaza Hawkers Market Trader: Not on the sidewalk as such. The site that I speak of has ample space for trader stalls with room for pedestrians to pass. However, the JMPD are targeting the people who trade there.</p>
Where do you buy your goods from and how do you travel to buy your goods? Additionally, where, and how are you parking to off-load deliveries and what challenges arise when doing so?	<p>Julia Bell - NMA Effective Social Strategists/ Lindokuhle Matshika - Mhlanga Development Services</p>	<p>Trader - Mikro Lane: I travel from Randburg to the farms in Heidelberg to buy meat as it is cheaper there than in Randburg where it sells for R150/kg making it hard to turn a profit from this produce. However, it is quite a distance to travel and my travel costs are about R700. In addition, load shedding poses a big problem to our businesses, for instance I need to freeze the meat I buy but I cannot do this when there is load shedding and then the meat rots. One of our main challenges is that there are many residential developments in Randburg but no offices and businesses operating here and with those that are here, the employees bring their own food rather than buying from the traders. In the 90s there were many businesses operating in Randburg and therefore a lot of business for traders.</p> <p>Sibongile Khumalo - RAPHA Trader: I buy small items of goods at a time from Cambridge Foods in Randburg or Shoprite in Randburg Square. I cannot afford to buy my goods in bulk because there is insufficient business. There are also parking challenges when it comes to off-loading goods and even if a trader has a car, there is no allocated space for them to park their car and so the traders get tickets for parking on the street while off-loading goods.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Would it be a possibility for the traders to come together and arrange to buy goods in bulk?</p> <p>Bheki Mpilo - Oriental Plaza Hawkers Trader: The problem with buying in bulk is that traders would need to buy stock at different times as one trader's stock may run out ahead of another's. Additionally, off-loading stock at the Oriental Plaza Hawkers Market is exceedingly difficult because there is one off-loading zone and the taxis park</p>

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		<p>here the entire day waiting for passengers. There is no off-loading space if your goods are delivered by van. Recently there was an incident where a taxi from Cosmo City took a trader's stock to Cosmo City as the driver thought the goods belonged to a passenger. The taxi drivers demanded money from the trader to retrieve the stock and their reasoning was that payment was needed for the space that was taken up by the stock during the journey. We had to involve RULLDTA to resolve this matter.</p> <p>Pretty Maapola - Mikro Lane Trader: It will be worthwhile for the traders to come together and arrange with the Heidelberg farms to deliver meat products to the Randburg traders monthly as we do not have money for transport and petrol and diesel are expensive.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: What transport do you use to go and buy stock in Heidelberg?</p> <p>Trader - Mikro Lane: I use my own transport to Heidelberg. The suggestion to arrange with the farmer to deliver stock to the Randburg CBD traders is a good one as it will be cheaper than travelling to Heidelberg. The traders at Mikro Lane should sit down and work out how much meat each trader will need and then approach the farmer about organising a monthly delivery of this stock. There will be fees associated with delivering the meat, but this will be cheaper than the costs involved in travelling to Heidelberg on my own.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: It will also be worthwhile for the traders to find a storage facility that they can use together.</p>
There is a lack of facilities such as toilets, water, and dustbins to dispose of rubbish. What other municipal facilities and utilities are you experiencing problems with?	Julia Bell - NMA Effective Social Strategists /	<p>Sibongile Khumalo - RAPHA Trader: The traders at the Randburg Taxi Rank need secure storage facilities close to their trading stalls where they can store tables and chairs. Additionally, traders would like taps at the trading markets close to where they</p>

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<p>Would you prefer the municipality to bring the facilities to you or do you prefer to be relocated to stalls elsewhere where these services can be provided?</p> <p>Additionally, what facilities and services would you want and what are the priorities? (Covered stalls, tables, seating, lock-up stalls with roller shutters / doors, stalls for cooking, proper market, toilets, refuse bins, water taps, washing facilities, lights, electrical points, security, cleaning services; lock up facilities where goods can be stored overnight, etc.).</p> <p>Would you be prepared to pay a rental for such facilities?</p>	<p>Lindokuhle Matshika - Mhlanga Development Services</p>	<p>are working so that, for example, traders selling vegetables are able to wash their produce. The toilet facilities at the Randburg Taxi Rank are far away from the traders' stalls which is a problem as traders cannot leave their stalls unattended for prolonged periods when they need to use the toilet.</p> <p>Malebo Choma - RAPHA Trader: The taxi associations are charging the traders R3 to use the toilets and they only allow members to access the toilet facilities. I do nails and my customers are not allowed to pay the R3 to access the toilets so I must pay the fee and arrange access for them. The traders at the Oriental Plaza Hawkers Market must pay the taxi associations to get water from the taxi rank. The water is freely available through the City and is not paid for by the taxi associations so this is not fair.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: Are the stalls in the taxi rank allocated to the traders?</p> <p>Sibongile Khumalo - RAPHA Trader: The stalls are allocated to us, but the Randburg Taxi Rank has a complicated history. The traders are paying R250 per month to the taxi associations to rent the stall and if you do not pay this amount then they will close your stall. I am one of the traders who has had their stall closed more than once and it is a scary process as sometimes the taxi associations have guns on them when they come to collect rent money. We are struggling business wise so it is difficult to come up with this money. The City relocated my trading operation from the street to my stall in the taxi rank so I do not understand why I am having to pay rent to the taxi associations.</p> <p>Nomi Muthialu - NMA Effective Social Strategists: The traders do not have lease agreements and obtaining these would be the starting point in solving this problem. How will this issue be resolved for the traders at the Randburg Taxi Rank and the Oriental Plaza Hawkers Market?</p>
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		<p>Mmakobe Sitwe - JPC: The JPC manages the Randburg Taxi Rank property so I can provide an answer for that space but not the Oriental Plaza Hawkers Market. When the taxi rank was built in the 2000s the taxi associations had an agreement regarding the management of the rank but this document cannot be found. The taxi associations have assumed control of the Randburg Taxi Rank and the traders here have never had a relationship with the City in terms of lease agreements and rental collections. These issues have been raised with the CoJ Transport Department who will have to intervene in this matter. The department is drafting a protocol document that will govern the relationship between it and the taxi associations and this is intended to aid in addressing this issue. The department is required to have specialist public transport operations personnel in every region to assist with the problems that arise with the taxi associations and this team will understand the operations of the taxi associations and how they should be managed.</p> <p>Trader - Mikro Lane: At the Mikro Lane trading site there are no seating facilities, toilet facilities and cleaning services. There appears to be a dumping site along the palisade fence that separates the Christ Embassy Randburg Church and the Mikro Lane parking lot where the traders operate. In general, from the week of the 24th to that of the 31st every month there will be a lot of buses and trucks parking at Mikro Lane. This is good for business as there will be many people, but in the aftermath, there will be a lot of litter. The JMPD and the City pick up the litter but some of the refuse must be removed with a shovel and the question is who is going to do this? After talking to the “truck people,” they installed portable toilets at the site but removed them after one day so the truckers do not have ablutions and go out in the open. The traders at Mikro Lane use the toilets at the tavern and get water from the Randburg Taxi Rank. I stopped getting water from the taxi rank since last year as I was paying R90 per month for water. What action can be taken to resolve these issues? We do not know the property owner of the</p>
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		<p>site from where we operate and we do not know who is going to help the traders resolve these problems.</p> <p>Pretty Maapola - Mikro Lane Trader: There is no drainage at the Mikro Lane site and so the traders dispose of wastewater on the road once they have removed any debris from the water. The site is dirty and there are people sleeping and defecating along the church fence. This is not healthy as the traders are cooking in this area and so we clean the areas where we work.</p> <p>Bheki Mpilo - Oriental Plaza Hawkers Market Trader: The lack of toilet facilities and access to water is a major problem for the Oriental Plaza Hawkers Market which is worsened by the threats that the traders receive from the taxi associations and the money the traders are expected to pay them. The Oriental Plaza Hawkers do cause mess in their vicinity but that is because there is a lack of dustbins. About six years ago we were promised a big dustbin that would be placed at the traffic light, but this did not happen. I have the minutes of that discussion. The CoJ Department of Economic Development (DED) make promises to the traders that they do not deliver on and the responses from Ms Mmakobe Sitwe of the JPC at tonight's meeting are disappointing. We have approached the JPC and the DED about problems that we are experiencing, but we have not been offered any hope that these will be addressed. In conversation about the traders' issues, Mr Elliot Dubasi from the DED informed me that they are developing a policy for informal trade in the City but it has been over 12 years and they are still busy with this policy. Moreover, the traders at the Oriental Plaza Market do not have individual trading permits which is an issue we raised with the JMPD who confiscate our stock after 6pm and tell us that we cannot trade after hours. Mr Elliot Dubasi and a colleague came to the market and said they would allocate stalls, provide stand numbers and permits but up to now they have not done so and all 35 traders at the Oriental Hawkers market are operating under one permit that I signed for. Furthermore, the</p>
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RANDBURG CBD TRANSPORT MASTER PLAN

		traders at Mikro Lane are fighting each other and need permits to ensure that people cannot just set up caravans at this site. I do not have big problems with the taxi associations, but I do have problems with the JPC and the DED whose responsibility it is to address our issues and they must foster good relations between the traders and taxi associations.
There are issues around cooking gas at the taxi rank in that the amount of LPG used for cooking by the vendors poses a safety risk to the people at the taxi rank. What solution can you come up with to prevent these issues?	Julia Bell - NMA Effective Social Strategists / Lindokuhle Matshika - Mhlanga Development Services	Sibongile Khumalo - RAPHA Trader: It will be better if the gas tanks were stored in a locked facility and then the gas is piped to each stall.
We are aware that Randburg is a business node, and this area is vulnerable to crime and urban management issues. What problems are you faced with daily in terms of safety? Does the overcrowded pathway adjacent to the trader's market and lack of lighting for street trading affect your business? And what other safety requirements do you think we can consider to reduce incidents and enhance safety?	Julia Bell - NMA Effective Social Strategists / Lindokuhle Matshika - Mhlanga Development Services	<p>Trader - Mikro Lane: There is a lot of violence and thievery in the area. For example, at the end of the month people from the societies eat at our stalls but do not pay for their meals and this also happens with customers who have been drinking at the tavern. There is also the petty theft of goods that the traders have on their stall counters like cigarettes and boiled eggs. We are in an open space which makes it easy for thieves to disappear. Moreover, at month end there are at least two to three people killed and drug abuse is rife in the area. Lastly, I have to clean my trading space daily with Jeyes Fluid as people urinate here overnight.</p> <p>Bheki Mpilo - Oriental Plaza Hawkers Market Trader: The Randburg Management District (RMD) must return because when it was in operation, the area was clean and there was security. Now, there is no order, Randburg has become a gambling hotspot and it is not a safe area at any time of the day.</p> <p>Sibongile Khumalo - RAPHA Trader: I agree with Mr Bheki Mpilo that the RMD needs to return because there was security when it was in operation and there was no cell</p>

RANDBURG CBD TRANSPORT MASTER PLAN

		<p>phone theft, bag grabbing, or robbery at the ATM. I do not trust the police when it comes to these matters.</p> <p>Blandinah - Oriental Plaza Hawkers Market Trader: I support the call for the RMD to return. Additionally, with the lack of toilet facilities and access to water, people will urinate anywhere and then touch the food at our stalls with unclean hands.</p> <p>Pretty Maapola - Mikro Lane Trader: The traders are happy with the call for the RMD to return because they offered control in the area. For instance, the RMD managed e-hailing vehicles parking anywhere on the road and they tried to keep pedestrian paths clear of traders by indicating the places where they can trade. Since the RMD left, Randburg is a disaster, it is dirty and unsafe.</p>
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RANDBURG CBD TRANSPORT MASTER PLAN

ATTENDANCE REGISTER		
No	Name	Organisation/ Area
1.	Ms Pumza Mvinjelwa	CoJ Transport Department
2.	Ms Rhulani Mabasa	Johannesburg Development Agency (JDA)
3.	Ms Mmakobe Sitwe	Joburg Property Company (JPC)
4.	Mr Vinegar Myeni	Oriental Plaza Hawkers
5.	Mr Thusi Senelile	Oriental Plaza Hawkers
6.	Mr Bheki Mpilo	Oriental Plaza Hawkers
7.	Ms Blandinah	Oriental Plaza Hawkers
8.	Ms Rose Kabin	Oriental Plaza Hawkers
9.	Ms Thuso Shabalala	Oriental Plaza Hawkers
10.	Mr Murency Maphosa	Oriental Plaza Hawkers
11.	Mr Lambani K	Oriental Plaza Hawkers
12.	Ms Annie	Trader
13.	Ms Portia Ndlovu	Mikro Lane Trader
14.	Ms Selinah Lefosa	Mikro Lane Trader
15.	Ms Pretty Maapola	Mikro Lane Trader
16.	Mr Silas Seabelo	Mikro Lane Trader
17.	Ms Lorraine Teffo	Mikro Lane Trader
18.	Ms Merlyn Zundla	Mikro Lane Trader
19.	Tshepo Lebea	Mikro Lane Trader
20.	Ms Pamela Mthunzi	Mikro Lane Trader
21.	Ms Phumzile Moyo	Mikro Lane Trader
22.	Mr Edward Zwane	Mikro Lane Trader
23.	Mr Solomon Mzamene	Mikro Lane Trader
24.	Ms Sibongile Khumalo	RAPHA
25.	Ms Malebo Choma	RAPHA
26.	Ms Moloko Mamarara	RAPHA
27.	Ms Khayakazi Jija	RAPHA
28.	Ms Constance Phatshwane	RAPHA
29.	A Masanyo	RAPHA
30.	Mr Frans	RAPHA
31.	Mr Jeffrey	RAPHA
32.	Ms Maria Ratau	Big Ben Taxi Rank
33.	Ms Irene Moeng	Prospective Trader
34.	Ms Magdeline Mokitlane	Prospective Trader
35.	Mr Mike Tembo	Primary School

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ATTENDANCE REGISTER

No	Name	Organisation/ Area
36.	Mr Lindokuhle Matshika	Mhlanga Development Services
37.	Ms Noluthando Mbuthu	Mhlanga Development Services
38.	Mr Lesego Ndlovu	Civil Concepts Consortium
39.	Ms Nomi Muthialu	NMA Effective Social Strategists
40.	Ms Julia Bell	NMA Effective Social Strategists

RANDBURG CENTRAL BUSINESS DISTRICT (CBD) TRANSPORT MASTER PLAN (TMP)
COMMENTS AND RESPONSES TABLE: COMMENT PERIOD AND POST COMMENT PERIOD
(27 MAY TO 3 JUNE AND EXTENDED TO 24 JUNE 2022)

NO.	MADE BY	COMMENT	RESPONSE
COMMENTS FROM THE PUBLIC COMMENT PERIOD - 17 MAY TO 3 JUNE AND EXTENDED TO 24 JUNE 2022			
1.	Comments or Queries on Information in Draft TMP		
1.1	Jonathan Evans – Resident - Email 03/06/2022	The right questions must be asked to ensure that the plan, once it is completed, is implemented effectively without any loss of taxpayers' money. Public confidence in the will and ability of Government to keep account of all allocated funds and deliver on such a Plan, is at an all-time low. Can concrete assurances be provided that this study and plan will prove to be different from the many others that have similarly been presented, then enriched tenderpreneurs and crashed into dysfunctional ruin?	
1.2	Jonathan Evans – Resident - Email 03/06/2022	It is unclear what the green and blue patches on the slide are, and their relevance to the Transport Master Plan.	
1.3	Jonathan Evans – Resident - Email 03/06/2022	The Existing Zoning and Current Land Use maps have different keys. This makes comparison between the two difficult. Different colours on the two maps do not indicate that the current use is different to the existing zoning, for example St Stithians College and Bordeaux Primary School.	
1.4	Cáro Naudé – Ward	From the examples used in the presentation can the CoJ confirm that the future target market will be those who use the	

RANDBURG CENTRAL BUSINESS DISTRICT (CBD) TRANSPORT MASTER PLAN (TMP)
COMMENTS AND RESPONSES TABLE: COMMENT PERIOD AND POST COMMENT PERIOD
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	Committee 102 - Email 05/06/2022	Randburg Oriental Plaza pedestrian mall, the taxi rank, the informal trader's market.	
1.5	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Can a strong city identity be established if the majority of people in Randburg CBD are not from South Africa?	
1.6	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	In response to the statement that "much of the city's success derives from the vision of the mayors and the important role urban planners and designers provide in implementing that vision", is this a World Class African City? Joubert park is a slum area, Hillbrow is a slum area, the CBD is a slum area, the Carlton Towers – be very careful, Randburg CBD is a slum area, Windsor is a slum area, Alexandra is a slum area, Diepsloot is a slum area. World class potholes, broken water pipes, a lack of electricity and a lack of maintenance.	
1.7	Graeme Dott – Resident - Email 06/06/2022	In the Randburg CBD most of the streets/areas off the mall are used as public urinals and stink. The whole issue of adequate public ablutions seemed to be missing from the "planning".	

RANDBURG CENTRAL BUSINESS DISTRICT (CBD) TRANSPORT MASTER PLAN (TMP)
COMMENTS AND RESPONSES TABLE: COMMENT PERIOD AND POST COMMENT PERIOD
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1.8	Brett Newby – Urban Real Estate - Email 08/06/2022	<p>The attached presentation is a concept document which will no doubt change in its ultimate execution. The document as it stands is scant of meaningful detail to the extent that meaningful comment is difficult. The right to comment is reserved for a later stage and in the appropriate forum should the need arise.</p> <p>For future public engagement, the presentation should be circulated to stakeholders for preparation before the meeting.</p>	<p>Nobuntu Duze: The document is a concept document that sought to solicit comment and/or ideas from the stakeholders with a view to improving the Randburg CBD's transport system. All ideas and comments received will inform the draft plan that will be developed for the node. There will be future communication once the draft plan is in place for comment</p> <p>Julia Bell: Thank you for your feedback. We will endeavour in the future to circulate the presentation before a meeting.</p>
2.	Ecological Infrastructure, Parks and Open Spaces		
2.1	Jonathan Evans – Resident - Email 03/06/2022	<p>The focus on "Ecological Infrastructure" and the strategy to "encourage the development of a resilient, usable and valuable ecological network" are noble aims to have for any project plan. Was an Environmental Impact Assessment done? What are the criteria for determining a "critical biodiversity area" or an "ecologically sensitive green space"? It is important to get advice from ecological experts if this is to be taken seriously. An ecologically sound transport plan will need to prioritise a concrete strategy for reducing fossil fuel emissions</p>	
2.2	Sandile Ngcobo – Resident / Tobaka	<p>Did engagements with City Parks take place regarding the findings on the Draft Master Plan? With regards to the ecological infrastructure:</p> <ul style="list-style-type: none"> Overgrown and poorly maintained street verges are a big challenge 	

**RANDBURG CENTRAL BUSINESS DISTRICT (CBD) TRANSPORT MASTER PLAN (TMP)
COMMENTS AND RESPONSES TABLE: COMMENT PERIOD AND POST COMMENT PERIOD
(27 MAY TO 3 JUNE AND EXTENDED TO 24 JUNE 2022)**

	Investments - Email 03/06/2022	<ul style="list-style-type: none"> • There is a poor Tree Inventory considering Ferndale is a leafy suburb • Green open areas are poorly maintained, the spruit is and has been for a long time maintained by Ferndale Residence Association • There are illegal squatters on green open spaces making it unsafe, unusable and always filled with all sorts of litter <p>The newly proposed open areas to beautify and encourage safe and great community living may not thrive if the above-mentioned challenges persist in the current open spaces and green environment as even the new green spaces will continue to deteriorate in the proposed plan.</p>	
2.3	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The Ferndale Spruit Park area is used for private parking and for the trolley pushers to sort recycling. It is completely unsafe for children to use the play area. Requests have been made in the past to reclaim the park for children, but CoJ lacks the willpower to invest in safe spaces for our children. How will the Transport Master Plan assist to reclaim parks for children?	
2.4	Cáro Naudé – Ward Committee 102 -	The taxpayers who live in Randburg have seen the degradation in the area over the last 28 years and the taxpayers who shopped in Randburg CBD have opted to shop elsewhere. Hill Street is a disgrace. The grass is 1 meter high for weeks on	

RANDBURG CENTRAL BUSINESS DISTRICT (CBD) TRANSPORT MASTER PLAN (TMP)
COMMENTS AND RESPONSES TABLE: COMMENT PERIOD AND POST COMMENT PERIOD
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	Email 05/06/2022	end. The Ferndale Recreation Centre surrounding is a disgrace. The garden at the Land Claims Court is a disgrace. The Civic Centre is a disgrace. Sidewalk disgraces have been reported at every Ward Committee meeting.	
2.5	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Ward Committee has requested signage with warning notices to stop recycling and shacks in parks and open spaces. These requests have not yet been honoured. Trust that when the CoJ pays a consultant these requests will be honoured.	
3.	Refuse Collection		
3.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	<p>Did engagements with Pikitup take place regarding the findings of the Draft Master Plan? With regards to refuse collection:</p> <ul style="list-style-type: none"> • Taking bins from the sidewalk and leaving them on the street after emptying them is a source of traffic, property, and safety problems. • Pikitup should enforce an accessible, safe bin strip on the sidewalk for new complex developments that have several bins. A bin area is inadequate as Pikitup do not collect from the bin areas. • Decent PPE must always be worn by workers. Supervision and inspection by the service provider is required to ensure that these regulations are enforced 	

RANDBURG CENTRAL BUSINESS DISTRICT (CBD) TRANSPORT MASTER PLAN (TMP)
COMMENTS AND RESPONSES TABLE: COMMENT PERIOD AND POST COMMENT PERIOD
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		<p>for the safety of the workers.</p> <ul style="list-style-type: none"> A professional outfit will improve how the CoJ and its service providers are presented professionally to the public. <p>Are there any penalties to service providers for poor services such as when bins are not collected or left in the middle of the street? There needs to be fixed times for refuse collection per block.</p>	
3.2	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	In response to the presentation statement that "sidewalks [are] cluttered with bins", please do not remove the bins. If the bins are not there more rubbish will be flying around. The bins are the better alternative. Pikitup has not produced a plan to incorporate the trolley-pushers into their operations. The litter problem is escalated as the trolley-pushers use open spaces, parks and rivers as a dumping ground and for their own purposes. Because all the departments in CoJ cannot work together to solve the trolley-pusher issue, the litter problem in Johannesburg has worsened. Residents want to be involved but the CoJ has not provided such opportunities.	
4.	Street Lighting		
4.1	Sandile Ngcobo – Resident /	Did engagements with City Power take place regarding the findings on the Draft Master Plan? With regards to City Power operations:	

RANDBURG CENTRAL BUSINESS DISTRICT (CBD) TRANSPORT MASTER PLAN (TMP)
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	<p>Tobaka Investments - Email 03/06/2022</p>	<ul style="list-style-type: none"> Poor maintenance and non-operational streetlights are a combination of a lot of things, but streets must be lit at night, all night and every night. Open areas and dark streets are unsafe at night. The urban core is insufficiently lit where there are lights. This is dangerous at night with the wild night life taking place and minimal police visibility. <p>There needs to be innovative ways of preventing cable theft and lights purposefully damaged by vagrants to keep their sleeping areas dark or by criminals for their criminal activities, and of providing alternative power sources during load shedding.</p>	
5.	Public Safety and Law Enforcement		
5.1	<p>Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022</p>	<p>Did engagements with law enforcement services take place regarding the findings on the Draft Master Plan? With regards to public security and law enforcement:</p> <p>Law enforcement is not visible enough. When they are required to play a role, the captain assigned to the Randburg area complains about being under resourced. Private Security has proven to be more reliable and trusted by the residents and property owners during criminal attacks or suspected criminal activities.</p> <ul style="list-style-type: none"> Illegal squatters in public spaces, criminals and 	

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		<p>criminal activities in abandoned buildings, thieves damaging property by stripping functioning equipment and city furniture to turn it to scrap leaving the City lifeless, must be addressed urgently.</p> <ul style="list-style-type: none"> • Illegal road parking on 29 Bond Street, the corner of Dover Street and Pretoria Avenue, Pretoria Avenue and Bram Fischer Drive and Jan Smuts Avenue, Pretoria Avenue, Oak Avenue and Kent Avenue in the CBD, and metered taxis parking everywhere when collecting or waiting for passengers, are issues that can and should be dealt with using existing traffic regulations. • Jaywalking is also a problem for most of the developing countries, it needs a different but collective approach. <p>If the above-mentioned stakeholders are not improving services to Johannesburg, then City Inspectors and dedicated City Police services may need outsourcing. Additionally, effective regulations and enforcement authority for our cities must be established to have safe and clean cities in the country.</p>	
5.2	Cáro Naudé – Ward	The Ward Committee and other members of the community have reported parking infringements repeatedly.	

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	Committee 102 - Email 05/06/2022		
5.3	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	With regards to the statement that “the highest proportion of persons interviewed felt a low level of safety when walking (66%) thus environmental design with a strong focus on safe streets / the walkability of streets is critical”, in New York when the mayor increased the width of the sidewalk crime on street decreased. Perhaps the master plan can propose such interventions.	
6.	Stormwater, Water and Sanitation		
6.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Did engagements with water and sanitation services take place regarding the findings on the Draft Master Plan? Stormwater blockages due to debris, high water pressure that is released every now and then, as well as sewer blockages, are challenges that point to the necessity of a bulk infrastructure system upgrade that is coordinated with power, telecoms, roads, and this traffic master plan.	
7.	Densification		
7.1	Cáro Naudé – Ward	Does this study area and densification go hand in hand?	The City of Johannesburg’s Transport Department is committed to developing a feasible medium to long term solution to transportation related challenges in the Randburg CBD/study area

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	<p>Committee 102 - Email 31/05/2022</p>		<p>which complies with the principles of an efficient urban form and as such have partnered with the JDA. The area's transportation system and land-use development go hand in hand, <i>not</i> only densification.</p> <p>The Randburg CBD Land-use Framework and Urban Design Guidelines set out an effective approach for the development and management of private and public land, and to safeguard the existing natural resources to achieve the City's long-term social, environmental, economic and spatial goals.</p> <p>There are 7 precincts that have been identified in the Randburg Urban Development Framework 2021 to provide a spatial logic, which include:</p> <ul style="list-style-type: none"> · Precinct 1: <u>Mixed-use CBD</u> Core where high intensity mixed-use development is encouraged to support the Bram Fischer Drive and Jan Smuts Avenue public transport network and the planned Gautrain Station. · Precinct 2: <u>Urban Corridor</u>, which aims to accommodate a variety of travel modes and uses. Densification and intensification should attain the critical mass required for the viability of public transport, and continue to function as a mixed-use environment which consists of the currently existing
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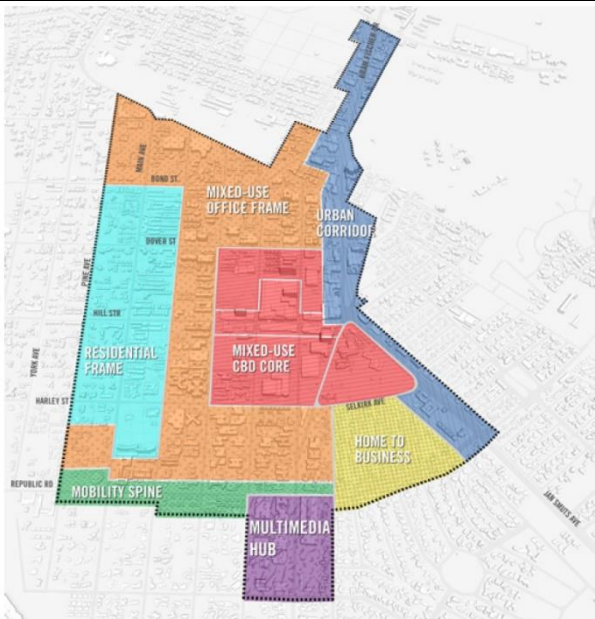
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			<p>motor-related functions, retail, tertiary institutions, office and residential.</p> <ul style="list-style-type: none"> · Precinct 3: <u>Mobility Spine</u>, which aims to encourage medium density office and residential complexes. Retail should be discouraged along these densification and public transport spines but should rather be limited to the demarcated mixed-use precincts such as the CBD Core and around public transport stops. · Precinct 4: <u>Mixed-use Office Frame</u>, which encourage uses that are supportive to the land-use mix within the core area such as office, residential mix, educational institutions and business. · Precinct 5: <u>Residential Frame</u>, which is predominantly low density residential with some residential complexes. This precinct encourages the development of low to medium density residential options with a supporting liveable public environment. · Precinct 6: <u>Multichoice Media Hub</u>, which encourages a conglomeration of media houses and other related functions such as tertiary institutions that are aligned with the mandate of the Media Hub. Its interfaces interact with the adjacent precincts.
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			<p>· Precinct 7: <u>Home to Business</u>, which is a typical residential fabric of predominantly single storey houses which are being converted into Business use. This is epically apparent on the western side of the precinct and the properties close to Selkirk and Republic Road. Properties along Selkirk Avenue should have a positive interface towards JOSHCO Housing across.</p> <p>See map below for the above-described precincts envisaged in the area.</p> <p>The City would like to establish a clear hierarchy of functional nodes outside the CBD as well, hence we are looking at an expanded study area, with boundaries as previously explained.</p> <p>This Randburg Transport Masterplan will provide the City with a much-needed action plan to transform parts of Randburg into a thriving economic and social hub thereby enhancing the lives of the community and visitors alike.</p>
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7.2	<p>Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022</p>	<p>Densifying comes with the responsibility of upgrading and improving existing bulk infrastructure.</p>	
7.3	<p>Cáro Naudé – Ward Committee 102 -</p>	<p>Restrict urban sprawl is a misnomer. Travelling to Lanseria shows that development is taking place all over Johannesburg. The CoJ had to find a reason to put an end to the ambulance in certain suburbs. The destruction of the beautiful suburbs has</p>	

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	Email 05/06/2022	not stopped the urban sprawl. The tactic of the CoJ to approve a 4-storey building amongst single storey houses is a sure way to destroy single storey property value. To stop urban sprawl is a fake excuse to destroy trees and the ambiance of suburbs.	
7.4	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Who is the target market for increased density? In Windsor, increased density implied that 3 decades ago two people occupied a duplex complex. As investors move away it is not uncommon to find 20 tenants occupying the same space.	
7.5	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The Spatial Development Framework (SDF) compares Joburg CBD to Seoul or Copenhagen or Manhattan to motivate densification. The densification of these first world cities is completely different to densification of third world countries. Johannesburg does not have a 'Donald Trump' who had a vision for New York where New York changed from slum area to the most expensive real estate area.	
8.	Land Use and Planning Issues		
8.1	Jonathan Evans – Resident - Email 03/06/2022	The 400m and 800m "buffer" circles around amenities (schools and churches) may look interesting but what is their usefulness? The circles centred in the middle of the St Stithians campus simply emphasise, I think, the need for information on the actual feeder areas and demographic of each of these facilities. This raises further questions about the scope of the	

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		RTMP and its relationship with the SDF (Draft Spatial Development Framework 2040 (2021/22 update)) and other plans (Example: Is it an aim to encourage all school-attenders and churchgoers to reside within walking distance of the facilities? If so, how is this to be done?). A reminder that the Transport Plan will do well to continually improve on the quality of current roads and infrastructure and be guided by SDF / UDF plans.	
8.2	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Does optimisation of office space mean that office space is converted to residential units? Sasol, Credit Bureau, Standard Bank, ABSA, Medscheme, Mayibuye Office park in Kent Avenue, Surrey Place in Surrey Avenue amongst others have already been converted to residential units. Which spaces must be optimised as many office blocks in Randburg have 'to rent' or 'for sale' signs on the pavements?	
8.3	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The CoJ approved informal trading on Randburg sidewalks. Unsure if the informal traders reside in the area but it appears that the multimillion-rand Hill Street walkway is used as trading space by the informal traders. If the target market of the TMP is the informal trader and their customers, are the millions spent on Hill Street walkway a good return on investment? The beautiful pictures of coffee shops for the Hill Street walkway as though Randburg could be changed to Manhattan New York worked sufficiently enough to convince CoJ to spend millions	

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		on the Hill Street walkway. Unfortunately, no coffee shops but more informal traders. Is the masterplan rather geared to transport more non-taxpayers to Randburg CBD who would rather support the informal traders?	
8.4	Elizabeth Buyambo – Gardens Shopping Centre - Email 08/06/2022	In which precinct does the Gardens Shopping Centre building situated at 170 Bram Fischer Drive and Dover Street corner fall? Is it a mixed-use, CBD core or urban corridor?	Lesego Ndlovu: The property falls within the Urban Corridor (Precinct 2) of the UDF 2021.
8.5	Shik Andhee – Gardens Shopping Centre - Email 09/06/2022	The Gardens Shopping Centre falls within the designated Urban Corridor. What are the implications of this for the property?	<p>Noluthando Mbuthu: The site is located at street number 176 Bram Fischer Drive, Ward 102, Region B and measures 4050m² in extent (see attached Annexure 1: Aerial Locality Plan and Annexure 2: General Property Report) and is described as Erf 742 Ferndale. According to the Draft RUDF, 2021, the site is located on Precinct 2, and is earmarked as an “urban corridor” and is located, as follows:</p> <p>2.7.2. PRECINCT 2 - THE URBAN CORRIDOR</p> <p>The Corridor Precinct runs along Jan Smuts Ave and Bram Fischer Drive. The urban form of the precinct is a linear development axis. The land uses along the corridor are mixed with the majority being Mixed-use, Business and Motor Related.</p> <p>Furthermore, the aim of Precinct 2, including the guiding development vision along the urban corridor, is as follows:</p>

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			<p>4.4. LAND USE FRAMEWORK</p> <p>4.4.4 PRECINCT 2 – URBAN CORRIDOR</p> <p>Aim and Objectives</p> <p>Precinct 2 is an Urban Corridor which forms part of the Integrated Corridor Management at a City scale. The precinct envisages a harmonious relationship between land-use and transport along Bram Fischer Drive and Jan Smuts Avenue. As per the new typology of the City of Johannesburg Complete Streets Guideline Bram Fischer Drive and Jan Smuts Avenue are classified as Class 2 Arterial/Regional Distributors and BRT Trunk Routes. According to the CoJ CSDG Class 2 routes are the most direct linkages between home and work centres, hence cyclists are most likely to use these routes. As a result, there should be a consideration to provide Class 2 cycling facilities. The guideline further states that Some of these roads have low-income residential settlements adjacent to them, hence special attention needs to be provided to pedestrian crossing facilities and access to public transport stops.</p>	
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			<p>Precinct 2 aims to accommodate a variety of travel modes and uses. The built form, which forms a street wall, will have a compact development pattern with multi-storey structures. Densification and intensification should attain the critical mass required for the viability of public transport.</p> <p>Retail should be discouraged along these densification and public transport spines but should rather be limited to the demarcated mixed-use precincts such as the CBD Core.</p> <p>Character & Development Intent Precinct 2 should continue to function as a mixed-use environment which consists of the currently existing motor-related functions, retail, tertiary institutions, office and residential. However, these should be at high densities with limited direct vehicular access to properties.</p> <p>The current land uses, versus those that should be encouraged on Precinct 2, along the urban corridor are as follows:</p> <table><tr><td>PRECINCT</td></tr><tr><td>2: Urban Corridor</td></tr><tr><td>CURRENT LAND-USE</td></tr><tr><td>Retail, motor related, residential, educational</td></tr><tr><td>ENCOURAGED LAND-USE</td></tr><tr><td>Mixed-use corridor (motor-related, residential, retail and institutions)</td></tr></table> <p>Therefore, based on the above, and taking into consideration that the site has the existing "Gardens Shopping Mall" development on it, it is in line with the urban corridor, which is a mixed-use corridor, that also encourages "retail" land uses. The Randburg</p>	PRECINCT	2: Urban Corridor	CURRENT LAND-USE	Retail, motor related, residential, educational	ENCOURAGED LAND-USE	Mixed-use corridor (motor-related, residential, retail and institutions)
PRECINCT									
2: Urban Corridor									
CURRENT LAND-USE									
Retail, motor related, residential, educational									
ENCOURAGED LAND-USE									
Mixed-use corridor (motor-related, residential, retail and institutions)									

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			<p>Transport Master Plan aims to also be in line with the above, as policy must be harmonious and in alignment with one another. Any further implications for purposes of any proposed developments, extension of buildings, etc. on the site would also have to be in line with the above, as well as in line with the zoning certificate of the site and would further have to be evaluated on a site-specific basis by the Municipality.</p> <p>It is also important that when analysing a site, for any implications, to also look at all policy documents that guide land development. Within the City of Johannesburg these include the SDF 2040, where the site is located in an area earmarked as a consolidation zone, transformation zone and economic node. Furthermore, this also includes the Nodal Review, 2020, which earmarks the site to have a density of 100du/ha.</p>
9.	Economics		
9.1	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	<p>The planning team was asked at the public meeting who is the target market for the master plan. The same question was posed to the Urban Development Framework group and to other groups when upgrades to Randburg CBD were proposed. Whether it was the Hill Street pedestrian walkway, the previous Transport Plan, the umpteenth develop-Randburg-CBD-plan or the Selkirk Housing Project, the question has not been</p>	

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		<p>answered. The same response that “we all must live together” is given.</p> <ul style="list-style-type: none"> • How many developers/ officials/councillors would now opt to buy property close to Randburg CBD knowing that densification for a certain market is planned? • How many developers/ officials/councillors would then rather invest in another area? • How many developers/officials/councillors or Municipal Planning Tribunal members would opt to make Randburg CBD their preferred shopping experience? • How many developers/officials/ councillors really care about Randburg? <p>Any investor and current resident should have the right to know who the target market is for the master plan.</p>	
9.2	<p>Cáro Naudé – Ward Committee 102 - Email 05/06/2022</p>	<p>Who is the target market to support the thriving economic social hub? The Department of Planning approves applications for prostitute parlours, taverns and gambling outlets, all for the “benefit of the community” as it will contribute to a “thriving economy” in Randburg CBD. With regards to the connection between Prostitution and Drug or Alcohol Addiction, the Michael House rehab centre reported that “drug and alcohol addiction are linked to many crimes, for many reasons. One of these crimes is prostitution”. Why will the CoJ approve such economic</p>	

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		activities in Randburg CBD? Is the “masterplan” to transport more clientele for such “thriving economic and social hubs”?	
9.3	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Randburg has moved from the Sandton alternative of 28 years ago to a slum area. In the last 28 years the investors have moved out because the CoJ did not adhere to the calls of the residents to attend to the taxi problem.	
9.4	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	If the target market is the person who cannot afford a taxi, the investor will move to an area where return on investment is secured and then the vagrant will move to the vacant premises. If the taxi rank is increased to Bree Street status, ask the investor if they will even consider investing in Randburg.	
10.	Road infrastructure		
10.1.	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	<p>Did engagements with the JRA take place regarding the findings on the Draft Master Plan? With regards to the road infrastructure:</p> <ul style="list-style-type: none"> • Potholes caused by poor road maintenance, storm water erosion where work has been abandoned, sinking portions of roads due to contractors’ poor workmanship, poor turnaround time to fix or even close opened sections where work is taking place creates 	

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		<p>hazards on the roads.</p> <ul style="list-style-type: none"> • Not enough sidewalks on internal streets especially beyond the UDF area but still within TMP site boundary. There are enough road reserves to create new bicycle lanes and sidewalks, but colonnades of trees are challenges to this. • There needs to be a smart solution to deal with the Urban Core and Urban Corridor block where Pretoria Avenue, Bram Fischer Drive, Hill Street, Kent Avenue, Oak Avenue, Dover Street and Bond Street meet the block. But currently this block needs good traffic control enforcement. The Johannesburg Police Department (JMPD) offices are around the corner from this block. • At night the worst intersections are the Dover Street to Elgin Road sharp bend, Bond Street and Elgin Road, Bond Street and Vine Avenue, Bond Street and York Street, Bond Street and Pine Avenue especially during weekend nights. Before Covid-19 there were accidents almost every other weekend. This is due to poor signals, excessive speeding and driving under the influence of alcohol. • Due to load shedding challenges, new signals must be upgraded to alternative solar power supplies. 	
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		<ul style="list-style-type: none"> Speed enforcement is required on open streets like Hill Street, Harley Street, Bond Street and Dover Street. The following is required: designs that are pedestrian, trolley pusher and bike friendly, practical crossing points that are in line with drop off zones and peoples' destinations, and proper road markings for all roads even on main roads. 	
11.	Traffic Issues		
11.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Republic Road, Malibongwe Drive, William Nicol Drive, Hans Schoeman Street, conduct traffic to Randburg while William Nicol Drive, Bram Fischer Drive, Jan Smuts Avenue transmit traffic through Randburg to Sandton, Bryanston, and Rosebank. Street congestion on these roads resulting from public and urban growth may be the cause of most of Randburg's congestion issues. Will the Gautrain expansion plan offer a key solution to this problem by reducing the street congestion? It is therefore critical that this draft master plan is coordinated with the Gautrain expansion plan.	
11.2	Sandile Ngcobo – Resident / Tobaka Investments -	The data collected with regards to the traffic counts needs to be reviewed. Metered taxis have grown since two more players have entered the market after Uber. Regarding the road parking, check Dover Street between Oak Avenue and Pretoria Avenue on Fridays, Bond Street bend towards Bram Fischer Drive is also subjected to this on Sundays and some	

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	Email 03/06/2022	random days during the week.	
11.3	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Consider pedestrianizing Pretoria Avenue between Retail Avenue and Sentrum Road, and a section of Oak Avenue to alleviate the number of cars in the CBD.	
11.4	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Prior to Covid-19 the traffic volume to Sandton during peak hours was horrendous. For example, driving to the Virgin Active Gym on the corner Malibongwe Drive and Hans Schoeman Street using Hill Street during peak hours in the afternoon would take 30 minutes for the 2 km stretch. In 2022 this journey now takes 15 minutes to complete.	
12.	NMT Infrastructure		
12.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Pedestrians walking may be due to expensive local public transport rate and certain routes not covered by public transport. More research is required on this.	

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12.2	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Cyclists are not cycling because the roads are not designed to accommodate cycling with speeding cars and taxis stopping everywhere. Crime related challenges make cycling dangerous and unsafe. Most of the Randburg area is not flat therefore this could be another deterrent. More research is required on this.	
12.3	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The plan must consider the wheelchair user and mothers walking with prams, such pleas have been ignored in the past. For 10 years requests have been put forward to CoJ via the councillor to include monies for a sidewalk for Surrey Avenue in the IDP. This request has been declined till date due to a lack of funds. Yet residential units for 1000+ tenants were approved forcing pedestrians to dodge vehicles and water puddles on this road. This type of planning does not make any sense.	
12.4	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The roads from East to West are very narrow. Cyclists risks their lives if a bicycle is used as an option to travel to work.	

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12.5	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Millions of rand was spent, not even 5 years ago, to upgrade the Hill Street Pedestrian Walkway together with the Sanlam centre. After 5 years, the Hill Street Walkway has fallen into disrepair. The CoJ has neglected to maintain this investment. Additionally, the repertoire of shops at Sanlam centre have changed to those one would typically find in smaller rural towns.	
12.6	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Damaged and unsafe walkways such as the Retail Avenue walkway have been reported at numerous Ward meetings. The CoJ's response is that there is no funding to address this issue. For the last decade City officials and committee members have been on the ground to see the worsening decay in Randburg. Instead of the R130 million Hill Street walkway upgrade, residents requested upgrades to the sidewalks, open spaces, streetlights, and other infrastructure. Hill Street walkway has not brought in the customers as per the presentation pictures. The lack of maintenance plus the customer who does not live in Randburg prescribed what happened to the multi-million-rand Hill Street walkway.	

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12.7	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	To pedestrianise Bram Fischer Drive between Selkirk Avenue and Jan Smuts Avenue will add to the traffic congestion woes. This is a major taxi route. Reconsider favouring the non-taxpaying pedestrian (who perhaps do not even reside in Randburg) to the detriment of the taxpayer who is forced to travel through Randburg on the way to Sandton.	
12.8	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	<p>The median island was introduced by the previous transport consultants. This allowed jay walking. Huge landscape rocks spaced at such angles which will allow for pedestrian to walk but disallow parking and too large for anybody to move could solve the problem. Such rocks were placed on the side of Republic Road between Jan Smuts Avenue and William Nicol Drive to stop mini-bus taxis using the sidewalks as a road.</p> <p>Privately owned minibus taxi owners take law into own hands and remove bollards to park in the middle of the road, on sidewalks, median islands or wherever. The JMPD Superintendent will confirm that the minibus taxi drivers are the culprits, but no penalty follows the trespass and no alternative plan is put into action. See e-mails to support this statement</p> <p style="text-align: right;"><i>From:</i> Caro Naude <i>[mailto:caro.w@absamail.co.za]</i> <i>Sent:</i> 15 January 2021 05:58 PM</p>	

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		<p>To: 'David Potter'</p> <p>Cc: Sup Kgomotso Rakonbane (kgomotsor@joburg.org.za); Subject: Taxi parking on middle island</p> <p>Dear David</p> <p><u>RE Taxi parking on middle island intersection Bram Fischer and Jan Smuts</u></p> <p>This matter was reported to Superintendent Rakonbane. He was aware of this illegality.</p> <p>Me: Solution Steel fencing similar to what was built at the intersection Hill Street and Malibongwe.</p> <p>Sup: Pedestrians need access to the island in order to cross the road.</p> <p>Me: Cement balls</p> <p>Sup: It gets removed.</p>	
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		<p><i>Bottom line. With taxis parking illegally on the middle island the approved behaviour does not send out a good message for any investor.</i></p> <p><i>In an e-mail I asked the Randburg Urban Development Framework who their target market was.</i> Never received an answer. If it is for the lawless. Don't bother to do anything about the taxis parking on the middle island between two major roads. UDF have reached their target market.</p> <p><i>If you think UDF might want to eliminate this kind of lawlessness let me know what you suggest.</i></p> <p><i>Perhaps placing heavy concrete slabs around our pavement which will allow enough space for a pedestrian but impossible for a vehicle? Operation "reclaim pavements for pedestrians!"</i></p> <p><i>Thank you for your feedback so that the Superintendent can work with the community.</i></p> <p><i>Kind regards</i></p> <p><i>Caro Naude</i></p>	
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13.	Public Transport		
13.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	A properly structured public transport system is preferable, but it may not be practical with service provider differences in the sector. Some form of regulated structure is key for management. For physical infrastructure, a new and dedicated public transport lane to deal with the Minibus taxis and lately Uber taxis pick-up and drop-off areas to lessen the disruption of traffic flow may assist. Freight must also be considered during the design of dedicated lanes as effective loading zones to alleviate traffic as identified by the study on Bram Fischer Drive and Jan Smuts Avenue.	
13.2	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Has there been any detailed study and report compiled regarding the performance and operations of Metro Buses, Putco Buses, Gautrain Bus, Minibus Taxis, School Buses, Staff Buses, Meter Taxis, Freight, and the recent Motorcycle Food Deliveries? This is where Phase 2 information can be enhanced. This will also assist in understanding some of the transport dynamics in Randburg to compile an informed draft master plan that may possibly assist with establishing a Regulated Public Transport System.	
13.3	Sandile Ngcobo – Resident / Tobaka	The data depicting the big buses as unpopular means of transport in Randburg is concerning as it missed certain facts. Buses are an effective mode of transport for passengers coming from different parts of Gauteng to or passing through	

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	Investments - Email 03/06/2022	Randburg in the morning and afternoon. This may be witnessed in the morning before 08h30 and 16h30 where buses are very full. The challenge is that these big buses are unreliable during off peak hours as they do not arrive as per specified timetables. Passengers, therefore, resort to Minibus Taxis or Metered Taxis. Those that can afford it, use the most reliable Gautrain buses and those who cannot tend to walk. Regulation or innovation is required here and will be assisted by a detail study of the public transport system in the Randburg CBD and surrounding areas.	
13.4	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Bus Rapid Transit systems (BRT) cause chaos in already congested cities with inadequate reserves to cater for the space required by the system. This calls into question the success of a BRT system in Randburg.	
13.5	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	A BRT system will cause congestion as the roads from east to west are limited to two lanes, which at times become a one lane when motorists must turn out of the main road. If the BRT system occupies one of these lanes, then congestion will increase.	

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13.6	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The BRT was created for the person without a car to move faster through traffic. A BRT system that will reduce the lanes but not the number of cars on the road will increase congestion.	
13.7	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The picture of the Gautrain Bus in the presentation is not a true reflection of bus services in Randburg. Till date the Gautrain bus to Ferndale travelled from Damelin College on Republic Road, all the way to Sandton and not to Randburg CBD. This Gautrain bus is virtually empty outside peak hours. This kind of service only contributes to air pollution and further destruction of the road due to the lack of support outside of peak hours.	
13.8	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	In terms of creating a reliable transport system, where is the privately owned minibus taxi placed in this and have midi-buses been considered? Metro buses are empty most of the time during the day.	
13.9	Cáro Naudé – Ward Committee 102 -	Those with private cars who do opt to travel to Randburg CBD do so out of free will and not because of the unavailability of taxis or Ubers. Many private car users travel through Randburg from east to west and most probably do not wish to shop in	

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	Email 05/06/2022	Randburg CBD. The market research should provide data whether the customer who will not buy from the street hawkers in Randburg CBD is perhaps the private car user who is very dependent on own transport to travel through Randburg.	
13.10	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	In terms of the aim to improve land use and space to reduce private car use and increase privately owned minibus operators and uber taxis use, who is the target market for this? Do not see anything suggested that will cause the motorist to park and ride through Randburg to Sandton. Privately owned minibus taxis are generally not a safe mode of transit as many taxis look non-road worthy on the outside with drivers who act as being a law until themselves. Thus, the master plan advocates that private car users must use minibus taxis. What about reducing minibus taxis who are not permitted to operate on certain routes in Randburg but parking in Randburg?	
13.11	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	What is public transport, Metro bus, privately owned minibus taxis and privately owned Uber taxis? The kind of public transport should be put on the table at the same time as the routes are changed again and middle islands created and then removed and then created.	
13.12	Cáro Naudé – Ward	Randburg Taxi rank is a conjunction for taxi commuters to swop taxis to other destinations. Something like a Bree Street Joburg Taxi rank. Is the masterplan to develop another Bree Street taxi	

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	Committee 102 - Email 05/06/2022	rank in Randburg? Minibus taxis are not public transport but privately owned transport. The CoJ via the taxpayer provides benefits for the privately owned taxi owner. The taxi owner ascribes their own parking facilities on open spaces, roads, and sidewalks which the taxpayers must fund via taxes. Intersection drop off zones are not a good idea.	
13.13	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	If the office parks have closed, who is the target market that will be using the taxi rank? Is the hidden goal to create another Bree Street CBD in Randburg? Please inform the public.	
13.14	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	In terms of the proposed public transport transit mall along Oak Street between Retail Avenue and Sentrum Road, many hours were spent, in my capacity in the transport portfolio of the ward committee, giving feedback on the previous transport masterplan. Nothing happened and no funds were cited as the issue. The CoJ is working in silos.	

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13.15	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	<p>The number of minibus taxis and uber taxis parking anywhere in Randburg have increased exponentially. How has the number of minibus taxis parking increased drastically though many office parks have closed implying that work opportunities have decreased?</p> <p>Taxis are privately owned yet government spaces (roads, sidewalks, open space, parks) are used to benefit their business operations. Does the masterplan have a solution to this entitlement of the privately owned minibus operators? Taxis (minibus and uber) have the tendency to stop at dangerous intersections for drop offs.</p> <p>Will the masterplan propose safe drop-off zones that cannot be used as parking areas for taxis?</p>	
13.16	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	<p>Uber taxis are all around Randburg more so than the metered taxis. I suggest that Uber taxi is added to the list.</p>	
13.17	Sandile Ngcobo – Resident / Tobaka	<p>Introducing half Metro buses during the day that arrives timeously every 15 minutes will assist in improving the efficiency of the public transport system.</p>	

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	Investments - Email 03/06/2022		
14.	Parking and loading		
14.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	<p>A detailed study on freight and its movement will assist with appropriate loading zones and demarcations.</p> <p>For current vehicles and future Gautrain expansion consider a new parkade. Creating a new parkade for taxi rank expansion, JMPD Traffic department and Library parking space may reduce the concerning on-street parking.</p>	
14.2	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Office parks being converted into residential units results in more Uber vehicles parking in the streets. Thus, busy two lanes are reduced to one lane traffic.	

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15.	Maintenance of existing infrastructure		
15.1	Jonathan Evans – Resident - Email 03/06/2022	<p>While it is encouraging that some long-term planning is being done, future success rests on delivery today. There is concern that introduction of large-scale plans may detract from the fact that responsible parties are not maintaining current infrastructure and enforcing current regulations. The City of Johannesburg (CoJ) needs to work now. Well maintained and safe walkways, painted pothole-free roads, working traffic lights, enforced traffic regulation compliance should not need a Project to make them happen. Please ensure that the first recommendation of this plan (implementation date immediate)</p> <p>is: fix and maintain what we already have.</p>	
16.	Additional infrastructure and quality of infrastructure and services		
16.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	<p>There needs to be regulated performance driven service providers who deliver quality, first class services that are customer oriented and focused on making the city function better.</p>	
16.2	Sandile Ngcobo –	<p>There are several academic institutions in the CBD. Creating a free Wi-Fi Zone in the CBD would be an interesting idea.</p>	

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	Resident / Tobaka Investments - Email 03/06/2022		
17.	Stakeholder Engagement		
17.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	It is critical that private schools and new churches partake in this discussion as they are big contributors to traffic; with schools during drop-offs in the morning and pick-ups in the afternoon and on-street parking at the churches. Most roads in the Randburg area were not designed for schools and church services and therefore these stakeholders cannot be left out of the discussions. Are there adequate tax contributions from these service providers and institutions to invest in infrastructure, city renewal projects and maintenance?	

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NO.	MADE BY	COMMENT	RESPONSE
COMMENTS FROM THE PUBLIC COMMENT PERIOD - 17 MAY TO 3 JUNE AND EXTENDED TO 24 JUNE 2022			
1.	Comments or Queries on Information in Draft TMP		
1.1	Jonathan Evans – Resident - Email 03/06/2022	The right questions must be asked to ensure that the plan, once it is completed, is implemented effectively without any loss of taxpayers' money. Public confidence in the will and ability of Government to keep account of all allocated funds and deliver on such a Plan, is at an all-time low. Can concrete assurances be provided that this study and plan will prove to be different from the many others that have similarly been presented, then enriched tenderpreneurs and crashed into dysfunctional ruin?	
1.2	Jonathan Evans – Resident - Email 03/06/2022	It is unclear what the green and blue patches on the slide are, and their relevance to the Transport Master Plan.	
1.3	Jonathan Evans – Resident - Email 03/06/2022	The Existing Zoning and Current Land Use maps have different keys. This makes comparison between the two difficult. Different colours on the two maps do not indicate that the current use is different to the existing zoning, for example St Stithians College and Bordeaux Primary School.	
1.4	Cáro Naudé – Ward	From the examples used in the presentation can the CoJ confirm that the future target market will be those who use the	

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	Committee 102 - Email 05/06/2022	Randburg Oriental Plaza pedestrian mall, the taxi rank, the informal trader's market.	
1.5	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Can a strong city identity be established if the majority of people in Randburg CBD are not from South Africa?	
1.6	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	In response to the statement that "much of the city's success derives from the vision of the mayors and the important role urban planners and designers provide in implementing that vision", is this a World Class African City? Joubert park is a slum area, Hillbrow is a slum area, the CBD is a slum area, the Carlton Towers – be very careful, Randburg CBD is a slum area, Windsor is a slum area, Alexandra is a slum area, Diepsloot is a slum area. World class potholes, broken water pipes, a lack of electricity and a lack of maintenance.	
1.7	Graeme Dott – Resident - Email 06/06/2022	In the Randburg CBD most of the streets/areas off the mall are used as public urinals and stink. The whole issue of adequate public ablutions seemed to be missing from the "planning".	

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1.8	Brett Newby – Urban Real Estate - Email 08/06/2022	<p>The attached presentation is a concept document which will no doubt change in its ultimate execution. The document as it stands is scant of meaningful detail to the extent that meaningful comment is difficult. The right to comment is reserved for a later stage and in the appropriate forum should the need arise.</p> <p>For future public engagement, the presentation should be circulated to stakeholders for preparation before the meeting.</p>	<p>Nobuntu Duze: The document is a concept document that sought to solicit comment and/or ideas from the stakeholders with a view to improving the Randburg CBD's transport system. All ideas and comments received will inform the draft plan that will be developed for the node. There will be future communication once the draft plan is in place for comment</p> <p>Julia Bell: Thank you for your feedback. We will endeavour in the future to circulate the presentation before a meeting.</p>
2.	Ecological Infrastructure, Parks and Open Spaces		
2.1	Jonathan Evans – Resident - Email 03/06/2022	<p>The focus on "Ecological Infrastructure" and the strategy to "encourage the development of a resilient, usable and valuable ecological network" are noble aims to have for any project plan. Was an Environmental Impact Assessment done? What are the criteria for determining a "critical biodiversity area" or an "ecologically sensitive green space"? It is important to get advice from ecological experts if this is to be taken seriously. An ecologically sound transport plan will need to prioritise a concrete strategy for reducing fossil fuel emissions</p>	
2.2	Sandile Ngcobo – Resident / Tobaka	<p>Did engagements with City Parks take place regarding the findings on the Draft Master Plan? With regards to the ecological infrastructure:</p> <ul style="list-style-type: none"> Overgrown and poorly maintained street verges are a big challenge 	

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	Investments - Email 03/06/2022	<ul style="list-style-type: none"> • There is a poor Tree Inventory considering Ferndale is a leafy suburb • Green open areas are poorly maintained, the spruit is and has been for a long time maintained by Ferndale Residence Association • There are illegal squatters on green open spaces making it unsafe, unusable and always filled with all sorts of litter <p>The newly proposed open areas to beautify and encourage safe and great community living may not thrive if the above-mentioned challenges persist in the current open spaces and green environment as even the new green spaces will continue to deteriorate in the proposed plan.</p>	
2.3	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The Ferndale Spruit Park area is used for private parking and for the trolley pushers to sort recycling. It is completely unsafe for children to use the play area. Requests have been made in the past to reclaim the park for children, but CoJ lacks the willpower to invest in safe spaces for our children. How will the Transport Master Plan assist to reclaim parks for children?	
2.4	Cáro Naudé – Ward Committee 102 -	The taxpayers who live in Randburg have seen the degradation in the area over the last 28 years and the taxpayers who shopped in Randburg CBD have opted to shop elsewhere. Hill Street is a disgrace. The grass is 1 meter high for weeks on	

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	Email 05/06/2022	end. The Ferndale Recreation Centre surrounding is a disgrace. The garden at the Land Claims Court is a disgrace. The Civic Centre is a disgrace. Sidewalk disgraces have been reported at every Ward Committee meeting.	
2.5	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Ward Committee has requested signage with warning notices to stop recycling and shacks in parks and open spaces. These requests have not yet been honoured. Trust that when the CoJ pays a consultant these requests will be honoured.	
3.	Refuse Collection		
3.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	<p>Did engagements with Pikitup take place regarding the findings of the Draft Master Plan? With regards to refuse collection:</p> <ul style="list-style-type: none"> • Taking bins from the sidewalk and leaving them on the street after emptying them is a source of traffic, property, and safety problems. • Pikitup should enforce an accessible, safe bin strip on the sidewalk for new complex developments that have several bins. A bin area is inadequate as Pikitup do not collect from the bin areas. • Decent PPE must always be worn by workers. Supervision and inspection by the service provider is required to ensure that these regulations are enforced 	

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		<p>for the safety of the workers.</p> <ul style="list-style-type: none"> A professional outfit will improve how the CoJ and its service providers are presented professionally to the public. <p>Are there any penalties to service providers for poor services such as when bins are not collected or left in the middle of the street? There needs to be fixed times for refuse collection per block.</p>	
3.2	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	In response to the presentation statement that "sidewalks [are] cluttered with bins", please do not remove the bins. If the bins are not there more rubbish will be flying around. The bins are the better alternative. Pikitup has not produced a plan to incorporate the trolley-pushers into their operations. The litter problem is escalated as the trolley-pushers use open spaces, parks and rivers as a dumping ground and for their own purposes. Because all the departments in CoJ cannot work together to solve the trolley-pusher issue, the litter problem in Johannesburg has worsened. Residents want to be involved but the CoJ has not provided such opportunities.	
4.	Street Lighting		
4.1	Sandile Ngcobo – Resident /	Did engagements with City Power take place regarding the findings on the Draft Master Plan? With regards to City Power operations:	

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	<p>Tobaka Investments - Email 03/06/2022</p>	<ul style="list-style-type: none"> Poor maintenance and non-operational streetlights are a combination of a lot of things, but streets must be lit at night, all night and every night. Open areas and dark streets are unsafe at night. The urban core is insufficiently lit where there are lights. This is dangerous at night with the wild night life taking place and minimal police visibility. <p>There needs to be innovative ways of preventing cable theft and lights purposefully damaged by vagrants to keep their sleeping areas dark or by criminals for their criminal activities, and of providing alternative power sources during load shedding.</p>	
5.	Public Safety and Law Enforcement		
5.1	<p>Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022</p>	<p>Did engagements with law enforcement services take place regarding the findings on the Draft Master Plan? With regards to public security and law enforcement:</p> <p>Law enforcement is not visible enough. When they are required to play a role, the captain assigned to the Randburg area complains about being under resourced. Private Security has proven to be more reliable and trusted by the residents and property owners during criminal attacks or suspected criminal activities.</p> <ul style="list-style-type: none"> Illegal squatters in public spaces, criminals and 	

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		<p>criminal activities in abandoned buildings, thieves damaging property by stripping functioning equipment and city furniture to turn it to scrap leaving the City lifeless, must be addressed urgently.</p> <ul style="list-style-type: none"> • Illegal road parking on 29 Bond Street, the corner of Dover Street and Pretoria Avenue, Pretoria Avenue and Bram Fischer Drive and Jan Smuts Avenue, Pretoria Avenue, Oak Avenue and Kent Avenue in the CBD, and metered taxis parking everywhere when collecting or waiting for passengers, are issues that can and should be dealt with using existing traffic regulations. • Jaywalking is also a problem for most of the developing countries, it needs a different but collective approach. <p>If the above-mentioned stakeholders are not improving services to Johannesburg, then City Inspectors and dedicated City Police services may need outsourcing. Additionally, effective regulations and enforcement authority for our cities must be established to have safe and clean cities in the country.</p>	
5.2	Cáro Naudé – Ward	The Ward Committee and other members of the community have reported parking infringements repeatedly.	

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	Committee 102 - Email 05/06/2022		
5.3	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	With regards to the statement that “the highest proportion of persons interviewed felt a low level of safety when walking (66%) thus environmental design with a strong focus on safe streets / the walkability of streets is critical”, in New York when the mayor increased the width of the sidewalk crime on street decreased. Perhaps the master plan can propose such interventions.	
6.	Stormwater, Water and Sanitation		
6.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Did engagements with water and sanitation services take place regarding the findings on the Draft Master Plan? Stormwater blockages due to debris, high water pressure that is released every now and then, as well as sewer blockages, are challenges that point to the necessity of a bulk infrastructure system upgrade that is coordinated with power, telecoms, roads, and this traffic master plan.	
7.	Densification		
7.1	Cáro Naudé – Ward	Does this study area and densification go hand in hand?	The City of Johannesburg’s Transport Department is committed to developing a feasible medium to long term solution to transportation related challenges in the Randburg CBD/study area

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	<p>Committee 102 - Email 31/05/2022</p>		<p>which complies with the principles of an efficient urban form and as such have partnered with the JDA. The area's transportation system and land-use development go hand in hand, <i>not</i> only densification.</p> <p>The Randburg CBD Land-use Framework and Urban Design Guidelines set out an effective approach for the development and management of private and public land, and to safeguard the existing natural resources to achieve the City's long-term social, environmental, economic and spatial goals.</p> <p>There are 7 precincts that have been identified in the Randburg Urban Development Framework 2021 to provide a spatial logic, which include:</p> <ul style="list-style-type: none"> · Precinct 1: <u>Mixed-use CBD</u> Core where high intensity mixed-use development is encouraged to support the Bram Fischer Drive and Jan Smuts Avenue public transport network and the planned Gautrain Station. · Precinct 2: <u>Urban Corridor</u>, which aims to accommodate a variety of travel modes and uses. Densification and intensification should attain the critical mass required for the viability of public transport, and continue to function as a mixed-use environment which consists of the currently existing
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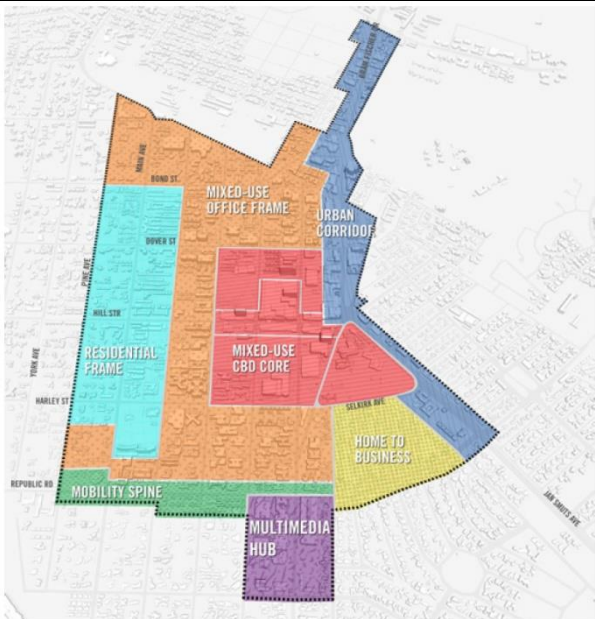
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			<p>motor-related functions, retail, tertiary institutions, office and residential.</p> <ul style="list-style-type: none"> · Precinct 3: <u>Mobility Spine</u>, which aims to encourage medium density office and residential complexes. Retail should be discouraged along these densification and public transport spines but should rather be limited to the demarcated mixed-use precincts such as the CBD Core and around public transport stops. · Precinct 4: <u>Mixed-use Office Frame</u>, which encourage uses that are supportive to the land-use mix within the core area such as office, residential mix, educational institutions and business. · Precinct 5: <u>Residential Frame</u>, which is predominantly low density residential with some residential complexes. This precinct encourages the development of low to medium density residential options with a supporting liveable public environment. · Precinct 6: <u>Multichoice Media Hub</u>, which encourages a conglomeration of media houses and other related functions such as tertiary institutions that are aligned with the mandate of the Media Hub. Its interfaces interact with the adjacent precincts.
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			<p>· Precinct 7: <u>Home to Business</u>, which is a typical residential fabric of predominantly single storey houses which are being converted into Business use. This is epically apparent on the western side of the precinct and the properties close to Selkirk and Republic Road. Properties along Selkirk Avenue should have a positive interface towards JOSHCO Housing across.</p> <p>See map below for the above-described precincts envisaged in the area.</p> <p>The City would like to establish a clear hierarchy of functional nodes outside the CBD as well, hence we are looking at an expanded study area, with boundaries as previously explained.</p> <p>This Randburg Transport Masterplan will provide the City with a much-needed action plan to transform parts of Randburg into a thriving economic and social hub thereby enhancing the lives of the community and visitors alike.</p>
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7.2	<p>Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022</p>	<p>Densifying comes with the responsibility of upgrading and improving existing bulk infrastructure.</p>	
7.3	<p>Cáro Naudé – Ward Committee 102 -</p>	<p>Restrict urban sprawl is a misnomer. Travelling to Lanseria shows that development is taking place all over Johannesburg. The CoJ had to find a reason to put an end to the ambulance in certain suburbs. The destruction of the beautiful suburbs has</p>	

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	Email 05/06/2022	not stopped the urban sprawl. The tactic of the CoJ to approve a 4-storey building amongst single storey houses is a sure way to destroy single storey property value. To stop urban sprawl is a fake excuse to destroy trees and the ambiance of suburbs.	
7.4	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Who is the target market for increased density? In Windsor, increased density implied that 3 decades ago two people occupied a duplex complex. As investors move away it is not uncommon to find 20 tenants occupying the same space.	
7.5	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The Spatial Development Framework (SDF) compares Joburg CBD to Seoul or Copenhagen or Manhattan to motivate densification. The densification of these first world cities is completely different to densification of third world countries. Johannesburg does not have a 'Donald Trump' who had a vision for New York where New York changed from slum area to the most expensive real estate area.	
8.	Land Use and Planning Issues		
8.1	Jonathan Evans – Resident - Email 03/06/2022	The 400m and 800m "buffer" circles around amenities (schools and churches) may look interesting but what is their usefulness? The circles centred in the middle of the St Stithians campus simply emphasise, I think, the need for information on the actual feeder areas and demographic of each of these facilities. This raises further questions about the scope of the	

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		RTMP and its relationship with the SDF (Draft Spatial Development Framework 2040 (2021/22 update)) and other plans (Example: Is it an aim to encourage all school-attenders and churchgoers to reside within walking distance of the facilities? If so, how is this to be done?). A reminder that the Transport Plan will do well to continually improve on the quality of current roads and infrastructure and be guided by SDF / UDF plans.	
8.2	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Does optimisation of office space mean that office space is converted to residential units? Sasol, Credit Bureau, Standard Bank, ABSA, Medscheme, Mayibuye Office park in Kent Avenue, Surrey Place in Surrey Avenue amongst others have already been converted to residential units. Which spaces must be optimised as many office blocks in Randburg have 'to rent' or 'for sale' signs on the pavements?	
8.3	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The CoJ approved informal trading on Randburg sidewalks. Unsure if the informal traders reside in the area but it appears that the multimillion-rand Hill Street walkway is used as trading space by the informal traders. If the target market of the TMP is the informal trader and their customers, are the millions spent on Hill Street walkway a good return on investment? The beautiful pictures of coffee shops for the Hill Street walkway as though Randburg could be changed to Manhattan New York worked sufficiently enough to convince CoJ to spend millions	

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		on the Hill Street walkway. Unfortunately, no coffee shops but more informal traders. Is the masterplan rather geared to transport more non-taxpayers to Randburg CBD who would rather support the informal traders?	
8.4	Elizabeth Buyambo – Gardens Shopping Centre - Email 08/06/2022	In which precinct does the Gardens Shopping Centre building situated at 170 Bram Fischer Drive and Dover Street corner fall? Is it a mixed-use, CBD core or urban corridor?	Lesego Ndlovu: The property falls within the Urban Corridor (Precinct 2) of the UDF 2021.
8.5	Shik Andhee – Gardens Shopping Centre - Email 09/06/2022	The Gardens Shopping Centre falls within the designated Urban Corridor. What are the implications of this for the property?	<p>Noluthando Mbuthu: The site is located at street number 176 Bram Fischer Drive, Ward 102, Region B and measures 4050m² in extent (see attached Annexure 1: Aerial Locality Plan and Annexure 2: General Property Report) and is described as Erf 742 Ferndale. According to the Draft RUDF, 2021, the site is located on Precinct 2, and is earmarked as an “urban corridor” and is located, as follows:</p> <p>2.7.2. PRECINCT 2 - THE URBAN CORRIDOR The Corridor Precinct runs along Jan Smuts Ave and Bram Fischer Drive. The urban form of the precinct is a linear development axis. The land uses along the corridor are mixed with the majority being Mixed-use, Business and Motor Related.</p> <p>Furthermore, the aim of Precinct 2, including the guiding development vision along the urban corridor, is as follows:</p>

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			<p>4.4. LAND USE FRAMEWORK</p> <p>4.4.4 PRECINCT 2 – URBAN CORRIDOR</p> <p>Aim and Objectives</p> <p>Precinct 2 is an Urban Corridor which forms part of the Integrated Corridor Management at a City scale. The precinct envisages a harmonious relationship between land-use and transport along Bram Fischer Drive and Jan Smuts Avenue. As per the new typology of the City of Johannesburg Complete Streets Guideline Bram Fischer Drive and Jan Smuts Avenue are classified as Class 2 Arterial/Regional Distributors and BRT Trunk Routes. According to the CoJ CSDG Class 2 routes are the most direct linkages between home and work centres, hence cyclists are most likely to use these routes. As a result, there should be a consideration to provide Class 2 cycling facilities. The guideline further states that Some of these roads have low-income residential settlements adjacent to them, hence special attention needs to be provided to pedestrian crossing facilities and access to public transport stops.</p>	
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			<p>Precinct 2 aims to accommodate a variety of travel modes and uses. The built form, which forms a street wall, will have a compact development pattern with multi-storey structures. Densification and intensification should attain the critical mass required for the viability of public transport.</p> <p>Retail should be discouraged along these densification and public transport spines but should rather be limited to the demarcated mixed-use precincts such as the CBD Core.</p> <p>Character & Development Intent Precinct 2 should continue to function as a mixed-use environment which consists of the currently existing motor-related functions, retail, tertiary institutions, office and residential. However, these should be at high densities with limited direct vehicular access to properties.</p> <p>The current land uses, versus those that should be encouraged on Precinct 2, along the urban corridor are as follows:</p> <table><tr><td>PRECINCT</td></tr><tr><td>2: Urban Corridor</td></tr><tr><td>CURRENT LAND-USE</td></tr><tr><td>Retail, motor related, residential, educational</td></tr><tr><td>ENCOURAGED LAND-USE</td></tr><tr><td>Mixed-use corridor (motor-related, residential, retail and institutions)</td></tr></table> <p>Therefore, based on the above, and taking into consideration that the site has the existing "Gardens Shopping Mall" development on it, it is in line with the urban corridor, which is a mixed-use corridor, that also encourages "retail" land uses. The Randburg</p>	PRECINCT	2: Urban Corridor	CURRENT LAND-USE	Retail, motor related, residential, educational	ENCOURAGED LAND-USE	Mixed-use corridor (motor-related, residential, retail and institutions)
PRECINCT									
2: Urban Corridor									
CURRENT LAND-USE									
Retail, motor related, residential, educational									
ENCOURAGED LAND-USE									
Mixed-use corridor (motor-related, residential, retail and institutions)									

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			<p>Transport Master Plan aims to also be in line with the above, as policy must be harmonious and in alignment with one another. Any further implications for purposes of any proposed developments, extension of buildings, etc. on the site would also have to be in line with the above, as well as in line with the zoning certificate of the site and would further have to be evaluated on a site-specific basis by the Municipality.</p> <p>It is also important that when analysing a site, for any implications, to also look at all policy documents that guide land development. Within the City of Johannesburg these include the SDF 2040, where the site is located in an area earmarked as a consolidation zone, transformation zone and economic node. Furthermore, this also includes the Nodal Review, 2020, which earmarks the site to have a density of 100du/ha.</p>
9.	Economics		
9.1	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	<p>The planning team was asked at the public meeting who is the target market for the master plan. The same question was posed to the Urban Development Framework group and to other groups when upgrades to Randburg CBD were proposed. Whether it was the Hill Street pedestrian walkway, the previous Transport Plan, the umpteenth develop-Randburg-CBD-plan or the Selkirk Housing Project, the question has not been</p>	

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		<p>answered. The same response that “we all must live together” is given.</p> <ul style="list-style-type: none"> • How many developers/ officials/councillors would now opt to buy property close to Randburg CBD knowing that densification for a certain market is planned? • How many developers/ officials/councillors would then rather invest in another area? • How many developers/officials/councillors or Municipal Planning Tribunal members would opt to make Randburg CBD their preferred shopping experience? • How many developers/officials/ councillors really care about Randburg? <p>Any investor and current resident should have the right to know who the target market is for the master plan.</p>	
9.2	<p>Cáro Naudé – Ward Committee 102 - Email 05/06/2022</p>	<p>Who is the target market to support the thriving economic social hub? The Department of Planning approves applications for prostitute parlours, taverns and gambling outlets, all for the “benefit of the community” as it will contribute to a “thriving economy” in Randburg CBD. With regards to the connection between Prostitution and Drug or Alcohol Addiction, the Michael House rehab centre reported that “drug and alcohol addiction are linked to many crimes, for many reasons. One of these crimes is prostitution”. Why will the CoJ approve such economic</p>	

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		activities in Randburg CBD? Is the “masterplan” to transport more clientele for such “thriving economic and social hubs”?	
9.3	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Randburg has moved from the Sandton alternative of 28 years ago to a slum area. In the last 28 years the investors have moved out because the CoJ did not adhere to the calls of the residents to attend to the taxi problem.	
9.4	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	If the target market is the person who cannot afford a taxi, the investor will move to an area where return on investment is secured and then the vagrant will move to the vacant premises. If the taxi rank is increased to Bree Street status, ask the investor if they will even consider investing in Randburg.	
10.	Road infrastructure		
10.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	<p>Did engagements with the JRA take place regarding the findings on the Draft Master Plan? With regards to the road infrastructure:</p> <ul style="list-style-type: none"> • Potholes caused by poor road maintenance, storm water erosion where work has been abandoned, sinking portions of roads due to contractors’ poor workmanship, poor turnaround time to fix or even close opened sections where work is taking place creates 	

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		<p>hazards on the roads.</p> <ul style="list-style-type: none"> • Not enough sidewalks on internal streets especially beyond the UDF area but still within TMP site boundary. There are enough road reserves to create new bicycle lanes and sidewalks, but colonnades of trees are challenges to this. • There needs to be a smart solution to deal with the Urban Core and Urban Corridor block where Pretoria Avenue, Bram Fischer Drive, Hill Street, Kent Avenue, Oak Avenue, Dover Street and Bond Street meet the block. But currently this block needs good traffic control enforcement. The Johannesburg Police Department (JMPD) offices are around the corner from this block. • At night the worst intersections are the Dover Street to Elgin Road sharp bend, Bond Street and Elgin Road, Bond Street and Vine Avenue, Bond Street and York Street, Bond Street and Pine Avenue especially during weekend nights. Before Covid-19 there were accidents almost every other weekend. This is due to poor signals, excessive speeding and driving under the influence of alcohol. • Due to load shedding challenges, new signals must be upgraded to alternative solar power supplies. 	
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		<ul style="list-style-type: none"> Speed enforcement is required on open streets like Hill Street, Harley Street, Bond Street and Dover Street. The following is required: designs that are pedestrian, trolley pusher and bike friendly, practical crossing points that are in line with drop off zones and peoples' destinations, and proper road markings for all roads even on main roads. 	
11.	Traffic Issues		
11.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Republic Road, Malibongwe Drive, William Nicol Drive, Hans Schoeman Street, conduct traffic to Randburg while William Nicol Drive, Bram Fischer Drive, Jan Smuts Avenue transmit traffic through Randburg to Sandton, Bryanston, and Rosebank. Street congestion on these roads resulting from public and urban growth may be the cause of most of Randburg's congestion issues. Will the Gautrain expansion plan offer a key solution to this problem by reducing the street congestion? It is therefore critical that this draft master plan is coordinated with the Gautrain expansion plan.	
11.2	Sandile Ngcobo – Resident / Tobaka Investments -	The data collected with regards to the traffic counts needs to be reviewed. Metered taxis have grown since two more players have entered the market after Uber. Regarding the road parking, check Dover Street between Oak Avenue and Pretoria Avenue on Fridays, Bond Street bend towards Bram Fischer Drive is also subjected to this on Sundays and some	

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	Email 03/06/2022	random days during the week.	
11.3	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Consider pedestrianizing Pretoria Avenue between Retail Avenue and Sentrum Road, and a section of Oak Avenue to alleviate the number of cars in the CBD.	
11.4	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Prior to Covid-19 the traffic volume to Sandton during peak hours was horrendous. For example, driving to the Virgin Active Gym on the corner Malibongwe Drive and Hans Schoeman Street using Hill Street during peak hours in the afternoon would take 30 minutes for the 2 km stretch. In 2022 this journey now takes 15 minutes to complete.	
12.	NMT Infrastructure		
12.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Pedestrians walking may be due to expensive local public transport rate and certain routes not covered by public transport. More research is required on this.	

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12.2	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Cyclists are not cycling because the roads are not designed to accommodate cycling with speeding cars and taxis stopping everywhere. Crime related challenges make cycling dangerous and unsafe. Most of the Randburg area is not flat therefore this could be another deterrent. More research is required on this.	
12.3	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The plan must consider the wheelchair user and mothers walking with prams, such pleas have been ignored in the past. For 10 years requests have been put forward to CoJ via the councillor to include monies for a sidewalk for Surrey Avenue in the IDP. This request has been declined till date due to a lack of funds. Yet residential units for 1000+ tenants were approved forcing pedestrians to dodge vehicles and water puddles on this road. This type of planning does not make any sense.	
12.4	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The roads from East to West are very narrow. Cyclists risks their lives if a bicycle is used as an option to travel to work.	

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12.5	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Millions of rand was spent, not even 5 years ago, to upgrade the Hill Street Pedestrian Walkway together with the Sanlam centre. After 5 years, the Hill Street Walkway has fallen into disrepair. The CoJ has neglected to maintain this investment. Additionally, the repertoire of shops at Sanlam centre have changed to those one would typically find in smaller rural towns.	
12.6	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Damaged and unsafe walkways such as the Retail Avenue walkway have been reported at numerous Ward meetings. The CoJ's response is that there is no funding to address this issue. For the last decade City officials and committee members have been on the ground to see the worsening decay in Randburg. Instead of the R130 million Hill Street walkway upgrade, residents requested upgrades to the sidewalks, open spaces, streetlights, and other infrastructure. Hill Street walkway has not brought in the customers as per the presentation pictures. The lack of maintenance plus the customer who does not live in Randburg prescribed what happened to the multi-million-rand Hill Street walkway.	

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12.7	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	To pedestrianise Bram Fischer Drive between Selkirk Avenue and Jan Smuts Avenue will add to the traffic congestion woes. This is a major taxi route. Reconsider favouring the non-taxpaying pedestrian (who perhaps do not even reside in Randburg) to the detriment of the taxpayer who is forced to travel through Randburg on the way to Sandton.	
12.8	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	<p>The median island was introduced by the previous transport consultants. This allowed jay walking. Huge landscape rocks spaced at such angles which will allow for pedestrian to walk but disallow parking and too large for anybody to move could solve the problem. Such rocks were placed on the side of Republic Road between Jan Smuts Avenue and William Nicol Drive to stop mini-bus taxis using the sidewalks as a road.</p> <p>Privately owned minibus taxi owners take law into own hands and remove bollards to park in the middle of the road, on sidewalks, median islands or wherever. The JMPD Superintendent will confirm that the minibus taxi drivers are the culprits, but no penalty follows the trespass and no alternative plan is put into action. See e-mails to support this statement</p> <p style="text-align: right;"><i>From:</i> Caro Naude <i>[mailto:caro.w@absamail.co.za]</i> <i>Sent:</i> 15 January 2021 05:58 PM</p>	

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		<p>To: 'David Potter'</p> <p>Cc: Sup Kgomotso Rakonbane (kgomotsor@joburg.org.za); Subject: Taxi parking on middle island</p> <p>Dear David</p> <p><u>RE Taxi parking on middle island intersection Bram Fischer and Jan Smuts</u></p> <p>This matter was reported to Superintendent Rakonbane. He was aware of this illegality.</p> <p>Me: Solution Steel fencing similar to what was built at the intersection Hill Street and Malibongwe.</p> <p>Sup: Pedestrians need access to the island in order to cross the road.</p> <p>Me: Cement balls</p> <p>Sup: It gets removed.</p>	
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		<p><i>Bottom line. With taxis parking illegally on the middle island the approved behaviour does not send out a good message for any investor.</i></p> <p><i>In an e-mail I asked the Randburg Urban Development Framework who their target market was.</i> Never received an answer. If it is for the lawless. Don't bother to do anything about the taxis parking on the middle island between two major roads. UDF have reached their target market.</p> <p><i>If you think UDF might want to eliminate this kind of lawlessness let me know what you suggest.</i></p> <p><i>Perhaps placing heavy concrete slabs around our pavement which will allow enough space for a pedestrian but impossible for a vehicle? Operation "reclaim pavements for pedestrians!"</i></p> <p><i>Thank you for your feedback so that the Superintendent can work with the community.</i></p> <p><i>Kind regards</i></p> <p><i>Caro Naude</i></p>	
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13.	Public Transport		
13.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	A properly structured public transport system is preferable, but it may not be practical with service provider differences in the sector. Some form of regulated structure is key for management. For physical infrastructure, a new and dedicated public transport lane to deal with the Minibus taxis and lately Uber taxis pick-up and drop-off areas to lessen the disruption of traffic flow may assist. Freight must also be considered during the design of dedicated lanes as effective loading zones to alleviate traffic as identified by the study on Bram Fischer Drive and Jan Smuts Avenue.	
13.2	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Has there been any detailed study and report compiled regarding the performance and operations of Metro Buses, Putco Buses, Gautrain Bus, Minibus Taxis, School Buses, Staff Buses, Meter Taxis, Freight, and the recent Motorcycle Food Deliveries? This is where Phase 2 information can be enhanced. This will also assist in understanding some of the transport dynamics in Randburg to compile an informed draft master plan that may possibly assist with establishing a Regulated Public Transport System.	
13.3	Sandile Ngcobo – Resident / Tobaka	The data depicting the big buses as unpopular means of transport in Randburg is concerning as it missed certain facts. Buses are an effective mode of transport for passengers coming from different parts of Gauteng to or passing through	

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	Investments - Email 03/06/2022	Randburg in the morning and afternoon. This may be witnessed in the morning before 08h30 and 16h30 where buses are very full. The challenge is that these big buses are unreliable during off peak hours as they do not arrive as per specified timetables. Passengers, therefore, resort to Minibus Taxis or Metered Taxis. Those that can afford it, use the most reliable Gautrain buses and those who cannot tend to walk. Regulation or innovation is required here and will be assisted by a detail study of the public transport system in the Randburg CBD and surrounding areas.	
13.4	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	Bus Rapid Transit systems (BRT) cause chaos in already congested cities with inadequate reserves to cater for the space required by the system. This calls into question the success of a BRT system in Randburg.	
13.5	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	A BRT system will cause congestion as the roads from east to west are limited to two lanes, which at times become a one lane when motorists must turn out of the main road. If the BRT system occupies one of these lanes, then congestion will increase.	

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13.6	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The BRT was created for the person without a car to move faster through traffic. A BRT system that will reduce the lanes but not the number of cars on the road will increase congestion.	
13.7	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	The picture of the Gautrain Bus in the presentation is not a true reflection of bus services in Randburg. Till date the Gautrain bus to Ferndale travelled from Damelin College on Republic Road, all the way to Sandton and not to Randburg CBD. This Gautrain bus is virtually empty outside peak hours. This kind of service only contributes to air pollution and further destruction of the road due to the lack of support outside of peak hours.	
13.8	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	In terms of creating a reliable transport system, where is the privately owned minibus taxi placed in this and have midi-buses been considered? Metro buses are empty most of the time during the day.	
13.9	Cáro Naudé – Ward Committee 102 -	Those with private cars who do opt to travel to Randburg CBD do so out of free will and not because of the unavailability of taxis or Ubers. Many private car users travel through Randburg from east to west and most probably do not wish to shop in	

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	Email 05/06/2022	Randburg CBD. The market research should provide data whether the customer who will not buy from the street hawkers in Randburg CBD is perhaps the private car user who is very dependent on own transport to travel through Randburg.	
13.10	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	In terms of the aim to improve land use and space to reduce private car use and increase privately owned minibus operators and uber taxis use, who is the target market for this? Do not see anything suggested that will cause the motorist to park and ride through Randburg to Sandton. Privately owned minibus taxis are generally not a safe mode of transit as many taxis look non-road worthy on the outside with drivers who act as being a law until themselves. Thus, the master plan advocates that private car users must use minibus taxis. What about reducing minibus taxis who are not permitted to operate on certain routes in Randburg but parking in Randburg?	
13.11	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	What is public transport, Metro bus, privately owned minibus taxis and privately owned Uber taxis? The kind of public transport should be put on the table at the same time as the routes are changed again and middle islands created and then removed and then created.	
13.12	Cáro Naudé – Ward	Randburg Taxi rank is a conjunction for taxi commuters to swop taxis to other destinations. Something like a Bree Street Joburg Taxi rank. Is the masterplan to develop another Bree Street taxi	

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	Committee 102 - Email 05/06/2022	rank in Randburg? Minibus taxis are not public transport but privately owned transport. The CoJ via the taxpayer provides benefits for the privately owned taxi owner. The taxi owner ascribes their own parking facilities on open spaces, roads, and sidewalks which the taxpayers must fund via taxes. Intersection drop off zones are not a good idea.	
13.13	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	If the office parks have closed, who is the target market that will be using the taxi rank? Is the hidden goal to create another Bree Street CBD in Randburg? Please inform the public.	
13.14	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	In terms of the proposed public transport transit mall along Oak Street between Retail Avenue and Sentrum Road, many hours were spent, in my capacity in the transport portfolio of the ward committee, giving feedback on the previous transport masterplan. Nothing happened and no funds were cited as the issue. The CoJ is working in silos.	

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13.15	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	<p>The number of minibus taxis and uber taxis parking anywhere in Randburg have increased exponentially. How has the number of minibus taxis parking increased drastically though many office parks have closed implying that work opportunities have decreased?</p> <p>Taxis are privately owned yet government spaces (roads, sidewalks, open space, parks) are used to benefit their business operations. Does the masterplan have a solution to this entitlement of the privately owned minibus operators? Taxis (minibus and uber) have the tendency to stop at dangerous intersections for drop offs.</p> <p>Will the masterplan propose safe drop-off zones that cannot be used as parking areas for taxis?</p>	
13.16	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	<p>Uber taxis are all around Randburg more so than the metered taxis. I suggest that Uber taxi is added to the list.</p>	
13.17	Sandile Ngcobo – Resident / Tobaka	<p>Introducing half Metro buses during the day that arrives timeously every 15 minutes will assist in improving the efficiency of the public transport system.</p>	

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	Investments - Email 03/06/2022		
14.	Parking and loading		
14.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	<p>A detailed study on freight and its movement will assist with appropriate loading zones and demarcations.</p> <p>For current vehicles and future Gautrain expansion consider a new parkade. Creating a new parkade for taxi rank expansion, JMPD Traffic department and Library parking space may reduce the concerning on-street parking.</p>	
14.2	Cáro Naudé – Ward Committee 102 - Email 05/06/2022	Office parks being converted into residential units results in more Uber vehicles parking in the streets. Thus, busy two lanes are reduced to one lane traffic.	

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15.	Maintenance of existing infrastructure		
15.1	Jonathan Evans – Resident - Email 03/06/2022	<p>While it is encouraging that some long-term planning is being done, future success rests on delivery today. There is concern that introduction of large-scale plans may detract from the fact that responsible parties are not maintaining current infrastructure and enforcing current regulations. The City of Johannesburg (CoJ) needs to work now. Well maintained and safe walkways, painted pothole-free roads, working traffic lights, enforced traffic regulation compliance should not need a Project to make them happen. Please ensure that the first recommendation of this plan (implementation date immediate)</p> <p>is: fix and maintain what we already have.</p>	
16.	Additional infrastructure and quality of infrastructure and services		
16.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	<p>There needs to be regulated performance driven service providers who deliver quality, first class services that are customer oriented and focused on making the city function better.</p>	
16.2	Sandile Ngcobo –	<p>There are several academic institutions in the CBD. Creating a free Wi-Fi Zone in the CBD would be an interesting idea.</p>	

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	Resident / Tobaka Investments - Email 03/06/2022		
17.	Stakeholder Engagement		
17.1	Sandile Ngcobo – Resident / Tobaka Investments - Email 03/06/2022	It is critical that private schools and new churches partake in this discussion as they are big contributors to traffic; with schools during drop-offs in the morning and pick-ups in the afternoon and on-street parking at the churches. Most roads in the Randburg area were not designed for schools and church services and therefore these stakeholders cannot be left out of the discussions. Are there adequate tax contributions from these service providers and institutions to invest in infrastructure, city renewal projects and maintenance?	

Annexure A-3:

Phase 2 Stakeholder Engagement Meetings Issues Table

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No.	Issue	Response
1. Land-use		
1.1	Nomi Muthialu - SAPS, CRUM, and Group Forensics Meeting 21/06/22: In crime hotspot areas, like at the corner of Hill Street and Kent Avenue, can land use and circulation patterns, for example, mixed-use developments with retail/commercial at the bottom for purposes of surveillance and a variety of public transportation options along the roads, resolve the problems? In other words, can land-use be used effectively in these areas to mitigate criminal activities on the street?	<p>Brigadier Jones - SAPS, CRUM, and Group Forensics Meeting 21/06/22: Yes, this will assist in resolving issues of crime. The development of open spaces will prevent criminals from using these sites as hideouts when targeting people.</p> <p>Auriel Kobola - SAPS, CRUM, and Group Forensics Meeting 21/06/22: Development of vacant or problem buildings is possible if the owner is willing to comply and expresses a will to develop their property.</p>
1.2	Frano Combrinck - City Departments Meeting 17/05/22: From a public transport perspective, density assists with the sustainability of a public transport system.	<p>Nobuntu Ciko Duze - City Departments Meeting 17/05/22: The Urban Development Framework (UDF) proposes densification in the study area. These are plans and feasibility studies are being conducted but there is nothing definite. Additionally, feasibility studies are being concluded for the corridors linking Diepsloot to Sandton via Randburg and then for the Cosmo City to Sandton via Randburg. It is important that there are dense areas within accessible distances from those, or if they are not there, at least planning from a development perspective accommodates this to add to the sustainability of these corridors.</p> <p>Lesego Ndlovu - City Departments Meeting 17/05/22: High density has been identified in some precincts, especially along Precinct 3: Mobility Spine where mixed-use with retail, offices and residential is proposed. In addition, the UDF proposes high density along Precinct 1: Mixed Use CDB Core and Precinct 5: Residential Frame.</p>
2. Metered Taxis		
2.1	Nomi Muthialu - Metered Taxi Meeting 19/07/22: Do the metered taxis have any sort of permission to park on the street for example on Hill Street and Oak Avenue, in other words is this on-	Jackson Thoka - Metered Taxi Meeting 19/07/22: Metered taxis work with a queue system, and this means they do not cause traffic disturbances. At one time there will be two to four metered taxis parked in waiting areas close to where passengers are collected,

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	<p>street parking by metered taxis acknowledged or accepted in any way?</p>	<p>and the other metered taxis will be waiting in a holding area further away and will be notified when space in the waiting areas has opened. There are areas in Randburg that the metered taxis have been servicing for a long time where there is a demand for our service, for example, along Bram Fischer Drive opposite the Powersave Express and outside the Garden's Shopping Centre, and on Oak Avenue and Hill Street, but without any permission. These waiting areas need to be demarcated and clearly signed, to make the service more visible.</p> <p>Cossam - Metered Taxi Meeting 19/07/22: Where the metered taxis are waiting on the street, such as on Oak Avenue and Hill Street we do get chased away or receive tickets from law enforcement, but we return shortly afterwards because that is where there is a demand for our service.</p>
2.2	<p>Lesego Ndlovu - Metered Taxi Meeting 19/07/22: What are the challenges integrating with other modes of transport and what is the impact of competition with other modes (minibus taxis, buses, and Bolt/Uber services) on the metered taxi industry? Do you foresee any challenges integrating with the Gautrain network?</p>	<p>Jackson Thoka - Metered Taxi Meeting 19/07/22: The metered taxi industry does not experience challenges with minibus taxis and commuter buses, and we are well integrated with these services. For example, we transport people from their houses to taxi ranks and bus terminals. The minibus taxi and commuter bus industries are ordered in the sense that there are demarcated ranks and routes making integration with these services easy as the metered taxis are aware of their areas of operation. With the e-hailing services, the metered taxi industry experiences problems with the disorderly fashion in which they operate and there is no integration with this service as for instance, a person may hail an Uber from a metered taxi ranking area. Additionally, I do not foresee any challenges integrating with the Gautrain in Randburg as we have operated at other Gautrain stations in Rosebank, Sandton and at Park Station.</p> <p>Shik Andhee - Business Associations Meeting 07/06/22: E-hailing vehicles cannot park in front of the Gardens Shopping Centre as this causes conflict with the metered taxis who have parked here for many years. Demarcated spaces on Bram Fischer Drive for</p>

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		metered taxis and e-hailing service providers will alleviate the conflict here.
3. Minibus Taxis		
3.1	Yu-Chieh Yen - Public Meeting 18/05/22: In the Randburg Central Business District (CBD) and taxi rank area, parking is a major issue for minibus taxis and so many drivers utilise suburban roads and have extended their parking to the park and View Road servitude.	Jaco Kruger - Public Meeting 18/05/22: Additional holding and ranking facilities are proposed for the Council land to the western side of Hill Street. In the UDF there was an expansion of the existing taxi facility that was proposed. Demand and where it can be accommodated will be determined from discussions with the minibus taxi industry.
3.2	Councillor Potter - Ward Councillors and Region Meeting 24/05/22: Residents of Bordeaux have implemented road closures to limit the sprawl of minibus taxis into the suburb.	Jaco Kruger - Ward Councillors and Region Meeting 24/05/22: The taxi rank is not ideally located between two mobility routes but its location will not move. There is some space to expand it to the south near the JOSHCO housing site and aside from this, it is difficult to determine where to go. There is the option of going double storey but based on previous experience this may create other problems. There is the opportunity to propose other integrated spaces where minibus taxis can integrate with other modes.
3.3	Olev Taim - Public Meeting 18/05/22: There are proposed road closures along Republic Road, have these been considered?	Lesego Ndlovu - Public Meeting 18/05/22: There was a discussion with the JRA regarding Republic Road. One of the issues raised was whether the road reserve will be able to accommodate any of the planned Bus Rapid Transit (BRT) system or intermodal facilities. It was also mentioned that some of the properties are operating illegally and that there are plans to close some of the accesses. There will be a follow-up with the JRA for this information.
4. Commuter Buses		
4.1	Alan Bell - Public Meeting 26/05/22: The bus system does not work, the infrastructure is broken, and where the system does work it is run-down and unreliable. It needs to be 100% reliable and every bus trip must arrive on time. The City needs to get what already exists to work reliably and then you can consider a public transport system for the future.	Jaco Kruger - Public Meeting 26/05/22: A functioning bus system must have functioning buses and if there is a greater demand for buses in areas like this, then there would be more funding for them. This plan aims to uplift the Randburg study area and to bring a better balance to public transport modes in the area.
4.2	Goodwill Shivuri - Commuter Buses Meeting 13/06/22: There is a Metrobus bus terminal off Retail and Kent avenues which	

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	also serves as an interchange spot for buses coming from Roodepoort and Ghandi square. There is no loading facility here which poses a danger to passengers.	Lesego Ndlovu - Commuter Buses Meeting 13/06/22: The team noticed this during the site observations, and it will be considered in the proposals for the transport concept.
4.3	Alfred Nxusa - Commuter Buses Meeting 13/06/22: There is no loading facility for commuter buses in Randburg Central as the Randburg Taxi Rank and Big Ben Taxi Rank only cater for minibus taxis so Putco currently loads passengers along Bram Fischer Drive which is not safe.	
4.4	Nobuntu Ciko Duze - Commuter Buses Meeting 13/06/22: It is rare to find commuter buses and mini-bus taxis sharing the same ranking facilities. Can City property be used to accommodate both commuter buses and minibus taxis in the same facility or is it preferable to have separate ranking facilities?	Jack Sekwalia / Goodwill Shivuri - Commuter Buses Meeting 13/06/22: Putco and Metrobus have no issues with sharing facilities with other modes of transport particularly the minibus taxi industry. However, the commuter bus industry is regulated whereas the taxi industry is not which is the biggest challenge along with law enforcement. Platforms demarcated for buses are taken over by taxi marshals and there are issues of intimidation.
4.5	Victor de Abreu - Public Meeting 26/05/22: There are major capacity challenges on Republic Road. Adding lanes for the BRT or turning lanes is going to be a big challenge as the problem there is land. Will the City consider expropriating land to ensure that capacity can be reached?	Nobuntu Ciko Duze - Public Meeting 26/05/22: The City is not looking at expropriating land because of the funding requirements. It is more geared toward using land that already belongs to the City.
5. Non-Motorized Transport (NMT)		
5.1	Victor de Abreu - Public Meeting 26/05/22: How many people living in the study area also work there? This will provide an indication of what this plan needs to focus on, i.e., NMT or long-distance travel.	Lesego Ndlovu - Public Meeting 26/05/22: The team completed Origin-Destination (OD) surveys which show that some people are living in the study area, some are going out and some are coming into Randburg.
5.2	Yu-Chieh Yen - Public Meeting 18/05/22: The gradients in the area must be considered when devising proposals for cycling lanes and the safety of cyclists is a huge concern. Roger Hislop - Public Meeting 26/05/22: Most of Randburg has recreational cyclists as opposed to people cycling for transport.	Jaco Kruger - Public Meeting 18/05/22: The numbers indicate that there is no demand for cycling but as mentioned it looks quite different on weekends. Cycling is promoted by the JDA and CoJ so it will be considered. Where there is a demand, we will consider lanes and where it makes sense to do so geometrically and in terms of safety.

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	<p>This is because the roads are very narrow and very dangerous, for instance, there is nowhere to cycle on Bram Fischer Drive.</p> <p>Laurence Chibwe - Property Owners, Developers and Engineers Meeting 23/05/22: It appears that there are no plans to link areas or provide extensive cycling networks. People are not cycling because there are no cycling lanes.</p>	<p>Jaco Kruger - Property Owners, Developers and Engineers Meeting 23/05/22: There are no recent constructions of bicycle lanes or networks. Cycling will be incorporated on a local scale to accommodate the local demand based on the geometry of certain roads. If it is expanded beyond the study area it will likely link up with Malibongwe Drive via Hill Street or Republic Road. The CoJ did not provide a broader cycling network that could be linked to a metropolitan scale</p> <p>Celestine Mouton - Property Owners, Developers and Engineers Meeting 23/05/22: The City was actively implementing cycling lanes and creating cycling networks until there was a policy change and the provision of cycling lanes was no longer supported. The initial plans for Randburg in 2016 included some cycling lanes but these have subsequently been removed from the plans. If there is a demand for it then it will be investigated and approval to reimplement the cycling lanes will be requested but this is dependent on what the Randburg TMP says.</p>
5.3	<p>Shik Andhee - Business Associations Meeting 07/06/22: There are few cyclists using Bram Fischer Drive in the CBD so there is no need for a cycle lane there. However, a lane for motorcycles from Bram Fischer Drive in the CBD to the taxi rank will alleviate congestion as there are many motorcycles using this road.</p>	<p>Jaco Kruger - Business Associations Meeting 07/06/22: Motorcyclists cannot use dedicated cycle lanes but there may not be enough road space to accommodate them in a separate lane.</p>
	<p>Yu-Chieh Yen - Public Meeting 18/05/22: Would motorised scooters be considered a mode of transport to be accommodated in the cycling lanes?</p>	<p>Pumza Mvinjelwa - Public Meeting 18/05/22: Based on an NMT workshop undertaken on general NMT by-laws that can be adopted by any municipality, it was noted that there is no firm definition for what constitutes an NMT with regards to motorcycles. The by-law notes that a motorcycle above 30 kilograms that travels at less than 25km/hour will be considered NMT and anything above this will be considered a vehicle. This is still in the draft phase and has yet to be</p>

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		made into law so at present there is no definite understanding of how motorized bicycles can be used in the City.
5.4	<p>Frano Combrinck - City Departments Meeting 17/05/22: The COVID-19 period has seen an increase in pedestrian movement. It is desirable to capitalize on people getting used to walking for certain trips and it would be preferable to plan and construct the environment toward this vision of the City rather than upgrading intersections and seeing how many more cars can be accommodated. Enforcement of people parking on the road and taking up lanes has a significant impact on NMT. Additionally, lack of safety deters people from walking and so Johannesburg Metropolitan Police Department (JMPD) must be engaged on how they plan to assist in improving this issue.</p>	<p>Nobuntu Ciko Duze - City Departments Meeting 17/05/22: There are discussions to revive the proposals for parking management. Currently, there are no concerted enforcement efforts as the previous contract that the JMPD was managing elapsed, and they failed to get a new one on board in time. The JMPD provide enforces on-street parking where there are dedicated fee-paying structures but where there are not then there is no enforcement. The JMPD is a key stakeholder in relation to enforcement issues and there will be a conversation with them in which these questions will be put forward.</p> <p>Mike Smith - Public Safety, JMPD and EMS Meeting 14/06/22: Minibus taxis stop where and when they want to or where their passengers request to be dropped off and, in most cases, they stop where there is no road sign prohibiting stopping or between intersections. The ideal is for pedestrians and passengers to cross the street at controlled intersections, but this does not happen. There is a community outreach programme in the JMPD that does a lot of education around jaywalking not just in schools but also with the minibus taxi associations and businesses. And there is a fine for jaywalking and a pedestrian who causes danger to traffic can be fined. However, it is a difficult issue to enforce, and enforcement has a very limited impact.</p>
5.5	<p>Councillor Potter - Ward Councillors and Region Meeting 18/05/22: The conversions of business to residential units have increased the number of pedestrians in Randburg. An intersection that is of great concern is the Pretoria Avenue and Hill Street intersection and it is critical to install bollards here and to make this intersection safer as this is where commuters move from the taxi rank, past the Oriental Plaza and cross the road at Pretoria Avenue into the Randburg Square.</p>	

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6. Informal Trading		
6.1	<p>Sibongile Khumalo - Informal Traders Meeting 26/07/22: The stalls at the Randburg Taxi Rank were allocated to traders by the City but the traders are paying R250 per month to the taxi associations to rent the stall and if you do not pay then they will close your stall but traders' business is struggling so it is difficult to cover this cost.</p>	<p>Mmakobe Sitwe - Informal Traders Meeting 26/07/22: The JPC manages the Randburg Taxi Rank site but when the taxi rank was built in the 2000s the taxi associations had an agreement regarding the management of the rank, but this document cannot be found. The taxi associations have assumed control of the Randburg Taxi Rank and the traders here have never had a relationship with the City in terms of lease agreements and rental collections. These issues have been raised with the CoJ Transport Department who will have to intervene in this matter. The department is drafting a protocol document that will govern the relationship between it and the taxi associations and this is intended to aid in addressing this issue. The department is required to have specialist public transport operations personnel in every region to assist with the problems that arise with the taxi associations and this team will understand the operations of the taxi associations and how they should be managed.</p>
6.2	<p>Lydia Mashala - Public Safety, JMPD and EMS Meeting 14/06/22: Several EMS inspections of the taxi rank structure, and the surrounding kiosks have taken place as there was concern regarding the compliances of these buildings, for instance, the amount of APG used for cooking by the rank's vendors poses a safety risk to the people at the taxi rank. Following these inspections, meetings with the minibus taxi associations and vendors at the rank took place where EMS tried to address issues of building compliance. The Johannesburg Property Company (JPC) was brought into these discussions as they are the body responsible for ensuring the compliance of structures, but no response was provided in these meetings. Does the TMP involve the renovation of the taxi rank, and will it ensure building compliance of these structures?</p>	<p>Lesego Ndlovu - Public Safety, JMPD and EMS Meeting 14/06/22: JPC has stated that they plan to upgrade the taxi rank as part of their project in the civic precinct, but the team is still awaiting information from the JPC on their plans for the study area.</p>
6.3	<p>Sibongile Khumalo - Informal Traders Meeting 26/07/22: The traders at the Randburg Taxi Rank need: secure storage facilities close to their trading stalls where they can store tables</p>	

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	<p>and chairs, taps at the trading markets close to where they are working so that, for example, traders selling vegetables are able to wash their produce, and closer toilet facilities because the ones at the Randburg Taxi Rank are far away from the traders' stalls and traders cannot leave their stalls unattended for prolonged periods.</p> <p>Malebo Choma - Informal Traders Meeting 26/07/22: The taxi associations are charging the traders R3 to use the toilets. Additionally, water is freely available through the City and is not paid for by the taxi associations and yet the traders at the Oriental Plaza Hawkers Market and Mikro Lane must pay the taxi associations to get water from the taxi rank.</p>	
6.4	<p>Mikro Lane Trader - Informal Traders Meeting 26/07/22: At the Mikro Lane trading site there are no seating facilities, toilet facilities and cleaning services and there is a dumping site along the palisade fence that separates the Christ Embassy Randburg Church and the Mikro Lane parking lot. The JMPD and the City pick up the litter but some of the refuse is human faeces and I clean my trading space daily with Jeyes Fluid as people urinate here overnight.</p> <p>Pretty Maapola - Informal Traders Meeting 26/07/22: There is no drainage at the Mikro Lane site and so the traders dispose of wastewater on the road once they have removed any debris from the water.</p>	
6.5	<p>Bheki Mpilo - Informal Traders Meeting 26/07/22: The lack of toilet facilities and access to water is a major problem for the Oriental Plaza Hawkers Market that is worsened by the threats that the traders receive from the taxi associations and the money the traders are expected to pay them aside from fees to use the taxi rank facilities. The Oriental Plaza Hawkers do cause a mess in their vicinity but that is because there is a lack of dustbins.</p>	

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6.6	<p>Malebo Choma - Informal Traders Committee Meeting 09/06/22: The traders use public transport, e-hailing or their own cars to go buy their goods. Vehicles receive fines from the JMPD when they are parked on the road while the traders offload their goods. There is a parking space between the traders' market and the taxi rank which has been allocated for the market vendors' use but the taxi owners have appropriated it and if a private vehicle is used to transport goods to the market, then the traders must pay the taxi associations a fee to permit their vehicles to park inside the rank to off-load goods.</p> <p>Bheki Mpilo - Informal Traders Meeting 26/07/22: Off-loading stock at the Oriental Plaza Hawkers Market is exceedingly difficult because minibus taxis park in the off-loading zone on Bram Fischer Drive the entire day.</p>	
6.7	<p>Bheki Mpilo / Sibongile Khumalo - Informal Traders Meeting 26/07/22: The traders need assistance with obtaining lease agreements from the City as, with this, they will be able to better manage their challenges with the taxi associations. Moreover, the traders at the Oriental Plaza Market do not have individual trading permits which allows the JMPD to confiscate traders' stock, and at Mikro Lane there is conflict over who is able to set up a caravan to trade and permits will resolve this.</p>	
7. Security		
7.1	<p>Councillor Potter - Public Meeting 18/05/22: There is a need for CCTV cameras to be installed in Randburg. And there must be proper lighting placed at a higher angle so that it cannot be knocked over and stolen or vandalised.</p> <p>Joy-Lyn Jacobs - Public Safety, JMPD, and EMS Meeting 14/06/22: There are many private business CCTV cameras in the Randburg study area and the Safety Audit Report recommended that these are integrated with what the City has as opposed to the</p>	

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	City spending additional funding to install CCTV cameras. There needs to be a management plan to determine what will happen with the CCTV data as there are questions about the purposes the cameras will serve if there is no one to monitor the footage and analyse the data.	
7.2	Brigadier Jones - SAPS, CRUM, and Group Forensics Meeting 21/06/22: SAPS has a medium-term strategic plan for the Randburg area that is aligned with its previous 5-year plan. The Randburg SAPS policing precinct is divided into three sectors and a 24-hour area vehicle is allocated to each sector. Some areas are quieter than others and the busiest hours are during the day as everyone departs at night leaving the residential areas to be accounted for. Randburg SAPS works well with JMPD but there is a lack of integration with other departments such as the Department of Human Settlements which can address the issue of illegal squatting. Additionally, homelessness and accommodating homeless people, who are predominantly informal recyclers, is an issue as the homeless people in Randburg are being placed outside of the area and they do not want this.	
7.3	Trevor Pittie - Freight Meeting 15/06/22: Delivery trucks are broken into when they are idle in traffic or when they sit at a robot for long periods.	
8. Infrastructure Maintenance		
8.1	Lebo Molapo - Business Associations Meeting 07/06/22: The precinct around Randburg Square is experiencing refuse removal challenges. In addition, every one to two weeks the underground water pipes burst and the turnaround times promised to fix this infrastructure have not been met. When leaks are repaired the pavements are left open which is dangerous. And the maintenance of the Hill Street walkway which was created when the City Improvement District was in place must be considered because it is becoming a tedious exercise for the landlords to maintain this walkway.	Nobuntu Ciko Duze - Business Associations Meeting 07/06/22: The CoJ Transport Department is discussing this issue with the JRA as they are the body responsible for approving wayleaves and must ensure that their service providers reinstate the roads to their previous state. Part of the Randburg TMP, it is proposed that more engagement with the private sector must occur to assist with urban management as there are gaps in the CoJ that cannot be fixed overnight.

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8.2	Malani Padayachee - Public Meeting 18/05/22: The introduction of a "No Dig" roads policy for Randburg, which was in place some time ago, should be considered and there should be a premium associated with way leaves on the roads should service providers require this. Some years ago, during the hosting of the Transport Conference, contraflow lanes on main roads were introduced. This approach worked well and should be considered on category two roads.	
8.3	Joy-Lyn Jacobs - Public Safety, JMPD, and EMS Meeting 14/06/22: There needs to be an understanding of the JRA's resource constraints before money is spent so that capital budgets are not wasted, and clear maintenance and management plans must be resolved with associated budgets before progressing with work on the ground.	Nobuntu Ciko Duze - Public Safety, JMPD, and EMS Meeting 14/06/22: There is an emphasis on capital expenditure (Capex) but minimal emphasis on operational expenditure (Opex). This was evident in the Inner City work we did when we looked at the budget available for the JRA's depot service in the Inner City in comparison to the actual work that is needed for that depot to be operational and to fulfil its mandate. There was a huge mismatch as a sizeable portion of the budget was allocated to salaries rather than to its operational requirements. This highlights the importance of fully understanding capital and operational requirements, with an emphasis on maintenance requirements, before budgets are sought out and allocated. The public, during engagements with them, understand and largely support plans, such as the integrated transport systems, but they point out that the City of Johannesburg (CoJ) struggles to maintain and repair existing infrastructure. The stance to not allocate capital to projects if there is no Opex is a brave one but must be considered.
8.4	Roger Hislop - Public Meeting 26/05/22: As things stand it is illegal for a business to buy tar to fill a pothole. A public-private partnership is possible if there is an easy interface between local government and business in that where a problem is identified, business offers to fix it and the City agrees to this. Businesses would like to step in, fix roads, restore pavements, and install lighting but cannot as there is no easy channel for them to do so.	Jaco Kruger - Public Meeting 26/05/22: The maintenance issue presents an opportunity for a public-private partnership and with such a relationship there would be agreements in place that would allow for businesses to intervene. In other areas around Johannesburg for instance Rosebank, the business community is very involved in the area and provides funding for smaller upgrade projects. Although from a taxpayer's point of view this is the City's problem, an outcome

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		of this study would be for businesses to partner with the public sector as it is in their best interest to make the area cleaner and safer.
8.5	Joy-Lyn Jacobs - Public Safety, JMPD, and EMS Meeting 14/06/22: Considering that the City is investing in a public environment upgrade (PEU) through the Johannesburg Development Agency (JDA) project in the precinct and that the City has limited human and financial resources, would it be worthwhile to set for the COJ Transport Department and/or JDA to set up a City Improvement District (CID) or an area co-ordination team that can assist in the management of the area to ease the City's burden.	
8.6	Bheki Mpilo, Pretty Maapola, Sibongile Khumalo, Blandinah - Informal Traders Meeting 26/07/22: The Randburg Management District (RMD) must return because when it was in operation, the area was clean, there was security, the parking of e-hailing vehicles was managed parking and they tried to keep pedestrian paths clear of traders by indicating the places where trading can take place. Now, there is no order, Randburg has become a gambling hotspot and it is not a safe area at any time of the day.	
8.7	Mary Gillet de Klerk - Public Meeting 18/05/22: Services from the New Randburg Improvement Central (NRIC) which is the new City Improvement District (CID) will soon be rolled out commencing with the cleaning of streets and moving on to safety.	Councillor Potter - Ward Councillors and Region Meeting 18/05/22: At this point, there is no Randburg Central Improvement District (RCID) and no special rating area approved by Council. Any organisation stating that they represent Randburg as a City Improvement District (CID), or a special rating area are not legally approved by Council.
8.8	Lesego Ndlovu - Public Safety, JMPD, and EMS Meeting 14/06/22: Are there any comments regarding the waste management and the infrastructure system maintenance in the study area? And was a clear management and maintenance plan developed for the area as per the recommendations in the Safety Audit report?	Joy-Lyn Jacobs - Public Safety, JMPD, and EMS Meeting 14/06/22: In terms of developing a clear management and maintenance plan for the study area from the recommendations of the Safety Audit report, it was suggested that when the JDA moves into the design phase, they approach the Public Safety Department to assess if the recommendations of the audit report were addressed.
9. Road Network		

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9.1	<p>Francois du Buisson - Business Associations Meeting 07/06/22: Are there plans to expand the reserve on Republic Road between Ferndale on Republic and the Randburg Central Business District (CBD)? The flow of peoples' movement from Malibongwe Drive to Jan Smuts Avenue is important for their convenience and for the convenience of the centres' tenants.</p>	
10. Civic Precinct		
10.1	<p>James Maluleke - JOSHCO Meeting 06/06/22: The proposal for a 3-metre-wide walkway along Selkirk Avenue adjacent to the planned JOSHCO development, may not be possible as the designs for the development have been completed and the developer will need to be consulted on this matter.</p>	<p>Nobuntu Ciko Duze - JOSHCO Meeting 06/06/22: The 3-metre-wide walkway along Selkirk Avenue was proposed with the intention to make this a pedestrian-centric precinct. This proposed width will include existing sidewalks.</p> <p>Lesego Ndlovu - JOSHCO Meeting 06/06/22: There is a demand for proper pedestrian walkways, especially along Jan Smuts Avenue and Bram Fischer Drive where the walkways are very narrow and so people walk on the road instead. Furthermore, enabling cycling is part of the strategy for the area so the 3-metre walkway would accommodate cycling if there was a demand for it in future</p>
10.2	<p>James Maluleke - JOSHCO Meeting 06/06/22: JOSHCO has plans to develop 550 residential units in the Civic Precinct and there are ATCO 5 developments in the Civic Precinct that include social housing, rental units, and an upgrade to the taxi rank. The Johannesburg Property Company (JPC) and the Johannesburg Development Agency (JDA) must therefore ensure that their plans align because with these developments there will be more people in the area.</p> <p>Sibusiso Mavimbela - SAPS, CRUM, and Group Forensics Meeting 21/06/22: The land below the Randburg Taxi Rank on Selkirk Avenue has been occupied by displaced people and CRUM has conducted several Service Delivery Interventions whereby the plot is cleaned and cleared of people only for them to return.</p>	