



REQUEST FOR PROPOSAL FROM A CONSORTIUM OR JOINT VENTURE WITH EXPERTISE IN TRANSPORT PLANNING AND TRAFFIC ENGINEERING, URBAN PLANNING AND COMMUNITY PARTICIPATION TO DEVELOP A TRANSPORT MASTERPLAN AND IMPLEMENTATION PLAN FOR THE RANDBURG CENTRAL BUSINESS DISTRICT

BID NUMBER: JDA/DF/TMP-RANDBURG/002/2020

CLARITY NO.1		
NO.	QUESTION	ANSWER
1.	The policy documents (i to iii) under 2.4 are not accessible anywhere, would you please share the policy documents with us, if they are available?	Yes they will be available at the following google drive:
2.	We have been given Figure 1 (Regional Scale Study Area) and Figure 2 (Detailed Study Area) under 2.2, locations of the study area for the Randburg TMP. Which Figure do we have to concentrate/look at for traffic surveys and parking data collection?	The study area where counts are required is Figure 2 (Detailed Study Area)
3.	During the briefing Nobuntu mentioned that only 5-year and 10-year horizons will have to be developed. Do we have to consider the base year 2020/2021?	This has been amended in the document, the base year for the model has been removed.
4.	In Table 6 on Page 39 there is reference made to Annexure A-F as part of the Key Returnable Documents. If the Annexures refers to the Forms A-F, it is noted that the Form F is missing from the tender document. Please confirm if this is the case.	Amended in document.
5.	The RFP requires the service provider to develop a clear capacity building plan / structured mentoring program with milestones outlining on how the service provider will provide training to two City Officials in the Technical Proposal. It is further expected that the structured mentoring program will enable the City Officials to obtain professional registration with the Engineering and Town Planning bodies or the necessary training required towards a National Diploma. If service providers are to prepare a clear capacity building plan / structured mentoring program as part of the tender submission, please advise what needs or skill areas are required by the City Officials to prepare the aforementioned	Intern who needs experiential earning for the purposes of obtaining their National Diploma in Civil Engineering An Intern that already has the National Diploma in Civil Engineering / B-Tech in Civil Engineering needing experience that will count towards professional registration with ECSA; and finally A professional staff member also needing the required experience that experience that will

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	<p>plan. This is necessary because the capacity building plan is developed around the needs of the Officials (which is not known at this stage). Alternatively this capacity building plan is better off developed at the project inception stage when the City Officials are identified along with the skills they may need to support the preparation of the capacity building plan. Please either provide the skills area required or clarify whether the service providers will be allowed to develop the capacity building plans once a skills assessment has been made. Alternatively is it in order to provide a generic capacity building plan approach at this stage?</p>	<p>count towards professional registration with ECSA (as a Technologist) or the Town Planning body (as a Technologist)</p>
6.	<p>The RFP requires a sidewalk/pathway condition assessment of the established non-motorised transport networks. What is considered as established? Does it mean formal or surfaced or perhaps non-surfaced or gravel footways or all of the above?</p>	<p>What is considered as established are those pathways that link certain origins and destinations within the study area, they don't have to be formal, but they are show high pedestrian volumes/movement within the study area.</p>
7.	<p>The RFP requires 14-day electronic counts at agreed locations (classification to include light vehicles, heavy vehicles, minibus taxis and commuter buses, meter taxis.). How many locations are expected to be surveyed (e.g. 10).</p>	<p>Please make allowance for 10 locations. The Fee Proposal will have to be amended to reflect same. Included in amended document.</p>
8.	<p>The RFP requires a parking utilization and capacity survey. Please confirm that on-street parking utilization refers to public parking spaces only and that off-street parking utilization implies private and public parking spaces (e.g. open car parks and or multi story parking areas)?</p>	<p>On-street parking utilization refers to the assessment of public spaces on public road, so these are deemed public. Public Parking off-street facilities are those owned by government). Private off-street parking facilities are those not owned by the public sector. However, the distinction should be made between those private facilities which allowing access to the public versus those which do not. The purpose is to determine the parking supply in the study area.</p>
9.	<p>In the RFP, Section 18 Professional Fees, Table 5: Pricing Table, Section 2.1 Transport Data:</p> <p>(a) There is not a line item to reflect the cost of the 14-day electronic counts. Where in the Pricing Table should service providers reflect the cost of this survey?</p>	<p>Please see response above. Included in amended document</p>
10.	<p>In the RFP, Section 18 Professional Fees, Table 5: Pricing Table, Section 2.1 Transport Data:</p> <p>(b) There is not a line item to reflect the cost of the Freight Movement Data Collection activities. Where in the Pricing Table should service providers reflect the cost of this survey?</p>	<p>The traffic surveys at intersections stipulates classified counts within the study area. This information should be used to determine freight movement within the study area. The bidder will be expected to conduct site visits to supplement the intersection surveys and</p>

		other survey data collected. Those costs should be included there
11.	I have a follow up clarification question in relation to the parking utilization survey. Please confirm the maximum number of on-street and off-street parking sites the service provider should survey in the CBD area (to enable the pricing between all service providers to be consistent).	This assessment of the on-street and off-street parking is part of the survey. The City cannot provide an indication of number of facilities. Potential bidders are encouraged to conduct site visits to inform their pricing.
12.	The RFP requires the service provider to determine the potential development of the Randburg Study Area in Section 7.1 Land Use Scenarios of the Scope of Works. However there is not a corresponding line item in Table 5: Pricing Table to enter into the price for this activity. Where should the service provider allocate the cost to for this scope item or will you re-issue Table 5?	Included in the amended document pricing table.
13.	The RFP requires that the Lead Project Manager must have an Honours Degree in civil and/or traffic engineering and must be registered with the Engineering Council of South Africa (ECSA). Since this is a transport planning project (not an engineering project), would it be acceptable if the Lead Project Manager has a degree in transportation planning (e.g. MSc-degree) and is professionally registered with SACPLAN?	The degree is fine. However, there are aspects of the project which fall within the Traffic Engineering discipline. It is for therefore important that we get a project lead with the necessary background who will be able to pull together the various professionals in this bid.