Department of Transport

Public Transport Strategy
and
Public Transport Action Plan:
Phase 1 (2007-2010):
Catalytic Integrated Rapid Public Transport Network Projects

PARLIAMENTARY PORTFOLIO COMMITTEE

July 2008

INTRODUCTION

- Transport Indaba (October 2006) stakeholders
- Comments and inputs received from :
  - Organised labour
  - Disability sector
  - Metered taxi sector
  - Commuter representative bodies
  - Taxi and Bus Industry
  - Metros and cities
- Cabinet endorsed in March 2007
- Cities finalising scoping studies and operational plans

Strategic Vision 2007-2020:

To develop a "***WIN-WIN***" partnership between ***Government, Existing Operators, Users & Labour*** to transform public transport service delivery from:

[PMG Note:photo's have been removed]

- ***User-friendly, publicly-controlled, fully integrated, mass rapid public transport networks***

Strategic Approach 2007-2020:

Vision: From Basic Commuter operations…To Accelerated Modal Upgrading & Integrated Rapid Public Transport Networks!

- **85% of all residents within 1km of Rapid PT Network by 2020** — **Q**
- **Upgraded modal fleet, facilities, stops & stations** — **U**
- **Extended hours of operation (16-24hrs)** — **A**
- **Peak frequencies (5-10min) - Off peak frequencies (10-30min)** — **L**
- **Full special needs and wheelchair access** — **I**
- **Safe and secure operations monitored by Control Centre** — **T**
- **Electronic fare integration when making transfers** — **Y**
- **Integrated feeder services including walking/cycling and taxi networks**
- **Integration with metered taxi services and long distance intercity services**
- **Car competitive PT option - enables strict peak period car use management**

Critical Implementation Building Blocks

- ***Integrated Rapid Public Transport Network Implementation Plan***
- ***Transport Authority control over Integrated Network***
- ***Maximum stake for existing bus/minibus sector in Rapid PT Network operations***

STRATEGIC THRUSTS

- **MODAL UPGRADING**
  - short term fleet upgrading – not sustainable on its own
  - necessary but not sufficient for integrated rapid public transport network
- **INTEGRATED RAPID PUBLIC TRANSPORT NETWORKS**
  - Priority Rail Corridors (rapid rail)
  - Bus Rapid Transit Corridors
  - feeder and distribution networks
  - integrated public transport nodes, facilities and systems

CURRENT INITIATIVES

- Taxi Recap Project & inclusion of taxi industry in subsidised services contracts
- Consolidation of passenger rail entities & implementation of Passenger Rail Plan
- Accelerated Rolling stock refurbishment programme
- Sustainable public transport and NMT project as the 2010 legacy
- Manage car use in metro areas
- Priority infrastructure for public transport, HOV and NMT

PROGRESS WITH DOT AGENDA

•PASSENGER RAIL REVITALISATION

Accelerated Rolling Stock Investment Strategy (2000 by 2010)
Deployment of fleet on priority corridors
Upgrading of signalling & telecoms on Priority Corridors

NATIONAL PASSENGER RAIL PLAN

Identified Priority Corridors and rolling stock needs
Service frequencies in Peak Period from 5-10min
Infrastructure Plan for each corridor

TAXI RECAPITALISATION

Scrapping commenced end October
Scrapping sites being rolled out country-wide
16 996 taxis scrapped to date

IMPLEMENTATION OF TAXI RECAPITALISATION

[PMG Note:photo’s have been removed]

TRANSLATING STRATEGY INTO ACTION

- Public Transport Action Plan developed to translate the Strategy into action
- Focus 12 cities (including 2010 host cities) and 6 rural districts during Phase 1 and 2
- Implementing Phase 1: (2007-2010) Catalytic Integrated Rapid Public Transport Network Projects and modal upgrading
- Phase 2: (2010-2014) Promote and Deliver on basic Networks – incremental implementation in identified 12 cities and 6 rural districts
- Phase 3: (2014-2020+) Advance and Sustain Accessible Networks (maximal rollout)

ENABLING INTEGRATED IMPLEMENTATION

The Strategy and Action Plan are framework documents-informed by, and in turn guide the future focus of:

- Provincial Land Transport Frameworks and PGDS
- Municipal ITPs,
- Inclusion of taxi industry into formal networks,
- 2010 Transport Action Plan and PTIF,
- Draft Rural Strategy and IRMA projects,
- Regional Rail Plan implementation,
- Bus contract transformation and redesign

Key next step is to complete detailed local network operational plans Sept 2007 and to develop detailed costing and initiate procurement

ACTION PLAN CONTENTS…*1*

Overview of phase 1 (2007-2010):

catalytic integrated rapid public transport networks comprising rapid rail and bus rapid transit corridors

Linkage with Accelerated Modal Recovery Plans:

passenger rail plan, taxi recapitalisation, metered taxi plan and transformation of subsidised road-based public transport plan

Linkage with the PTIF:

focus on 2010 public transport facilities based on Integrated Rapid Public Transport Networks to give effect to strategy

ACTION PLAN CONTENTS…2

ENHANCED COMPONENTS OF INTEGRATED RAPID PUBLIC TRANSPORT NETWORKS

Intelligent Transport Systems Implementation In Public Transport Networks

Fare Integration Through Electronic Fare Payment In Public Transport Networks

Linkage With High Quality Non-motorised Transport Network

Linkage With Long Distance Public Transport Services

BUILDING CAPABILITIES FOR SUSTAINABLE IMPLEMENTATION OF INTEGRATED RAPID PUBLIC TRANSPORT NETWORKS

Industry Supply Challenges In A Fast-growing Economy

Alignment With Land Use And Housing Implementation

Institutional Framework For transport authority controlled Integrated Rapid Public Transport Networks

ACTION PLAN CONTENTS…3

FACILITATING PHASE 1 (2007-2010) RURAL DISTRICT IMPLEMENTATION

Rural Transport Concept Plan For 6 District Municipalities

INTEGRATED PUBLIC TRANSPORT NETWORKS AS AN ALTERNATIVE SOLUTION TO URBAN CONGESTION

Implications of Integrated Rapid Public Transport Networks for Car Use Travel Demand Management And Freeway/road Supply Expansion

PHASE 1 (2007-2010): CATALYTIC INTEGRATED RAPID PUBLIC TRANSPORT NETWORK PROJECTS PER CITY

Examples of some interventions and actions that are possible in the 12 cities contained in Schedule 1 of Annexure 2

Strategic Phasing 2007-2020:

Phase I
2007-2010
Accelerated Recovery & Catalytic Projects
(up to 12 cities & 6 districts)

Accelerated Modal Recovery aligned to Integrated Rapid PT Network (if applicable)

Taxi Recap, Rail Accelerated Rolling Stock Recovery Plan, Bus Tendering based on redesigned routes, Safety and Security Enforcement on PT.

Metro/District Catalytic Integrated Rapid PT Network Project:

Basic Rail and Bus Rapid Transit Corridors, PTIF - 2010 Legacy, New Rural Subsidised PT services, NMT Facilities, Car Use Management, Integration with Metered Taxi & Long Distance PT for 16-24 hour service.

Phase II
2010-2014
Promote & Deliver Basic Networks
(up to 12 cities & 6 districts)

- **Modal recovery completed (taxi recap, rail and bus upgrading)**
- **Expand initial Priority Corridors into a Basic Service Network in Metros/Districts & phase in car use disincentives.**

- **Intermediate BRT/Rail Network operational on major corridors**
- **Integrated fare system and ITS control centres**
- **All operators consolidated into capable network service providers**

Phase III
2014-2020
Advance & Sustain Accessible Networks
(maximal national rollout)

Metro/District-wide Full Service Network coverage. Fund PT/NMT through local charging of car users for road use & parking.

- **Full coverage BRT/Rail Network**
- **Full physical and fare integration**
- **Strict land use actions to support PT Network**
- **High quality intercity rail/road services operational**

SUMMARY OF KEY ACTION FOR PHASE 1 (2007-2010)

- **Intergovernmental Task Team to finalise high quality network operational plans (BRT and Rail Priority Corridors)**
- **Improved Rail infrastructure and signalling – in 50% Priority A and B Rail Corridors**
- **2000 rail coaches refurbished by 2010**
- **Accelerated rollout of Taxi Recapitalisation – 80% taxis scrapped by 2009/10**
- **BRT Phase 1 rollout in up to 12 cities commences from September 2007 to January 2010**
- **Incorporate Recapitalised taxis, current subsidised bus services and labour included into the IRPTNs**
- **Plan for the implementation of subsidies for taxis**
- **From 2009 new buses, taxis and rail coaches to be fully accessible for comply with safety and special needs access standards.**

SUMMARY OF KEY ACTIONS: PHASE 2 (2010-2014)

PLANNING ACTIONS

- Finalise full network planning
- Roll out Transport authority based gross cost contracts to include small bus and taxi operators.

CAPACITY ENHANCEMENT ACTIONS

- Consolidate operators (including minibus) into entities
- Provide business planning support to ensure provision of high quality services under contract
- Full establishment of transport authority based network planning, management and operational expertise

Summary of Key Action for 2014...2

Operational Improvement Actions

Fully upgrade Phase 2 integrated rapid public transport corridors –to cover at least the top 50 mass corridors (Rapid Rail/BRT) in SA

Roll out Public Transport Intelligent Transport Systems nationally

Implement Travel Demand Management and car use reduction measures in all metropolitan areas – including roadspace reallocation measures to prioritise public transport

Implement an IRPTN-supportive land use system in the 12 cities

All 12 cities and 6 districts to mainstream high quality pedestrian and cycling facilities, infrastructure, public space and bicycle transport promotion – including at least 100km of high quality cycle and pedestrian paths in each area

Completion of taxi recapitalisation and rail rolling stock refurbishment programme. BRT Phase 2 rollout in the metropolitan cities to ensure full replacement of bus fleet

Roll out targeted public transport subsidies - that are linked to integrated rapid public transport networks

Full implementation of periodic rural public transport service networks in 6 districts

Phase 2 IRTPN corridors fully accessible for special needs users.

Assessment of 4 flagship BRT projects

- Overview: JHB, CPT, Tshwane and NMBay – potential flagships that can be operational in 2010/11.
- CPT needs **extra funding** in 08/09-09/10 for newly developed BRT Operational Plan.
- Tshwane need **dedicated project teams** and establish a fasttrack process – otherwise they are not going to make 2010/11.
- Nelson Mandela Bay **fasttrack internal project approvals** – require senior dedicated project leader.

Potential in other cities

- Buffalo, eThekwini about to start Network Operational Planning. Potential 2nd wave from 2010/11.
- Mbombela completed Operational Plan for Enhanced Bus Network (not full BRT). Need to fasttrack implementation to meet 2010.
- Manguang, Rustenburg, Polokwane, Msunduzi and Ekurhuleni need to finalise Network Scoping Studies and move to Operational Planning – potential 3rd wave starting in 2011 onwards.

Rural District PT network Phase 1 sites

[PMG Note:photo's have been removed]

These DM's are spread across six provinces. They form part of the *Integrated Sustainable Rural Development Programme (ISRDP)* and some already include the IRMA programme of action sites.

In terms of the National Spatial Development Perspective (NSDP) – they are characterised as areas with a high social need index and simultaneously (in many instances) areas of developmental potential or in close proximity to economic opportunities.

Six District Municipalities for Phase 1 ((2007-2010)

- **Sekhukhune District Municipality, in Limpopo**
- **OR Tambo District Municipality, in Eastern Cape**
- **Umkhanyakude District Municipality, in KZN**
- **Ehlanzeni District Municipality, in Mpumalanga**
- **Thabo Mofutsanyane District Municipality, in Free State**
- **Kgalagadi District Municipality, in Northern Cape**

THANK YOU !