Department of Transport

Progress Report on Public Transport Network projects in the 12 cities targeted in the Public Transport Strategy

July 2008
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
- Upgraded modal fleet, facilities, stops & stations
- Extended hours of operation (16-24hrs)
- Peak frequencies (5-10min) - Off peak frequencies (10-30min)
- Full special needs and wheelchair access
- Safe and secure operations monitored by Control Centre
- Electronic fare integration when making transfers
- 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
- Authority control over Integrated Network
- Maximum stake for existing bus/minibus sector in Rapid PT Network operations
City Network Planning and Implementation Process

A dedicated specialist project team is required to manage the package of plans and sub projects below in order to meet 2010 deadline

<table>
<thead>
<tr>
<th>Public Transport Demand Analysis</th>
<th>IRPTN Scoping Study</th>
<th>Phase 1 Network Operational Plans</th>
<th>Financing Process</th>
<th>Business Plan Process</th>
<th>Marketing and Communication Plans</th>
<th>Infrastructure Design and Architecture</th>
<th>Pre-emptive vehicle order to meet 2010 deadline</th>
<th>Engage Access Auditor and liaise with Special Needs Sector</th>
<th>Initiate EIAs and Construction</th>
<th>Establish Network Authority</th>
<th>Vehicle testing and Staff training</th>
<th>Initiate Operations</th>
<th>Monitoring and Evaluation and Probit</th>
<th>Commence Phase 2 Operational Planning</th>
</tr>
</thead>
</table>
### National Standardisation Issues

DoT is developing common standards where appropriate

<table>
<thead>
<tr>
<th>BRT Vehicle Standards</th>
<th>Electronic Fare Collection Standards</th>
<th>Engage National Taxi players and Alignment with Recap</th>
<th>Align with City 2010 Ops plan and align PTIS behind Phase 1 network</th>
<th>Special needs access</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Standards Ready</td>
<td>Draft Regulation Ready - Data layout by June</td>
<td>DoT Taxi Division liaising</td>
<td>PT and 2010 Division need to ensure that Cities' focus on core network sub projects</td>
<td>Engaging Disability Alliance</td>
</tr>
</tbody>
</table>

Key emerging issue is need for national and legal guidance on competitive vs negotiated Network Contracts and issue of Compensation to Operators who chose not to participate!
Progress on Road-based PT City Network Planning and Implementation – Phase 1 to 2011

• Focus here is on road-based PT networks. Rail priority corridors are covered in separate report.

• Overview: JHB, Ctown, Tshwane and NMBay – potential flagships that can be operational in 2010/11.

• However, Ctown needs extra funding in 08/09 for new BRT plan.

• Tshwane as well as Mbombela’s political leadership need to be urged to set up dedicated project teams and establish a fasttrack process – otherwise they are not going to make 2010/11.

• Buffalo, eThekwini, & Mangaung are about to start network Operational Planning – Potential 2\textsuperscript{nd} wave implementation from 2010/11 onwards.

• Rustenburg, Polokwane, Msunduzi and Ekurhuleni need to finalise Network Scoping and move to Operational Planning – potential 3\textsuperscript{rd} wave starting in 2011 onwards.
Detailed 12 city Progress Overview:

3 spheres need to set up dedicated project teams to FASTTRACK network implementation – or most will not make 2010 or even 2012!

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Johannesburg</td>
<td>Complete</td>
<td>Complete</td>
<td>Draft Complete</td>
<td>In-progress</td>
<td>In-progress</td>
<td>Public participation consultants approved</td>
<td>Substantial initial design work</td>
<td>Draft RFP</td>
<td>To commence shortly</td>
<td>Aiming for April 2009</td>
<td>Aiming for Sept 2009</td>
<td>Aiming for April 2009</td>
<td>Planning delays - Data layout by June</td>
</tr>
<tr>
<td>Tshwane</td>
<td>Complete</td>
<td>Complete</td>
<td>Draft Complete</td>
<td>In-progress</td>
<td>In-progress</td>
<td>Consultant appointment approved</td>
<td>To commence in 2009</td>
<td>Planning RFP</td>
<td>To commence in 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for Sept 2009</td>
<td>Drafting, planning by June</td>
</tr>
<tr>
<td>Cape Town</td>
<td>Complete</td>
<td>Complete</td>
<td>In-progress</td>
<td>In-progress</td>
<td>In-progress</td>
<td>Consultant appointment approved</td>
<td>Substantial initial design work</td>
<td>Planning RFP</td>
<td>To commence in 2008</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for Sept 2009</td>
</tr>
<tr>
<td>Nelson Mandela Bay</td>
<td>Complete</td>
<td>Complete</td>
<td>In-progress</td>
<td>In-progress</td>
<td>In-progress</td>
<td>Consultant appointment approved</td>
<td>Substantial initial design work</td>
<td>Planning RFP</td>
<td>To commence in 2008</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for Sept 2009</td>
</tr>
<tr>
<td>Ethekwini</td>
<td>Complete</td>
<td>Complete</td>
<td>Draft Complete</td>
<td>In-progress</td>
<td>In-progress</td>
<td>City agrees to waiting PTSG approval to fund</td>
<td>Planning RFP</td>
<td>To commence in 2008</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for Sept 2009</td>
<td>Planning delays - Data layout by June</td>
</tr>
<tr>
<td>Mangaung</td>
<td>Complete</td>
<td>Complete</td>
<td>Complete</td>
<td>Presentation to Mayor -</td>
<td>Awaiting feedback</td>
<td>City agrees to waiting PTSG approval to fund</td>
<td>Planning RFP</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for Sept 2009</td>
<td>Planning delays - Data layout by June</td>
</tr>
<tr>
<td>Mthatha</td>
<td>Complete</td>
<td>Complete</td>
<td>Draft Complete</td>
<td>In-progress</td>
<td>To commence shortly</td>
<td>City agrees to waiting PTSG approval to fund</td>
<td>Planning RFP</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for Sept 2009</td>
<td>Planning delays - Data layout by June</td>
</tr>
<tr>
<td>Buffalo City</td>
<td>Complete</td>
<td>Complete</td>
<td>Complete</td>
<td>City agrees to waiting PTSG approval to fund</td>
<td>Complete</td>
<td>City agrees to waiting PTSG approval to fund</td>
<td>Planning RFP</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for Sept 2009</td>
<td>Planning delays - Data layout by June</td>
</tr>
<tr>
<td>Mombela</td>
<td>Complete</td>
<td>Complete</td>
<td>Draft Complete</td>
<td>In-progress</td>
<td>To commence shortly</td>
<td>City agrees to waiting PTSG approval to fund</td>
<td>Planning RFP</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for Sept 2009</td>
<td>Planning delays - Data layout by June</td>
</tr>
<tr>
<td>Ikurubeni</td>
<td>In Progress</td>
<td>In Progress</td>
<td>Complete</td>
<td>City agrees to waiting PTSG approval to fund</td>
<td>Complete</td>
<td>City agrees to waiting PTSG approval to fund</td>
<td>Planning RFP</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for Sept 2009</td>
<td>Planning delays - Data layout by June</td>
</tr>
<tr>
<td>Rustenburg</td>
<td>Complete</td>
<td>Complete</td>
<td>Complete</td>
<td>City agrees to waiting PTSG approval to fund</td>
<td>Complete</td>
<td>City agrees to waiting PTSG approval to fund</td>
<td>Planning RFP</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for April 2009</td>
<td>Aiming for Sept 2009</td>
<td>Planning delays - Data layout by June</td>
</tr>
</tbody>
</table>
Johannesburg
Status – Implementation underway, Project team set up, Need to fasttrack

- Rea Vaya system plans 122km of full BRT with 250km of feeder systems at estimated R2.1bn fro 2009-2013.
- 5am to 12am operating hours
- Includes integration with NMT, Park and Ride and Metered Taxis.
- Provision for full Special Needs access.
- Broad alignment with Provincial framework and with Gautrain.
- Way Forward – DoT and Gauteng to work closely with COJ to support network planning and implementation and co-ordination with Metrorail and with neighbouring municipalities.
Cape Town

Status – Requires extra funding to complete full Phase 1 BRT for 2010/11. City is willing to contribute substantial own funds. Project team set up. Province, City and DoT/SARCC must ensure maximum alignment.

- Preliminary scoping of Phase 1 of full BRT at estimated R2.9bn. Includes Inner City, Airport, West Coast and Woodstock.

- 5am to 12am operating hours
- Includes integration with NMT, Park and Ride and Metered Taxis.
- Provision for full Special Needs access.

- Need to ensure alignment between Province, City and SARCC.

- Way Forward – DoT and W.Cape to work closely with CoCT to support network planning and implementation and related funding case as well as co-ordination with Metrorail.
Nelson Mandela Bay

Status – Partial BRT. Implementation underway. Needs high level championing at city level to fasttrack more - given 2009 target!

- Phase 1&2 comprises 45km of trunk-feeder bus corridors which includes 16km of BRT corridors.
- Advanced with regard to consultation with operators and contract package design.
- Provision for full Special Needs access on trunk services initially followed by feeder services over time.
- Needs additional Project resources and championing to fasttrack implementation details to meet 2009 targets.
- Way Forward – DoT and E.Cape to work closely with NMB to ensure sufficient capacity and attention to fasttrack project.
eThekwini

Status – Require Network Operational Plan that includes both BRT and Rail systems

- 1 Rail “A” Priority Corridor identified for over R900m of track, signal and station upgrades in short term. To achieve 5 minutes headways in medium term requires 19 additional trainsets. Aiming for 21 hour operation.

- Scoping study proposed up to 126km of BRT in the long term to complement the Rail network. Phase 1 estimated at 60km.

- Need to complete a high quality network operational plan that combines road and rail into a single network.

- Way Forward – DoT and KZN and SARCC to work closely with eThekwini to finalise network Operational Plan in 2008/9.
Ekurhuleni
Status – Operational Plan required.

- 2 Rail “A” Priority Corridors identified for R1.38bn of track, signal and electrical upgrades in short-medium term. To achieve 5 minutes headways in medium term requires 50 additional trainsets (shared with Johannesburg).

- Scoping indicates potential for 100km of BRT trunk corridors.

- Way Forward – DoT and Gauteng to work closely with Ekurhuleni to finalise road PT network planning and co-ordination with Metrorail and neighbouring municipalities.
Buffalo City

Status – Operational Planning about to be procured.

• 1 Rail “A” Priority Corridor identified for R130m of upgrades in short-medium term. To achieve 5 minutes headways in medium term requires 4 additional trainsets.

• Three trunk bus corridors identified. Still need to plan and cost them to full BRT infrastructure standard.

• Way Forward – DoT and Eastern Cape and SARCC to work closely with Buffalo City to support network planning and implementation and co-ordination with Metrorail.
Mbombela

Status – Trunk–feeder bus network operational planning done. Need to fasttrack implementation.

- Five trunk bus routes identified and total 174km (Red lines on the map). 80km of recap taxi feeder routes from eastern areas shown in green to be surfaced. 5 modal interchanges planned. 7km of high occupancy lanes in Nelspruit proposed.

- Require dedicated project team and high level attention from city officials in order to fasttrack.

- Way Forward – DoT and Mpumalanga to work closely with Mbombela to fasttrack network implementation.
Mangaung

Status – Network Operational plans needs to be developed.

• 16km Phase 1a network scoped linking Manguang township to CBD. Presented to City and Province.

• City officials slow in responding and moving to Operational Planning.

• Way Forward – DoT and Free State to work closely with Mangaung to fasttrack Operational Plan procurement.
Polokwane

Status – Network operational plans need to be developed

• Phase 1a corridor of 16km from Seshego to CBD has been scoped and presented to City and Mayor.

• City response has been slow.

• Way Forward – DoT and Limpopo to work closely with Polokwane to fasttrack operational planning and implementation.
Rustenburg

Status – Network operational plans need to be developed.

• Trunk routes bus network scoped

• Need to move urgently to Operational Planning

• Way Forward – DoT and North West to work closely with Rustenburg to finalise network operational planning.
Msunduzi

Status – Network operational plans need to be finalised.

- Edendale-CBD-Northdale corridor proposed for Phase 1.

- Is 17km long and handles nearly 19 000 morning CBD-bound passengers.

- DoT team estimates project cost at around R220m.

- Way Forward – DoT and KZN to work closely with Msunduzi to finalise network planning and implementation.
The “Black Swan” – Peak Oil

Global energy depletion is imminent….

Liquid fuels crisis…SA is a Net Oil Importer…

Somehow we still think we can expand Freeways and Arterials and Parkades for Suburban Private Car Users AND make a half-baked attempt to patch up public transport for current captive Township users!

In an age of Peak Oil and Climate Change – this is simply, UTTERLY NOT GOOD ENOUGH!
Blowing budget windfall on wrong options? No trade-offs = no real strategy!

Gauteng Freeway Scheme, Koeberg Interchange, Tshwane East Road Expansion…? 

Suburb to suburb commuting is being promoted? This is the fudge, the blindspot in current Passenger Transport Implementation in SA.

Oil at $145 a barrel already seeing 8% drop in petrol sales in the UK, 20% drop in car sales in SA, 18-36% drop in car sales of Big 3 plus Toyota in the US.

Whether we like it or not the END of the Happy Motoring Utopia is imminent. So what is the smart thing to do?
“Not so new” 5 word emergency Pax Transport Strategy to govern ALL current and future investments?

**Efficiency** – maximise seat km/litre fuel

**Proximity** – redesign space to minimise travel-related energy use

**Conservation** – travel less/shorter

**At Scale** – large effort now!
Therefore RUTHLESS evaluation of all projects to see if they meet the test of the 5 word strategy

Urban freeway and parking expansion

Versus

Large scale expansion of Metrorail, BRT and NMT networks....

Think scale of 2010 Stadia Roll Out!
Do not believe me. Do your own research!

But look at all angles. If you agree….organise and lobby your principals....

Already late...But lets not misspend any more on pseudo “spin” solutions.
Affects us all!

Prepare NOW to live on half the current fuel you use by 2012-15!

• Efficiency
• Conservation
• Proximity
• At Scale