

# INTEGRATED PUBLIC TRANSPORT TURNAROUND PLAN

PRESENTATION TO:

SABOA NATIONAL CONFERENCE

24 MAY 2017



**transport**

Department:  
Transport  
REPUBLIC OF SOUTH AFRICA



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# Introduction

- The Department of Transport is the custodian of South Africa's transport sector.
- One of its critical goals is to bring together a comprehensive public transport development strategy and investment plan across all modes of transport in the country.
- The Integrated Public Transport Turnaround Plan provides significant inputs and justification for accelerating the improvement and delivery of services as well as increased funding towards these improvements
- It outlines and evaluates appropriate interventions for the improvement and further development of public transport systems in South Africa.
- These interventions are largely built upon the provision set out in the White Paper on National Transport Policy of 1996 and the National Land Transport Act 5 of 2009

# Objectives of the Plan

- The Turnaround Plan is designed to address the following:
  - ✓ What are the current policy imperatives affecting public transport development in South Africa?
  - ✓ What is the current public transport situation in South Africa?
  - ✓ Why should and why do governments provide financial support to the improvement and on-going operation of public transport systems?
  - ✓ Internationally, what is the scale of these support and investments and what are the patterns?
  - ✓ What progress has been made in implementing the policy objectives in South Africa?
  - ✓ What do improved public transport systems look like and what are they likely to cost to put in place and operate?
  - ✓ What are the benefits of moving to these systems?



# Problem Statement

- Public transport in South Africa has suffered major underinvestment which has driven down the quality and effectiveness of services. As a result, public transport suffers critical sustainability issues, notably low recapitalisation, poor maintenance practices and direct route competition.
- Various solutions have been devised to address these challenges but the interventions have more often been applied unsystematically and therefore made little progress and have largely been unsustainable.
- The Turnaround Plan seeks to propose appropriate short, medium and long term interventions measures that would help to address current challenges and also enhance some of the prevailing interventions such as the introduction of integrated public transport networks.

# Background

- The White Paper on Transport Policy of 1996 set out guidance for prioritising public transport
- The policy, strategy and legislative direction over the past 20 years consistently called for public transport restructuring and integrated systems development with appropriate investment
- Key points of departure for the Plan:
  - ✓ There is no better time than now to accelerate public transport service delivery
  - ✓ The lessons of the past 20 years are valuable to help accelerate public transport service delivery
  - ✓ Ambitious targets may have been set hence the need for review
  - ✓ Evidence-led decision support is basic
  - ✓ More than ever South Africans are becoming more sensitive to public transport service quality
  - ✓ It is possible to turn public transport service delivery around

# Structure of the Turnaround Plan

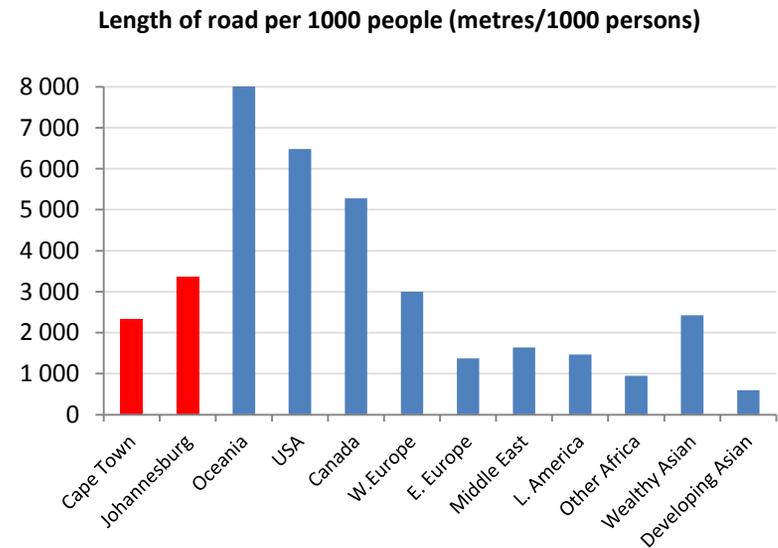
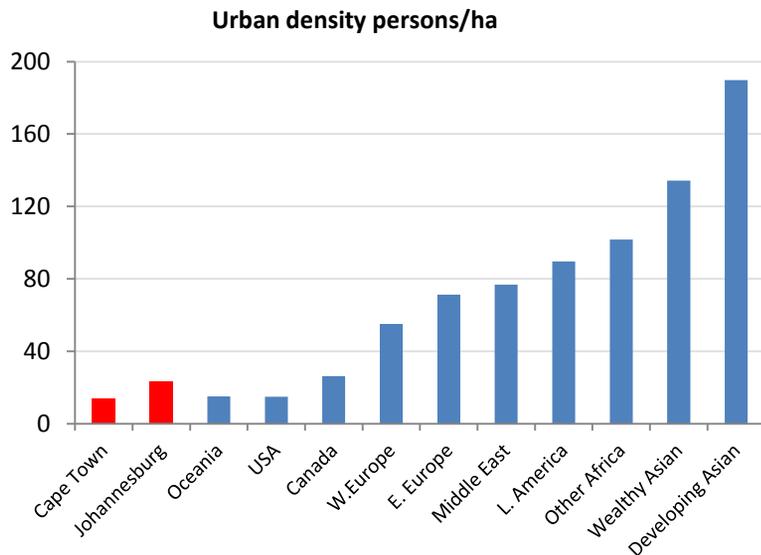
- The Turnaround Plan assess progress made in the implementation of public transport policy objectives as stated in the White Paper on National Transport Policy of 1996 and propose interventions to improve service delivery going forward.
- Policy objectives are clustered into the following five key areas in terms of the White Paper:
  1. Public Transport Planning and Regulation
  2. Spatial Transformation
  3. Public Transport Funding
  4. Customer-centred public transport
  5. Public Transport Industry Development

# 1. Public Transport Planning and Regulation

Policy objective	Progress	Wayforward
<ul style="list-style-type: none"> <li>Provide appropriate institutional structures, which facilitate the effective and efficient planning, implementation, funding, regulation and law enforcement of the passenger transport system,</li> </ul>	<ul style="list-style-type: none"> <li>Since the adoption of the Public Transport Strategy progress has been made through IPTN plans in major metros and cities</li> <li>Very little happened in areas outside these metros and in the rural areas</li> </ul>	<ul style="list-style-type: none"> <li>Clarify the assignment of regulatory and contracting functions to municipalities (which municipalities and by when) and define eligibility criteria and capacitation programme</li> <li>Develop skills capacity at the planning sphere of government</li> <li>Provincial/municipal equitable share need to include public transport as a “basic service” in their allocation formula because public transport is as much a basic need for communities as are water and electricity.</li> </ul>

## 2. Spatial Transformation

- South African cities have very low densities, among the lowest in the world and aligning with North America and Australia where private modes of transport dominate
- For a developing country, South Africa has an extensive road network, both regionally and in cities and this is a consequence of policies that have indirectly supported the growth of urban sprawl



# Spatial Transformation...cont

Policy objective	Progress	Wayforward
<ul style="list-style-type: none"> <li>Encourage more efficient urban land use structures, correcting spatial imbalances.</li> <li>Promote the use of public transport over private car travel.</li> </ul>	<ul style="list-style-type: none"> <li>The success and financial feasibility of all planned IPTN interventions rely on increasing urban densities and mix use development hence the current TOD requirements</li> <li>Very little progress made since this is a long term policy issue beyond the NDOT</li> </ul>	<ul style="list-style-type: none"> <li>Enhancement of already high density areas</li> <li>Improve planning capacity (TOD)</li> <li>Network development in terms of spatial typologies (Differentiated Approach):               <ul style="list-style-type: none"> <li>- Main metropolitan areas</li> <li>- Emerging metros and cities</li> <li>- High Density Rural</li> <li>- Rural</li> <li>- Sparse Rural</li> </ul> </li> </ul>

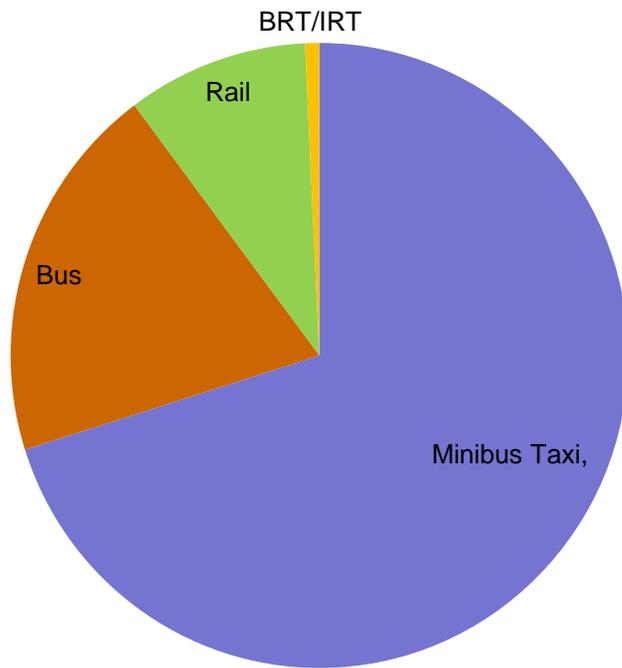
# Spatial Transformation: (Differentiated Approach)

Main Metros	Emerging Metros/Cities	High Density Rural/Rural	Sparse Rural
<p>Dedicated lanes on high order corridor ;                      Integrated bus operations on secondary corridors                      Feeder routes                      New stations                      New vehicle fleets                      Integrated ticketing system                      Operational control centre                      Full replacement of current road-based system</p>	<p>Single high volume corridor priority bus trunk route                      Other areas comprise bus &amp; feeder integrated scheduled network on existing routes, with some priority on busy corridors.                      Full replacement of current road-based system</p>	<p>Quality public transport                      Formal bus system                      Inter-town services                      Mixed fleets including Buses                      Midi buses                      Taxis                      Full replacement of current road-based system                      Scheduled services</p>	<p>Formalised mixed operations                      Vehicle re-cap                      Scheduled daily services to main centres                      Weekly services to regional towns                      Minimal infrastructure investments</p>
			

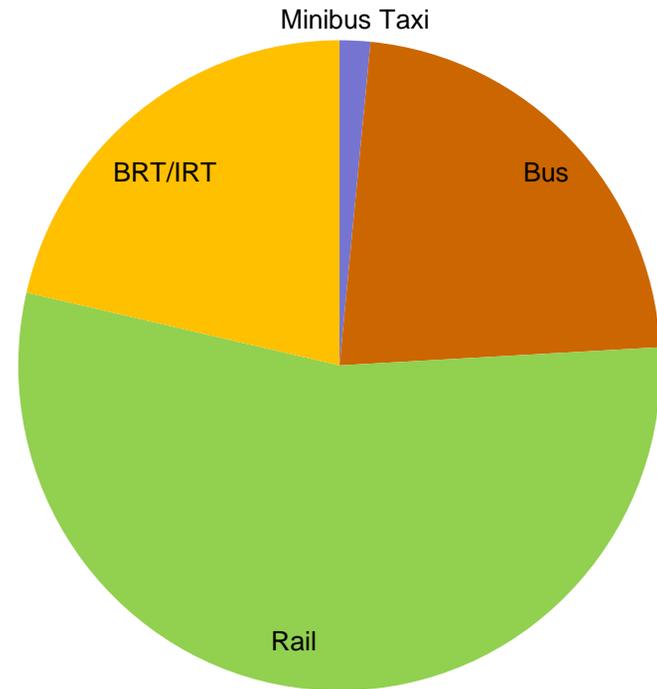


# 3. Public Transport Funding

## Share of PT users



## Share of PT funding

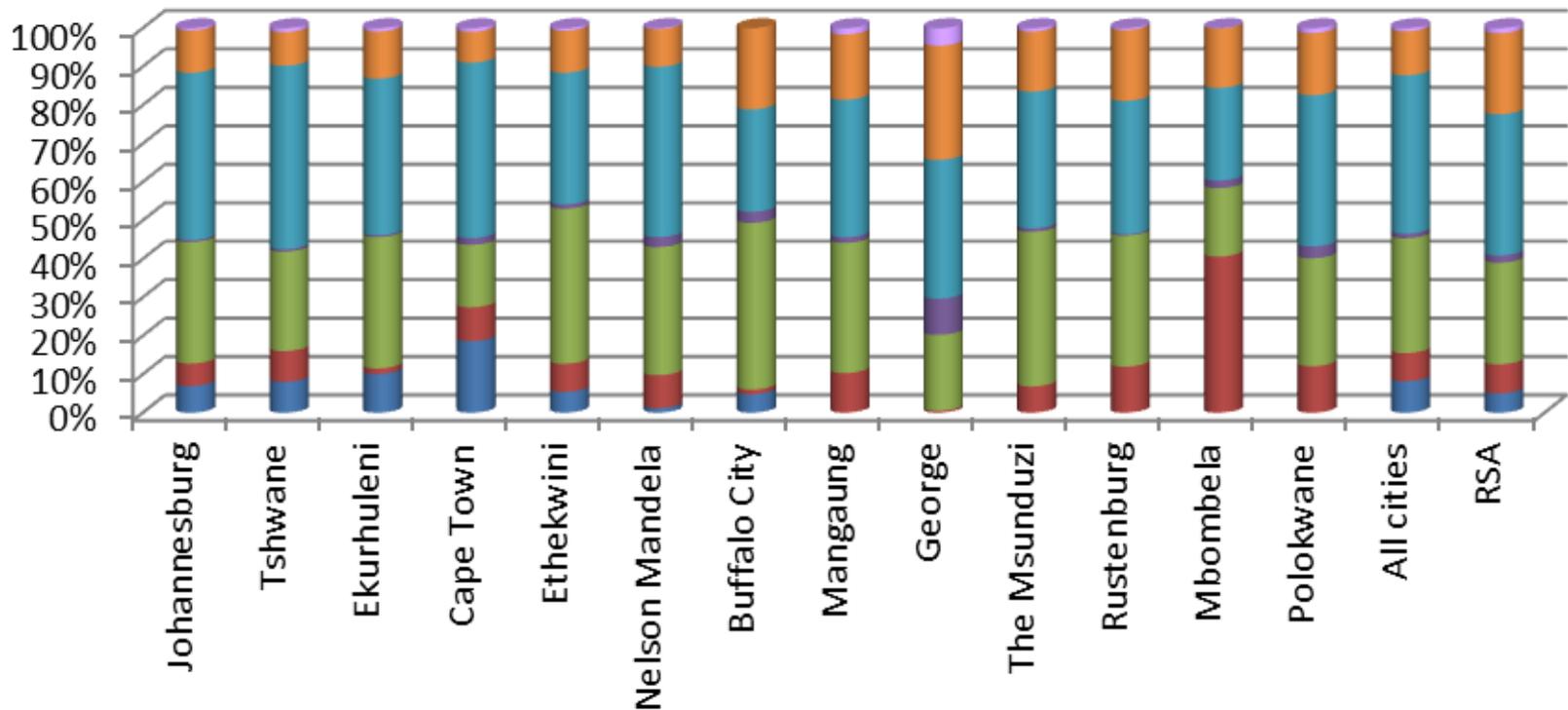


Source: National Treasury, 2014, Statistics South Africa, 2013

# Public Transport Funding...cont

## Main Mode to Work (2013 NHTS)

■ Train 
 ■ Bus 
 ■ Taxi 
 ■ Company 
 ■ Car 
 ■ Walk 
 ■ Other

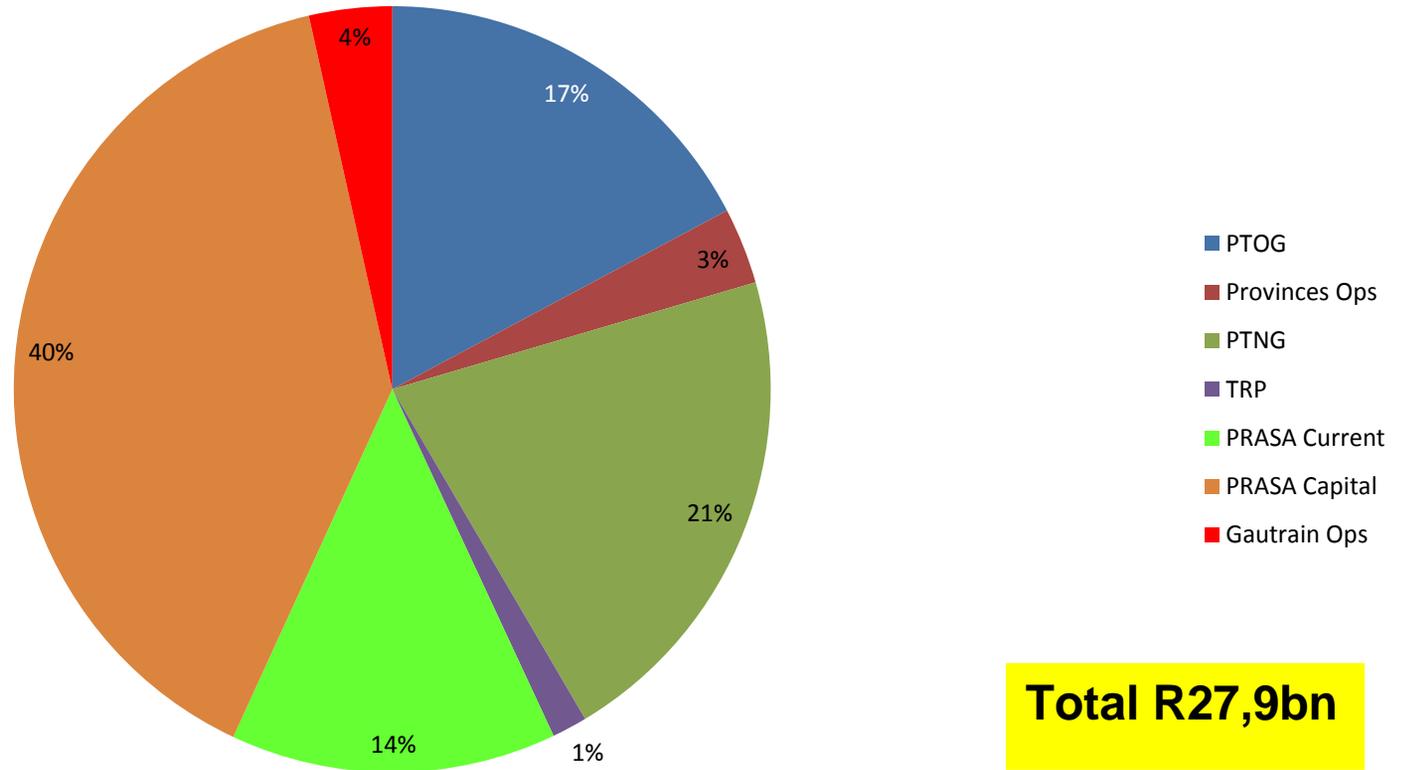


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# Public Transport Funding...cont

## Key PT capital and operating subsidies 2014/15



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# Public Transport Funding...cont

Policy objective	Progress	Wayforward
<ul style="list-style-type: none"> <li>Ensure sustainable and dedicated funding for passenger transport infrastructure, operations, and law enforcement</li> </ul>	<ul style="list-style-type: none"> <li>Although public transport investment increased since 2006 funding is still insufficient due to backlog created by years of underinvestment</li> <li>Funding support is still limited to specific modes (bus and rail)</li> </ul>	<ul style="list-style-type: none"> <li>Increased funding for public transport               <ul style="list-style-type: none"> <li>- Estimating cost of interventions</li> <li>- Developing funding options</li> </ul> </li> <li>Optimise the use of current resources</li> <li>Minimise leakages</li> </ul>

# 4. Customer-Centered Public Transport

Policy objective	Progress	Wayforward
<ul style="list-style-type: none"> <li>• Ensure that passenger transport services address user needs, including those of pensioners, the aged, scholars</li> <li>• Provide an appropriate and affordable standard of accessibility to work, commercial and social services in rural areas</li> <li>• Promote safe and secure, reliable and sustainable passenger transport</li> </ul>	<ul style="list-style-type: none"> <li>• Some improvement have been realised with the implementation of IPTN but are very slow and costly</li> <li>• Public transport services still characterised by long travel, unsafe vehicles and unreliable services</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Infrastructure:</b> The network development philosophy should provide guidance on issues that include, standard of provision, classification of network elements, roles of all the transport modes etc.</li> <li>• <b>Operations:</b> Developing a national public transport norms and standards guide for public transport operations. The guide should specify minimum operational service standards for public transport across the country.</li> </ul>

# 5. Public Transport Industry Development

Policy objective	Progress	Wayforward
<ul style="list-style-type: none"> <li>Empower and assist disadvantaged operators to participate meaningfully in the land passenger transport system.</li> <li>Ensure that land passenger transport operations are more environmentally sensitive and sustainable, and are energy efficient</li> </ul>	<ul style="list-style-type: none"> <li>The most significant industry development achievement to date is the inclusion of taxi operators in the formation of new IPTN service in some metropolitan areas</li> <li>On the subsidized commuter bus services nothing much happened since these have been stagnant since 2003 due to funding constraint</li> </ul>	<ul style="list-style-type: none"> <li>Meaningful industry development will only be achieved when new services are introduced</li> <li>Government must reduce policy and legislative uncertainty and create certainty in terms of a total overhaul of the entire road based public transport services (buses and taxis)</li> <li>The taxi industry must take primary responsibility towards professionalisation of the sector taking advantage of institutional support system put in place by government</li> <li>The bus industry must transform</li> </ul>

# Programme of Action

1. Improve the planning and implementation capacity of municipalities
2. Rationalise and streamline financial resource allocations for public transport service delivery
3. Develop a public transport subsidy policy
4. Transform old order contracts to quality public transport contracts including the transformation of the taxi industry
5. IPTN implementation using the principle of differentiated approach
6. Develop national norms and standards for public transport service delivery

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