



dcs&tm

Department:
Community Safety & Transport Management
North West Provincial Government
REPUBLIC OF SOUTH AFRICA



PRESENTATION OF THE MARKET INQUIRY INTO PUBLIC PASSENGER TRANSPORT

CHIEF DIRECTORATE: TRANSPORT OPERATIONS

DATE : 25 JULY 2018

VENUE : MMABATHO PALMS

TIME : 9H00

PRESENTATION OUTLINE

- 1. Introduction**
- 2. Situational Analysis**
- 3. Discussion Points**
 - a. Licensing and Transport Planning Misalignment**
 - b. Routes Allocation**
 - c. Transport Planning**
- 4. Conclusion and recommendations**

Introduction

- The objective is to improve access to integrated public transport systems and also to ensure a compliant, accessible, affordable, safe and integrated transport system.
- **Chapter four of the NDP states that** “settlement patterns should meet the needs and preferences of citizens, taking into account broader social, environmental and economic interests. Travel distances need to be shorter. This means ensuring that a larger proportion of workers live closer to their workplace, and that public transport is safe, reliable, affordable and energy efficient.”

Introduction..

- **National Outcome 6 of the MTSF** stipulates that there should be provision of “An efficient, competitive and responsive economic infrastructure network”.
- The Department is therefore committed to contribute towards achieving the national vision through provision of suitable modes of transport and able to link it to other regions.
- **SIP 4:** Unlocking the economic opportunities in North West Province

Situational Analysis of 2018/19 APP

- By 2030 public transport will be user friendly, less environmentally damaging, cheaper and integrated or seamless. This chapter targets to have a significant expansion in the proportion of people who use public transport for regular commutes (NDP).
- The Department will continue to place emphasis on total efficiency on all modes of transport to maximise allocated funds. In our Province, modes of transport must foster a different culture wherein integration is fully achieved. The Department will also promote other modes that encourage social interaction, clean environment and unhindered movement of goods and services (This includes NMT such as bicycles, ADC).
- However, the services are gradually deteriorating as a result of old buses and infrastructure.

SA -APP

- Due to slow economic growth, the costs of public transport have been adversely affected like all other sectors thus making the Department to spend more money for less services based on inflationary pressures, e.g. escalation costs, diesel and spare parts for buses have drastically increased.
- Challenges with regard to engagements of all stakeholders to ensure that there is integrated transport planning with Municipalities is an impediment to economic growth, mobility and accessibility of people, goods and services. However, there is a Provincial Transport Forum where all stakeholders are engaged and fully participating.

SA - APP

- The infrastructure still remains old and dilapidated especially in small towns and dorpiess or is non-existent in some areas. There are about seventy six (76) formal taxi and bus facilities in the Province which contribute to the local economy of various Villages, Townships and Small Dorpiess.
- These facilities are mostly in a poor state and require renovations, some are not capable to carry the capacity of the vehicles and thus lead to conflict amongst taxi associations.
- This leads to escalation of conflicts between the different operators thus causing the disruption of services.

LICENSING AND TRANSPORT PLANNING MISALIGNMENT

- There is some form of misalignment between Licensing and Transport Planning. Thus, issuing of operating license must be informed by the Transport Planning through ITP development.
- Inconsistencies between transport and land use planning practice.
- Disjointedness in land-use and transport planning is receiving attention but moving at a nail pace.
- Implementation of IDP's and ITP's by the municipalities is of paramount importance.
- Rapid increase in demand for motorized travel therefore roads in

urban areas have become bottlenecks due to congestion.

- Inadequate skills and capacity to delivery projects at municipal level.
- Fragmented and uncoordinated institutional structures with which result to lack of consistent and reliable transport data –to support planning.
- Insufficient funding in transport infrastructure / huge backlog

Routes Allocation

- An integrated transport system that is consistent with the real needs of people living in different parts of South Africa.
- A much improved sustainable public transport system that where appropriate, reduce the need to travel by motor vehicles.
- Deficiencies in the public transport system in the North West and measures to address them; Initiatives to promote public transport over private transport and also create a conducive environment for special needs public transport.
- Status of dispensing and dealing with operating licences; modal integration and corridor development strategies.
- The rationalisation of subsidised public transport (including financial and economic support to Public Transport and a summary of public transport strategies from municipal integrated transport plans.
- Greater mobility options particularly for those who do not own a car; safer and easier cycling and walking; better infrastructure, links and interchange with other means of transport.
- Improved journey time reliability on all modes: different travel patterns and transport usage

Transport Planning

- Meets the needs of the present generation without compromising the ability of the future generations to meet their transport needs.
- Meets the basic access and development needs of individuals, companies and society.
- Is affordable, operates fairly and efficiently, offers a choice of transport mode, and supports a competitive economy, as well as balanced regional development;
- Transport that is reliable, predictable and safe for all users
- Limits emissions and waste within the planet's ability to absorb them and uses renewable resources at or below their rates of generation.

Conclusion.

- Transport infrastructure and operations form an integral part of land use planning and are designed, planned and managed in an integrated manner to prioritise densification, promote public transport over private transport, improve local accessibility and lower the carbon impact.
- Land use and transport planning should be consistent with the SIP7 programme ensuring that transport planning (and its proponents/executors) becomes a key contributor and consideration within the broader planning and development environment at all tiers of government.
- In South Africa, the transport sector is the second largest contributor (after the energy sector) to carbon emissions. Actions to reduce the transport related carbon emissions profile also support the urban development needs, namely promoting public transport over private car use, de-congesting roads through travel demand measures, shifting a greater proportion of freight onto rail, better spatial planning to limit urban sprawl, and investing in sustainable modes of transport such as NMT.

RECOMMENDATIONS

- Proactive intervention for transport and developments
- Address the critical issue of institutional capacity and funding constraints
- Assess lessons of implementation so far and seek improved efficiencies in IPTN implementation

END



THANK YOU.....