



A TIME TO SERVE : A Public Transport Perspective

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PeopleMover



DEATH VALLEY

DEATH VALLEY BLOOMS AGAIN Death valley had seeds of potential, it just needed the right atmosphere for life to happen

Outline of Presentation

Context of the Public Transport Plan 1 **Status Quo** 2. **Overarching Legislation, policies & strategies** 3. **Policies and strategies** 4. **Overall Network Design** 5. **Finance and budget** 6.

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Context of the PT Plan

1.

National Land Transport Act (Act 5 of 2009)

ETA as a Planning Authority is responsible for:

- The development of land transport policy and strategy;
- Promulgating Municipal by-laws and concluding agreements;
- Encouraging and promoting the optimal use of the available transport modes;
- The planning, implementation and management of modally IPTNs and travel corridors;
- Preparing transport plans including the CITP.



Policies and Strategies

Overall Network Design

The **PTP** is a

component of the Comprehensive Integrated Transport Plan

Contracted Services Plan

Commuter

Rail Plan

Non-

Operating Licenses Plan Contracted Services Plan The PTP incorporates plans, referred to in the Public Transport Strategy and Action Plan (Department of Transport, 2007) as an Integrated Public Transport Network, and encompasses highquality networks of commuter rail and Bus Rapid Transit (BRT)

> The **CITP** is developed to identify long-term vision, objectives and strategy for the transport system and plan

The focus of the PTP is to:

- integrate the Public Transport network, services and modes
- provide the basis for rationalising
- restructure the Public Transport system
- design Public Transport operating contracts for contracted services
- allocate operating licences for both contracted and non-contracted services





ETA Organisational Structure



History of Public Transport Planning in the City



Status Quo

2.

An overview of the current Public Transport services within eThekwini.

2.1 Public Transport Register2.2 Current Challenges

2.1 Public Transport Register





Dial – A - Ride



Durban Transport



People Mover



Mynah Bus



Metro Rail



E-hailing



Moja Cruise



Long Distance

Public Transport in the City is provided by these modes

PT Mode	Routes	Capacity	Operations	Facilities	Source
Bus Service	338		Durban Transport (Tansnat) (450 peak hour buses) Mynah Buses (18 peak hour buses) KZN contracted bus services under People Mover (22 peak hour buses)	167 Bus Facilities 37 Combined Facilities – MBT and Bus	CPTR (2012)
Minibus Taxi Services	884	161 100 commuters during morning peak	4 537 minibus taxi operators 106 minibus taxi associations 10 755 registered vehicles	375 Minibus Taxi Ranks 37 Combined Facilities – MBT and Bus	CPTR (2012) and PRE (2020)
Commuter Rail	8 Rail Lines	54 million passenger trips p/a	PRASA	101 Stations (including Halts)	PRASA
Metered Taxis		284 metered taxi operators			
Long Distance Buses	Durban to Jhb	3 return services per week	Long Distance coach operators	Stations in KZN: DBN, PMB, Ladysmith and Newcastle	PRE
E-hailing			1 280 partner drivers (Uber and Taxify)		
Dial-a-ride Sukuma		2 400 passenger trips per month	12 midibus taxis and 4 minibus taxis		
Learner Transport		650 learners per day	Contracted services Uncontracted services		15

CITY'S VISION AND OBJECTIVES

Ethekwini Municipality is home to 3,500,000 people



• Without intervention:





Current Transport Challenges: Bus

Month-Month Contract (Durban Transport)



Frequent Trips with low passenger loads



Decreased ridership

Unsubsidised Operators

Regular Protest (Vandalised Vehicles)



Direct competition with MBT and Rail





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Current Transport Challenges: Minibus-Taxis

Limited Amount of Ranking and Holding



Competing for Routes (Aggressive Confrontations)



Over-trading



Reduced Safety and Reliability



Deteriorated Vehicles



Lack of supply and demand data



Current Transport Challenges: Rail

Availability of Rolling Stock



Enforcement Challenges



Condition of Rail Infrastructure









Current Transport Challenges: E-Hailing

No Direction in terms of Operating Licence





Growing e-hailing services around the city



Current Transport Challenges: Other



Overarching Legislation, Policies and Strategies

3.

National and Provincial



Long Term City Strategies



Integrating Land-Use and Transport Integrated Transport Strategy Providing an Improved Public Transport System Creating an enabling environment for all modes of PT Regulation of Public Transport system Provision of infrastructure for Public Transport

Policies and Strategies

The Public Transport Plan includes an overview of the Public Transport planning environment in which the plan was developed, taking cognisance of the various initiatives that have taken place in recent years.

Five-Year PT Strategies

Integrating rail services

 Integrating and planning the rail services in the area to acceptable standards

Seamless Public Transport system

Providing a seamless Public Transport system across various modes within the City.

Proactively Planning

 Proactively planning to ensure that the land-use complements the Public Transport system. Strategies for the City

Promoting the use of Public Transport

- Promoting the use of Public Transport over private transport with a strong focus during peak commuting periods
- Effective, efficient and safe Public Transport system

 Providing an effective, efficient, and safe Public Transport system – implementing GO!Durban.

Demand-driven Public Transport service

• Promoting a demand-driven Public Transport system

Overall Network Design

5.

The long-term plan for Public Transport in eThekwini based on the fully developed "Wall-to-Wall" plan

Wall-to-Wall Plan Design Approach

Trilogy of Movement



Wall-to-Wall Plan Design Approach







	Implementing the appropriate mode and vehicle size for	
	Rail the demand	Greater than 20 000 one way passengers per day
	Bus	500 - 20 000 one way passengers per day
	Minibus taxi	IPTN feeders, complimentary and rural areas services
000	E-Hailing service	Multipurpose over a short distance
	Tuk-tuks	Short trips for tourists or elderly
of o	Bicycles and other light motori	sed vehicles Short trips (preferably < 15km)
大	Walking	Short multipurpose trips (preferably < 5km)









Network Components

9 PT Corridors

The result of the PTP plan for eThekwini will be a system that will consist of 8 road-based and 1 rail-based trunk corridor supported by feeder routes.

Trunk and Feeders

The trunk corridors and feeder system will form part of the contracted services as discussed later in the PTP plan

Other Services

This system in mainly aimed at providing commuter transport. Other transport services, such as metered taxi and e-hailing services aimed at a door-to-door and tourism service, will provide a niche market service that is not in competition with commuter services.

Provide for 85% of all Commuters

This will provide PT for more than 85% of all commuters.

Bus and minibus taxi services

Current bus and minibus taxi service affected by the implementation of the trunk and feeder services will be absorbed into the new system and areas not covered by the trunk and feeder system will form part of non-contracted services.

Network Components



The Intelligent Transport System will support the network with information and communication.

NMT

Non-Motorised Transport Facilities will be included as part of the network.

AFC

This will provide for the administration of fares and revenue collection..

Park & Ride

Park and Ride facilities will be developed.

Depots and Control Centre

Existing depots will be used initially but new depots will need to be added and a Control Centre established..















6%

Phase 4 C6

2036









"Transit-Oriented Development spatially transforms Durban for increased mobility and access to opportunities through dense, mixed-use development around stations along the Integrated Rapid Public **Transport Network"**

What could TOD look like:

Aerial view of Beviss Precinct



View west, down Josiah Gumede Road towards Pinetown Civic Station



What is TOD?

Private development

Bulk infrastructure

Public development

Public space

Urban management

Transit

Coordinated and concentrated in specific locations

Land

Finance & Budget

6.

The Plan Chapter 8 : Commuter Rail Services Plan				PRASA Five-Year Plan and Budget		
Programme/Projects	Start	End	Estimated	Budget	Comments	
	date	Date	Project	2019/20		
			Value			
Rolling stock fleet renewal	2021	2025	R51 billion	R5.823 billion	Deployment of new trains to region is dependent on depot readiness. Tentative date for arrival of first new trains is 2021. 101 trains have been earmarked for KZN	
Depot Modernisation	2019	2021	R2.074 billion	R25 million	The project is currently at procurement phase. Dates will be confirmed once design team has been appointed and construction programme is approved.	
Resignalling	2019	2025	To Be Confirmed	-	The contract with Bombardier has come to an end and has not been renewed. Tender to be re-advertised in 2019.	
Station Modernisation					Projects are in design phase. Appointment of consultants deemed irregular. Awaiting	
Berea	TBC	ТВС	R1 billion	R3 million	feedback from National Treasury. Indicative timeframes are 24-36 months after	
Umlazi	TBC	TBC		R7 million	Treasury concerns are addressed and appointments have been finalised	
Merebank	ТВС	ТВС		R2 million		
Station Upgrades						
Isipingo	pre 2019	2020	R282 million	R110 million	Project in implementation phase	
Durban Station	pre 2019	2025	-	-	Multiyear pipeline projects emanating from Masterplan	
National Stations Precinc	t Developi	ment Plan				
Umgeni Business Park	pre 2019	2023	R1.5 billion	-	Project in implementation phase	
Umlazi	pre 2019	2025	R275 million	-	Project on hold – describe the project	
Berea	pre 2019	2025	R220 million	-	Project on hold – describe the project 55	
Service & Operations	2021	2025	-	-	This is will co-ordinated and implemented with the deployment of new rolling stock	

Future Proposals



Regional Connectivity Proposals within KZN and External Links (Strategic Plan).

Rolling Stock Fleet Renewal

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- 4 new trainsets have arrived in the region
- Currently being used for trail operations (driver testing and to test infrastructure)
- A rollout of 6 more new trains to continue during 2021
- Anticipated start of commercial service

Depot Modernisation

Depot Modernisation program at Springfield and Durban Yard:

Phased approach

013

- Interim measures have started at Springfield Depot to accommodate the first 10 new trains
- Appointment for detailed design, procurement and construction
- Perimeter walling and integrated security management system

Funding Sources

Key Funding Resources

- Municipal Transport Fund
- Public Transport Grants
- Subsidised PT Service
 Contracts
- Internal City Funding

Other Potential Funding Resources

- Public-Private Partnerships
- Loans from Commercial Banks
- Loans from Development Banks
- Municipal Bonds
- Institutional Borrowing
- Land Value Levy
- Property Development and Rights
- Merchandising, Advertising and Telecommunications Rights
- Land and Property Taxes
- Vehicle Licence Fees
- Parking Pricing
- Environmental Taxes

IPTN Project Budget

IPTN Project Budget

PROJECT DESCRIPTION	STATUS	ORIGINAL CONTRACT VALUE	REMAINING CONTRACT VALUE AT BEGINNING OF 20/21 FY	START DATE
Corridor C3 - PTIS	ACTIVE	R707 617 150	R363 826 286	Various Ongoing
lundeu	PLANNED	R302 666 462		2021
Corridor C9 - PTIS	ACTIVE	R 442 459 976	R 358 559 991	Various Ongoing
funded	Planned (ready to award)	R157 971 667 GD Portion Only		2020
Bridge city Terminal - PTIS funded	ACTIVE	R32 452 503	R 32 452 503	2019
Corridor C1 - PTIS	ACTIVE	R 894 633 938	R 594 523 288	Various Ongoing
	PLANNNED	R 590 297 667		2020

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Public Transport Facility Cost Estimates

Phase 0 (2021-2023)			2024	2025	
Holding Site Name	Estimated	Estimated Capital	Estimated Planning and		
	Capital Cost	Cost (Planning	Procurement budget for formal		
	(Construction)	budget)	structured parking		
	Rands	Rands	Rands		
North	18 979 631	2 846 945	5 000 000	5 000 000	
South	15 851 847	2 377 777	5 000 000	3 000 000	
West	9 523 125	1 428 469	3 000 000	3 000 000	
TOTAL	44 354 603	6 653 190	13 000 000	11 000 000	

MTEF – Priority Projects

Project Description	Fiscal Year 21/22	Fiscal Year 22/23	Fiscal Year 23/24			
PRIORITY 1(a)- Projects with contractual obligations, and contractors on the ground.	20 000 000,00	43 459 881,00	25 229 940,00			
PRIORITY 1(b)- Projects with statutory requirements or linked to agreements with other government entities						
IFLS -New Second Access to the Port(Bayhead/Langeberg to South Coast Road)	20 000 000,00	40 000 000,00	_			
PRIORITY 1(c)- Projects at BEC/BAC which are prerequisites or support to other committed projects						
IPTN Buses	83 581 250,00	91 939 375,00	-			
New Road -Newlands expressway (Westrich Dr)	40 000 000,00					
Total	163 581 250,00	175 399 256,00	25 229 940,00			

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THANK YOU

