

MODAL INTEGRATION STRATEGY AND ACTION PLAN FOR THE EKURHULENI METROPOLITAN MUNICIPALITY

Item B-RT (01-2009) MC 17/09/2009	R&T: (PT) (2009/06/032): FEEDBACK REPORT: MODAL INTEGRATION STRATEGY AND ACTION PLAN FOR THE EKURHULENI METROPOLITAN MUNICIPALITY (EMM)
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RESOLVED:

1. **That** the contents of the recently developed Modal Integration Strategy and Action Plan, together with its recommendations for the Ekurhuleni Metropolitan Municipal area, **BE NOTED**.
2. **That** the recently developed Modal Integration Strategy and Action Plan for the Ekurhuleni Metropolitan Municipality area **BE APPROVED** as an interim plan.
3. **That** the recently developed Modal Integration Strategy and Action Plan **BE USED** as an input and foundation to the planning of the Integrated Rapid Public Transport Network (IRPTN) for the EMM.

R&T: (PT) (2009/06/032): FEEDBACK REPORT: MODAL INTEGRATION STRATEGY AND ACTION PLAN FOR THE EKURHULENI METROPOLITAN MUNICIPALITY (EMM)

PURPOSE OF THE REPORT

The purpose of the report is to give feedback on and secondly, to obtain approval for the recently formulated Modal Integration Strategy and Action Plan for the Ekurhuleni Metropolitan Municipality (EMM), which will form the basis towards the development of the Integrated Rapid Public Transport Network (IRPTN) initiative to be embarked upon.

RECOMMENDATION

4. **That** the contents of the recently developed Modal Integration Strategy and Action Plan, together with its recommendations for the Ekurhuleni Metropolitan Municipal area, **BE NOTED**.
5. **That** the recently developed Modal Integration Strategy and Action Plan for the Ekurhuleni Metropolitan Municipality area **BE APPROVED** as an interim plan.
6. **That** the recently developed Modal Integration Strategy and Action Plan **BE USED** as an input and foundation to the planning of the Integrated Rapid Public Transport Network (IRPTN) for the EMM.

BACKGROUND

Modal integration refers to the integration of some or all of the different public transport modes (trains, buses and taxis) in both a strategic and operational way. Typically a vision should focus on providing an integrated public transport system where taxis, buses and trains operate in a single seamless system within an integrated network, with integrated schedules, with proper transfer facilities, with a common ticketing and fare system, including through-ticketing and a combined information system, including call centres.

The purpose of this project was to develop a strategy for the Ekurhuleni Metropolitan Municipality how to achieve Modal Integration and an Action Plan how to implement this Modal Integration Strategy. The purpose is further to prepare, based on this strategy, a business plan for a Pilot Project to demonstrate how this strategy can be implemented and later rolled out.

CONTENTS OF DOCUMENT

The document starts with an Introductory Section that provide information on the structure of the document, background and purpose, visions and principles pertaining to modal integration. It gives insight into international, national, provincial and local policies and perspectives on public transport and modal integration. This is followed by status quo information on transportation and supportive land use patterns, together with their impact on modal integration. From the status quo, a modal integration strategy was formulated on a strategic, as well as on an operational level. Action plans emanated from the strategies that were formulated as part of the operational integration strategy.

A pilot project was selected from the IRPTN identified in the action plans and the different components thereof were developed further. An Implementation Plan was developed describing the actions required pertaining to road and rail infrastructure, improvements at nodes and operational improvements, linked to the costs.

The document is concluded with a timetable that gives an estimation of the expected timeframes for the implementation plan. The recently completed Modal Integration Strategy and Action is [attached as Annexure “A”.] available at the office of Teboho Jele Transport Economist: Public Transport, Infrastructure Services Department, 011 999 3646 ¹

SALIENT FINDINGS

A vision for modal integration in Ekurhuleni was formulated as An integrated public transport system, consisting of various modes of transport (Gautrain, Metrorail, BRT, Bus, Minibus Taxi and even Monorail and Light Rail), that enables a person to move easily from any place in Ekurhuleni to any other place, with seamless transfers.

The development of the Modal Integration Strategy and Action Plan rested on the following pillars, consisting of the following components:

- 1. Strategic Integration**
 - Land use integration
 - Role of Modes
- 2. Operational Integration**
 - Physical Integration at nodes
 - Network Integration
 - Fare Integration
 - Information Integration
 - Technical Integration

Implementing the IRPTN pilot project by introducing Rapid Public Transit is viewed as a cost effective way of improving mobility within the EMM in general and more specifically within the pilot project area. The IRPTN can be done in stages and requires generally shorter planning and construction time frames and has lower costs and greater flexibility than traditional rail systems.

The key components of the IRPTN that should be tested as part of the pilot project include improving the speed, reliability and identity of the Rapid Public Transit system. A major part of implementing the pilot project will rest with the physical construction of the roads and other related infrastructure. Implementing the pilot project will involve more than just road construction as the IRPTN system will require stations, stops, integration infrastructure such as pedestrian access, bicycle lanes and parking for cars at stations.

There are three aspects that will have to be dealt with decisively by the EMM for the pilot project to be implemented successfully, namely the (1) Establishment of an integrated planning authority, (2) the formalization of the taxi industry and (3) Consultation with stakeholders.

Integrating transportation and land-use planning still remains one of the biggest challenges facing authorities in South Africa. The fact that, in the past, rail planning was done at National level, bus transport was planned at Provincial level and minibus taxis planning (infrastructure) was done at Local level did not contribute to integrated transportation planning, let alone integrating transport planning with land-use initiatives.

¹ Due to the size of the document it is not attached hereto but kept at the said office.

The formalization of the taxi industry has been a priority of Government for a number of years, with the main initiative being the Taxi Recapitalisation Program.

This coupled with the National framework for taxi participation in the IRPTN system, which guarantees no legitimate job losses in areas where the IRPTN will be implemented, coupled with the industry's participation in the IRPTN remains the major initiatives for formalization of the taxi industry.

Consultation with the various role-players is a critical step to obtain buy-in from the different role players and to ensure that the pilot project is implemented successfully. The following role-players have been identified: Politicians; Officials; Operators (train, bus and taxi); Neighbouring authorities; Gauteng Provincial Government; OR Tambo International Airport; and Chamber of Business. The pilot project must be marketed to the role-players as soon as possible.

It is recommended that the following aspects be addressed as part of the Institutional Development of the public transport Pilot Project:

- A robust network operational plan which also includes integrating the road based and non-motorized systems with the rail priority corridors;
- A process of creating the transport authority capacity to manage the network in terms of performance contracts with (eventually) fare revenues accruing to the authority (road based system) and managing performance agreements with PRASA for the rail priority corridors; and
- A process of business planning and negotiation to maximally include existing operators and labour (especially the minibus taxi industry) in the network.

Possible projects were identified in terms of road and rail infrastructure, improvements at nodes, as well as operational improvements. Budgets were linked to each project indicating the possible funding source.

The Modal Integration Strategy and Action will serve as the basis for developing a complete Integrated Rapid Public Transport Network (IRPTN) that can serve in transforming the Transport System within the EMM.