

7.6.4	PROGRESS WITH THE PLANNING OF AN INTEGRATED PUBLIC TRANSPORT SERVICE NETWORK AND THE PROVINCIAL SUSTAINABLE TRANSPORT SYSTEM
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Collaborator No: 552336
 IDP KPA Ref No: *Preferred Investment Destination*
 Meeting Date: 14th Council: 29 November 2017

1. SUBJECT: PROGRESS WITH THE PLANNING OF AN INTEGRATED PUBLIC TRANSPORT SERVICE NETWORK AND THE PROVINCIAL SUSTAINABLE TRANSPORT SYSTEM

2. PURPOSE

To inform Council of the Public Transport Service Network operational and business plan and to report on the progress with the Provincial Sustainable Transport Program (PSTP).

3. DELEGATED AUTHORITY FOR DECISION BY MUNICIPAL COUNCIL

The Comprehensive Integrated Transport Plan (CITP) is a document that must in terms of the National Land Transport Act (Act No 5 of 2009) be approved by Council. The development of an Integrated Public Transport Network is as recommended in the approved CITP. It is therefore necessary that Council consider matters regarding the Integrated Public Transport Plan.

4. EXECUTIVE SUMMARY

The submission aims to inform Council of the Integrated Public Transport Network (IPTN) operational and Business Plan and to report on the progress made with the Provincial Sustainable Program. The two studies are closely interrelated and are therefore reported on simultaneously.

The Business Plan for the development of an Integrated Public Transport Network was completed and recommends the development of further detailed institutional, business and operational plans to affirm cost and revenue estimates and the sources and availability of funding. The Business Plan is attached as **APPENDIX 1**.

The Municipality has in the meantime signed a Memorandum of Agreement with the Western Cape Department of Transport and Public Works whereby the Department will assist the Municipality in terms of the Provincial Sustainable Transport Program with the development of improved sustainable transport solutions for Stellenbosch. In the light of this new developments, the development of the IPTN must be slowed down to wait for the outcome of the PSTP investigations and recommendations, to ensure the most sustainable and economic solutions for the transport challenges facing Stellenbosch.

The development of the Provincial Sustainable Transport Program (PSTP) has started and a status quo report on transport in Stellenbosch has been prepared. A process plan for the development of the PSTP is attached as **APPENDIX 2**.

5. RECOMMENDATIONS

- (a) that Council takes note of the Operational Business Plan for the proposed Integrated Public Transport Service Network (IPTN) as recommended in the Comprehensive Integrated Transport Program;

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- (b) that the recommendations of the Integrated Public Transport Service Network (IPTN) not be adopted at this stage, but that Council wait for the findings of the Provincial Sustainable Transport Program before any public transport system is implemented; and
- (c) that Council takes note of the progress made with the Provincial Sustainable Transport Program (PSTP).

6. DISCUSSION / CONTENTS

6.1 Background

Stellenbosch Municipality has identified the implementation of the Integrated Public Transport Network (IPTN) as a priority project in its latest Comprehensive Integrated Public Transport Plan (CITP). The municipality approached Western Cape Department of Transport and Public Works for assistance with the implementation of the IPTN. The municipality was informed that funding of new IPTN projects was ceased by the National Department of Transport due to concerns about the expensive operational costs and low recovery ratios of existing IPTNs. The business plan for the Stellenbosch IPTN has been completed in December 2017 (See attached).

The Western Cape Provincial Government embarked on a program to assist municipalities to improve access and mobility in a more sustainable manner. Stellenbosch has for that purpose been identified as the first municipality to be supported. A memorandum of agreement was signed between Stellenbosch Municipality and the Department of Transport and Public Works in July 2016, whereby the Department will be providing the necessary funding for professional services and infrastructure to improve transportation to drive improvement to local transport and build on the success and lessons of the George IPTN, which has been driven and funded by the Department of Transport and Public Works.

The Department of Transport and Public Works intends to provide the necessary planning, capacity building, implementation and funding support required to develop improvements to public transport, non-motorised transport and travel demand management with the aim of shifting Stellenbosch onto a more sustainable transport trajectory.

The report on the Section 78(1) investigation for the provision of public transport in Stellenbosch has also been completed.

6.2 Discussion

Integrated Public Transport Network

The IPTN business plan has been compiled for Stellenbosch and also indicates the need for long distance commuter transport. The proposed plan indicates two routes to be piloted before the full roll-out of the public transport system. The report draws the following major conclusions:

- The implementation of a Public Transport Service Network will have major financial and institutional implications for the Stellenbosch Municipality. The preparation of further detailed institutional, business and operational plans are necessary to affirm cost and revenue estimates, the sources and availability of funding required before a final decision can be taken to proceed with the implementation of the proposals.

- The Western Cape Government and the National Department of Transport be approached to ascertain the possibility and requirements for accessing grant funding from the Public Transport Network Grant.
- Consultation with the public transport operators within Stellenbosch be conducted to obtain support and the participation of the operators before the implementation of a pilot phase can take place.
- The City of Cape Town be engaged regarding the possible acquisition of second hand busses from the existing MyCity bus fleet, as a possible cost saving measure.

The overall recommendations of this report are that:

- a) The Stellenbosch Municipal Council takes note of the outcome and conclusions of the proposals for the introduction of a Public Transport Service Network in Stellenbosch, in particular the institutional and financial implications.
- b) The proposal for the introduction of a Public Transport Service Network in Stellenbosch be supported, in principle, subject to:-
 - The support of the Western Cape Government and the National Department of Transport being obtained for proposals and for the future submissions of an application for grant funding from the national Public Transport Network Grant
 - The preparation of further detailed institutional, business and operational plans to affirm cost and revenue estimates and the resources and availability of funding.

The IPTN business plan was compiled and finalised while the municipality initiated the PSTP program and it was therefore decided that the further implementation and recommendations of the IPTN be parked until further progress is made with the PSTP, which will eventually provide the overarching guidance for the improvement of the Stellenbosch transport system. The provision of an IPTN might emerge as one possible alternative solution to the transport challenges faced by Stellenbosch municipality.

Approval for a Section 78 process was granted by Council and the Section 78 evaluation was completed.

Sustainable Transport Program (PSTP)

This PSTP will co-ordinate all transport initiatives and ensure a coherent development of solutions. The other projects and programs will therefore have to be aligned to the framework to be provided by the PSTP. It is for this reason that the development of the IPTN be slowed down to ensure alignment with the PSTP.

As stated earlier, the PSTP provides the overarching guidance for the improvement of transport in Stellenbosch. As a first step in the development of the PSTP, the context setting and vision formulation for the PSTP has been finalised.

The issues that affects/impacts on the ability to plan for and deliver any form of sustainable transport for Stellenbosch include:

- High Gini Coefficient

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- Extensive use of single low occupancy private motor vehicles
 - Shortage of low and middle income accommodation
 - Pressure on municipal services
 - Presence of the university which is the single biggest trip generator

The Vision has been formulated as:

To be the municipality which is the prime example of sustainable transport in South Africa, in which transport:

- provides access for
- Is affordable by
- Is safe, comfortable and dignified for all

Whilst supporting economic development within environmental constraints.

The PSTP plan will be developed around the following focus areas and identifies interventions over the short, medium and long term to achieve the vision outlined:

- Planning
- Spatial Planning and Land Use Management
- Non-Motorised Transport
- Public Transport
- Transport System Management
- Institutional Capacity and Finance
- Stakeholder Engagement and Education

6.3 Financial Implications

The cost of the further implementation of the IPTN, should it be identified as one of the options for further implementation, will be determined at a later stage. The further development of the PSTP will be financially covered by the Department of Transport and Public Works

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation as well as the provisions of the Comprehensive Integrated Transport Plan.

6.5 Staff Implications

This report has no staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

Council was previously informed of the Memorandum of Agreement signed between the Western Cape Department of Transport and Public Works and the Stellenbosch Municipality on the assistance by Province with regard to the development of a sustainable transport system for Stellenbosch.

6.7 Risk Implications

This report has no risk implications for the Municipality.

6.8 Comments from Senior Management:**6.8.1 Director: Infrastructure Services**

Agree with the recommendations

6.8.2 Director: Planning and Economic Development

Agree with the recommendations

6.8.3 Director: Community and Protection Services:

Agree with the recommendations

6.8.4 Director: Strategic and Corporate Services:

Agree with the recommendations

6.8.5 Director Human Settlements and Property Management

Agree with the recommendations

6.8.6 Chief Financial Officer:

Agree with the recommendations

6.8.7 Municipal Manager:

Agree with the recommendations

ANNEXURES**Annexure A:** PROVINCIAL SUSTAINABLE PUBLIC TRANSPORT PROGRAM:
STELLENBOSCH PLAN**Annexure B:** PUBLIC TRANSPORT SERVICE NETWORK: INITIAL OPERATIONAL AND
BUSINESS PLAN**MAYORAL COMMITTEE MEETING: 2017-11-15: ITEM 5.6.4****RECOMMENDED**

- (a) that Council takes note of the Operational Business Plan for the proposed Integrated Public Transport Service Network (IPTN) as recommended in the Comprehensive Integrated Transport Program;
- (b) that the recommendations of the Integrated Public Transport Service Network (IPTN) not be adopted at this stage, but that Council wait for the findings of the Provincial Sustainable Transport Program before any public transport system is implemented; and
- (c) that Council takes note of the progress made with the Provincial Sustainable Transport Program (PSTP).

FOR FURTHER DETAILS CONTACT:

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