
1 EXECUTIVE SUMMARY

Nelson Mandela Bay Metropolitan Municipality (NMBM) started the preparation of their Public Transport Plan (PTP) in 2004 and concluded this planning document with a Final Report in May 2006. The limited availability of funds at the NMBM for the implementation of the PTP called for a phased implementation approach and it directly affected the infrastructure and operational planning and design.

The NMBM has been pro-active in starting to implement its PTP during 2006 but various factors have recently led to the NMBM deciding to reconsider the Public Transport System proposed in the PTP. These factors include the following:

- The DOT's Public Transport Strategy and Public Transport Action Plan which only became available in 2007.
- Visits of DOT officials (Mr Ibrahim Seedat) and International Experts (Dr Lloyd Wright) to NMBM during July/August 2007 and their respective views on the proposed transport system. (1) (2)
- Direction taken by other cities in South Africa (Johannesburg, Tshwane, etc.) with regards to public transport.
- A fact finding tour was undertaken by the NMBM to Columbia during 2007, which included the Executive Mayor, three councillors, officials from NMBM and the EC province, the taxi and bus industries and consultants involved in the BRT project.

The DOT, in various correspondences indicated their preference for the introduction of a full BRT system in all of the 12 cities identified by them. This forms part of the national vision of implementing high quality public transport networks that can compete with the private car. The tour group to South America obtained a first hand experience of the advantages of a full BRT system and was impressed by the efficiency and quality of these systems.

Changing the NMBM PTP System to a "Full" BRT System requires a comparative analysis of the existing system with the requirements of a "Full" BRT System. This comparative analysis must identify the differences between the two systems and then make recommendations on what needs to be changed and what the implication / impact of such changes will be to the NMBM, hence the purpose of this document.

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From this document it can be concluded that a full BRT system is preferred for the NMBM and that there will be cost, program and resource implications as summarized below.

COST IMPLICATIONS:

It can be concluded that:

- Additional costs are mainly due to the further improvements of passenger facilities for the full BRT system, e.g. higher platforms, enclosure of bus platforms, CCTV and passenger information.
- Savings in cost can be achieved mainly by the reduction of intermediate modal interchanges (i.e. Daku, Cawood, Greenacres and Korsten partially) and the replacement thereof by intermediate median bus stations. (4)
- As the additional cost is cancelled out by the savings, the cost implications of implementing a full BRT system are limited.

Due to the fact that the National PTIS grants are project specific (conditional), the following matters need to be attended to: (5)