**ANNEXURE F: TOWARDS A PUBLIC TRANSPORT PLAN**

**Table of Content**

[A. Links with Public Transport 2](#_Toc380042504)

[i) Creating shorter trip lengths 2](#_Toc380042505)

[ii) Facilitate Higher Residential Densities 2](#_Toc380042506)

[iii) Encourage a rational de-concentration process 2](#_Toc380042507)

[B. Public Transport in Mangaung 3](#_Toc380042508)

[C. Public Transport Strategy for Urban Development 3](#_Toc380042509)

[i) Motorised Public Transport 4](#_Toc380042510)

[ii) Special Category Passengers 4](#_Toc380042511)

[iii) Non-motorised Public Transport 5](#_Toc380042512)

## Links with Public Transport

#### Basic Transport Planning Principles

In order to address the transport needs of the Mangaung population effectively, certain fundamental principles and strategies have been adopted to guide planning processes and to facilitate the development of sustainable urban settlements, served by properly integrated public transport systems. The key planning principles that are applied to achieve this are as follows:

### Creating shorter trip lengths

This would be pursued by:

* Supporting land uses which generate employment in close proximity to residential concentrations along *development corridors.*
* Supporting higher density residential development near transport termini and stations.
* Identifying and promoting functional mixed land use areas where applicable.
* Promoting higher density residential development near employment areas.
* Directing land use planning towards the establishment of a more compact urban structure by means of densification and infill planning to prevent urban sprawl.

### Facilitate Higher Residential Densities

This would be realised by:

* Supporting applications for the subdivision of land;
* Supporting applications for higher density residential development;
* Supporting applications for second dwellings; and
* Planning/initiating multi-dwelling unit residential developments.

### Encourage a rational de-concentration process

This would be achieved by:

* Supporting nodal development at employment nodes and modal transfer centres along existing and future transport corridors, while simultaneously maintaining the accessibility and vitality of Central Areas by supporting and promoting development there.
* Encouraging the provision of employment generating land uses such as office parks, industrial areas and retail centres at localities accessible to public transport routes.

## Public Transport in Mangaung

The key strategic transport priorities of MLM are captured in the vision as contained in the city’s **Integrated Public Transport Network Plan (IPTN)**, which reads as follows:

**“*By 2015 Mangaung is recognised nationally and internationally as a safe and attractive place to live, work and invest, is served by an effective, efficient, reliable, safe, affordable and convenient transport system with a public transport focus, providing high levels of mobility and accessibility for the movement of people and goods, with a focus on integrated strategic planning between spatial development, transportation systems and economic development to enhance the quality of life in the area with minimum negative impact on the environment”.***

The city is currently in the process of developing a comprehensive Integrated Public Transport Network Plan (IPTN), covering the entire metro area, thus including the Botshabelo and Thaba Nchu nodes and the 37 rural villages. During this process, a thorough assessment will, inter alia, be made of the transport needs and economic realities that exist within the latter areas and strategies will be formulated to address the identified issues in the best possible way through the provision of a transport system that supports and enhances local economic development in the relevant areas.

As already indicated in this document, the level of urbanisation within the municipal area is very high (±90%). The dispersed settlement pattern, which is mainly the legacy of traditional settlement realities and former apartheid planning policies, has obvious challenges in fulfilling the mobility and access needs of the respective communities, with some 17 000 people commuting on a daily basis by means of public transport between Botshabelo/Thaba Nchu and Bloemfontein to access job opportunities and other socio-economic facilities in the city.

The sustainability of all urban settlements strongly depends on the availability of an efficient, reliable, convenient, affordable and properly integrated public transport system serving the area. For this reason, much emphasis is placed on the effective integration of land use and transportation planning in MLM with the view of developing sound policy frameworks and strategies that cater for the mobility needs of all communities within the MLM area.

## Public Transport Strategy for Urban Development

The success of any urban development in terms of public transport provision is dependent on the effective integration of land use planning and public transport planning of these developments. Government’s requisite in prioritising public transport planning over private transport planning, necessitates that public transport strategies be incorporated in the design of urban settlements.

### Motorised Public Transport

Bus and mini-bus taxi are the predominant motorised public transport modes used within the Mangaung Local Municipal area. Public transport strategies required to enhance and promote motorised public transport in urban settlement development include:

* Giving higher priority to public transport than private transport by ensuring that adequate public transport services are provided
* Enhancing the effective functioning of the municipality through the integrated planning of public transport infrastructure and facilities, public transport operations and public transport services
* Directing employment opportunities and activities, mixed land uses and high density residential development into high-utilisation public transport corridors, interconnected through development nodes within the corridors
* Discouraging urban sprawl, which tends to undermine effective public transport services
* Giving priority to infilling and densification along public transport corridors
* Enhancing access to public transport services by ensuring that these services are reachable within 500m from any point inside a urban development settlement
* Along major corridors sufficient road reserve (sidewalk space) should be provided allowing for the provision of taxi- and bus- stop lay-bys.

### Special Category Passengers

The needs of special categories of passengers must be considered in planning and provision of public transport infrastructure, facilities and services by:

* Planning and designing public transport services in such a manner that appropriate modes should be selected and planned for on the basis of where they have the highest impact on reducing the total systems cost of travel. The BRT system is an example of a public transport service which effectiveness and expected use in an urban settlement development needs to be investigated before implementation
* Provide public transport services, facilities and infrastructure to integrate the different modes of land transport. MLM plans to start with the compilation of IRPTN plans for the municipal area which will play a pivotal role in integrating various modes of public transport effectively. The ITF in the Bloemfontein CBD, currently under construction, is an example of a facility that will play a fundamental role in integrating public transport modes
* Public transport functions must be integrated with related functions such as land use and economic planning and development through, amongst others, development of corridors and densification and infilling, and transport planning must guide land use and development planning
* Plan urban settlement developments by taking existing public transport routes and strive-lines into consideration
* Maximise the convenience and comfort of the public transport system
* Maximise the security and safety of the public transport system
* Maximise the affordability and efficiency of the transport system and infrastructure
* Provide an environmentally sound public transport system by minimising the environmental impact and maximising the quality of life of communities
* Minimise travel time by all modes of transport
* Minimise public transport infrastructure and mode capital cost

### Non-motorised Public Transport

Walking is by far the most predominant mode of non-motorised public transport in Mangaung Local Municipal area. In the design of urban settlement development, the following non-motorised public transport strategies are applicable:

* Providing sufficient sidewalk space (road reserve widths) in township layouts to accommodate pedestrians safely
* Provide sufficient road reserve widths along major corridors to allow for the design of median islands for safer pedestrian crossings
* Along major corridors sufficient sidewalk space should be provided allowing for the provision of pedestrian walkways and bicycle routes separated/protected from vehicular traffic
* Locating land uses in the planning of township layouts in such as manner as to reduce pedestrian strive-lines across major corridors as far as practically possible
* Locating schools, community centres and other land uses generally attracting and associated with large number of pedestrian not adjacent to, but also not too far from major corridors to be easily accessible for public transport
* Provide ample sidewalk widths around schools erven, community centres and other land uses generally attracting and associated with large number of pedestrians.