

DEPARTMENT OF TRANSPORT

UPDATE ON THE IMPLEMENTATION OF SHOVA KALULA BICYCLE PROJECT

SELECT COMMITTEE ON PUBLIC
SERVICES

14 SEPTEMBER 2010



Outline of the presentation

- Objectives of the project
- Legislative and policy frameworks
- Principles of the project
- Overview of challenges
- Analysis of beneficiary targets
- A turnaround strategy
- Revised bicycle specifications
- Definition of roles
- Action Plan
- Progress to date
- Challenges
- Sustaining the project
- Recommendations
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Objectives of the project

- Promote low cost mobility solution, to accelerate service delivery,
- as part of rural development programme
- Distribute at least 1 million bicycles by 2011 targeting mainly learners, youth and adults walk long distances
- Establish a distribution network in all provinces
- Create jobs through establishment of micro-businesses
- Ensure that bicycles are sold at an affordable price

Legislative and Policy Frameworks

- White Paper on National Transport Policy (1996)
- National Land Transport Strategic Framework (2006-2011)
- National Transport Master Plan
- Road Infrastructure Strategic Framework for South Africa (2006)
- Public Transport Strategy for South Africa (2007)
- National Road Transport Act
- Provincial Land Transport Frameworks
- Rural Transport Strategy for South Africa - 2005
- Shova Kalula Rollout strategy of 2007

ANALYSIS OF BENEFICIARY TARGETS

- **Rationale**

- 13 million learners in South African schools (NHTS:2003)
- 73% (10 million) of scholars walk to school
- 23% (3 million) walk more than 6km (45min)
- Majority of this learners are from rural areas
- These learners have no choice because of
 - Poverty and
 - unavailability of alternative transport services

Overview of challenges

- Mobility and accessibility are purchased at a high social and economic cost
- Poor land use and transport planning strategies
- Lack of adequate resources
- Biased policies and development programmes based on economic benefits
- Marginalization of non-motorised transport (NMT)



Principles for the Shova Kalula project

- Accessibility
 - Mobility and access to educational institutions
- Availability
 - Existence, provision, reliability and transport operations
- Affordability
 - Reduction of travelling expenditure
- Convenience
 - Provision of easy movement in terms of gender and age



Huntington

Turnaround strategy

Beneficiaries eligible for free bicycles:

Prioritization - rural schools

- i) Scholars=contributing to development of human capital and investment
- ii) Youth [secondary and high schools]
- iii) Farm –workers, local development schemes[for later]

Methodology of selection

- Needs assessment, feasibility studies, municipal and district-wide planning processes and provincial proposals
- Selection criteria for eligibility used
- Linkage to road safety education + basic road signage

Allocation/ Province	Learners walking more than 6km	Estimated Percentage (%)	No of bicycles to be allocated		
			2011/12	2012/13	2013/14
Province	Out of 3 million				
EC	400 000	13.3%	7 980	26 600	66 500
FS	360 000	14%	7 200	24 000	60 000
GP	140 000	13.3%	2 820	9 400	23 500
KZN	420 000	12.7%	8 400	28 000	70 000
LP	400 000	13.7%	7 980	26 600	66 500
MP	380 000	11%	7 620	25 400	63 500
NC	330 000	12%	6 600	22 000	55 000
NW	410 000	5.3%	8 220	27 400	68 500
WC	160 000	4.7%	3 180	10 600	26 500
TOTAL	3 Million	100%	60 000	200 000	5000 000

Single Speed Bike

20 critical features



Action plan

- Procure 60 000 bicycles + 45 containers
=R74,095,200 for 2011/12 (overlap)
- Procure 200 000 bicycles + 153 containers
=R271,726,500 for 2012/13 (overlap)
- Procure 500 000 bicycles + 333 containers
=R762,301,550 for 2013/14(overlap)
- The cost per bicycle could be lowered to R800.00 vs R1 200.00
- The Department to facilitate the establishment of local bicycle manufacturing plant

Progress to date

- Pilot phases – 33 000 bicycles and 22 micro businesses
- 2008/09 - 26 100 bicycles distributed (29 000 pp)
- 2009/10 - 15 000 bicycles distributed (1 850 & 1025)
- 2010/11 - Procured (640-Umkhanyakude, 500 – Sekhukhune and 250 University of Zululand Sep 2010
- * provincial contributions not included

Action plan

Institutional strengthening

- Alignment of NMT with scholar transport
- Lobby for NMT dedicated budget
- Review current Shova Kalula coordination system
- Develop and set-up support systems at municipal level
- Reprioritisation of cycling, coordination of transport activities, alignment with local delivery plans and district-wide transport plans
- Facilitate the development of cycling plans included in IDPs



Distribution process

Procurement

Suitable and durable bicycle specifications (revised)

Appointment of bicycle service providers

Singing of tender contracts and service level agreements

Signing of agreements with provinces

Distribution of bicycles to schools

Facilitation of technical training and mentoring for maintenance

Up scaling of the project - establishment of a manufacturing plant

Feasibility studies and needs verification

Provincial business plans analyzed

Negotiations on discounted importation and transport costs :

DTI and Industrial Development Corporation.

Up scaling of the delivery target

- Establishment of bicycle manufacturing plant
 - Alignment with Industry Development policy
 - 2009/10 Expression of interests (EOI) evaluated
 - July 2010 – advertised a tender for Shova Kalula impact assessment
 - August 2010 the feasibility study
 - August 2010 – Advertised a tender for the feasibility study and impact assessment
 - 07 Sept 2010 – evaluated bids for impact assessment
 - 15 Sept 2010 – evaluation of bids for Feasibility study

Action plan

Regulatory aspects

- Traffic engineering and signage
- Introduce appropriate traffic signals for cyclists
- Community safety education campaigns
- Review the National Road Traffic Act
- Finalize the NMT policy
- Facilitate the approval and implementation of bicycle infrastructure guidelines for bicycle facilities
- Finalize NMT Standards (bicycle and
- Regulate bicycle operations in line with new NMT Technologies

Action plan

Mainstream bicycling into Public Transport system

- Facilitate the establishment of NMT infrastructure
- Coordination and alignment of bicycle plans/ business plans and budgetary provision from various DoT funding sources
- Ensure alignment of bicycle promotions through the cities' priority statements, linkage of infrastructure with bicycle
- facilities and feeder system/operations

Definition of Roles

DoT	Provinces	Municipalities
<p>Conduct feasibility studies Analyse and approve business plans + MOAs</p>	<p>Needs assessment Feasibility studies Develop business plans</p>	<p>Design bicycle master plans in line with IDPs Develop bicycle routes</p>
<p>Institutional support and system development Align the programme with other delivery mechanisms and modes Provide strategic guidance and control Contract management</p>	<p>Project development Coordination and system development Align provincial plans Modal integration Infrastructure provision Capacity building/ technical support</p>	<p>Design bicycle lanes Provide for parking facilities Re-design traffic signals and calming measures Provide infrastructure Integrate bicycling into transport plans</p>
<p>Facilitate the establishment of local bicycle manufacturing plant Budgetary provision</p>	<p>Monitor distributions Co-manage services Budgetary provision</p>	<p>Regulate bicycle operations Monitor bicycle projects Budgetary provision</p>

Sustaining the project

- Institutional support and management processes
- Integrated transport planning process
- Provision of transport related infrastructure and facilities
- Promotion of safety and security of the bicycles and cyclists
- Implementation of bicycle policy and the road safety strategy
- Amendment of the National Road Traffic Act and review of the road traffic regulations
- Promotion of Shova Kalula communication and marketing plan
- Manufacturing of quality bicycles for a prolonged life-span
- Provision of spare parts and maintenance of bicycles
- Affordability of the bicycles/ local production for lower prices
- Agreements /contracts with schools for management of bicycles

Sustainability conti....

- Joint partnerships with key role-players in promoting bicycling
- Service level agreements with service providers
- Periodic reviews and inspections
- Dedicated budgetary provision for the project
- Monitoring and evaluation system

Performance criteria/measures:

- Internal operational efficiency,
- External developmental effectiveness:
 - i) Direct impacts: on job creation, enterprise development and capacity building among the vulnerable groups
 - ii) Indirect impacts: Mainstreaming of rural economies and the creation of sustainable livelihoods

Social cohesion and environmental- friendly

Recommendations

- That the standing committee on transport note
 - the status of the Shova Kalula Bicycle implementation,
 - budgetary constraints of meeting the goal; and
 - Intervene in influencing provinces to provide budgetary provision for the Roll-out of the Shova Kalula bicycle project.

Conclusion

“It is about what bicycling can do to improve quality of life.”

Thank you

