

# INTEGRATED TRANSPORT

PLAN 2006-2011

## EXECUTIVE SUMMARY

Review June 2009



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## FOREWORD BY THE MAYOR

Dear Fellow Capetonians

The City continues in its quest to make Cape Town a cleaner, safer, sustainable and economically growing City. We are well on our way to ensuring that Cape Town remains Africa's leading city, and International centre. The key to this reality lies in creating more opportunities for the people of Cape Town, especially business and job opportunities. This means creating an attractive environment for investment through better infrastructure, better law enforcement, and better administration.

The burgeoning population has translated into a growing demand for travel, and with our public transport infrastructure over stretched, people moved to private vehicles leading to congestion of unseen proportions. We aim to ease congestion by providing a public transport system that is accessible, safe, reliable, and dignified. Substantial re-investment in our transport system is underway to reverse the uncontrolled usage of less sustainable transport modes aimed at reducing the gridlock and congestion in the transport systems.

The majority of the City's inhabitants are captive to public transport to access social and Economic opportunities. The City remains committed to creating equal opportunities for all its citizens and this means improving both public transport services and infrastructure. With this first major review of the Transportation Plan we are moving toward a more sustainable transport system that is effective in moving people and ensuring a better quality of life. The revised plan anticipates active involvement by many people, agencies and entities throughout the City.

I look forward to your continued input and support.

Sincerely,

Dan Plato, Executive Mayor



Dan Plato, Executive Mayor  
of  
The City of Cape Town



Elizabeth Thompson,  
Mayoral Committee:  
Transport, Roads and  
Stormwater

# 1 VISION FOR TRANSPORT

The Integrated Transport Plan (ITP) is a transport plan designed for Cape Town.

This legislated requirement provides a stepping stone to a long-term strategic vision for investing in the transport system, infrastructure and network. The five-year plan includes expansion projects that are in planning and design phases and funding requirements for maintenance for the existing service.

## TRANSPORT VISION FOR CAPE TOWN

To provide a world-class sustainable transport system that moves all its people and goods effectively, efficiently, safely and affordably.

The Integrated Transport Plan (ITP) has the following measurable elements:

- “world class” - it is benchmarked against the world best practice
- “sustainable” - to provide the desired results indefinitely without degrading the ecological, economic or social environment
- “effective” – transport system is developed, operated and maintained to ensure the objectives are achieved to the appropriate standard
- “efficiently” - robust transport plans minimize the wasteful consumption of essential financial, human and natural resources, giving maximum benefits to the economy and society
- “safely” – the travel experiences is in a safe and secure environment
- “affordably” - transport system that is responsive to social challenges and offers a choice of reliable transport modes at travel costs within the reach of all of the citizens
- “all people and goods” - the system that caters not only for the fit and able bodied, but also for all categories of special needs users, which includes children, the elderly, and the infirm. Simultaneously, it recognises that the movement of goods, people and freight transport must be appropriately accommodated

### Introduction

The City of Cape Town plays an important role locally, regionally, nationally and internationally. The City provides services to approximately 3.5 million people in over 800,000 households and jobs to 1.1 million people. It generates approximately 76% of the Western Cape's Gross Regional Product and 11% of the country's GDP. In 2005, total exports from Cape Town amounted to R25.4 million while the value of imports amounted to R50.79 million. The City thus requires a safe and sustainable transport system that promotes economic development whilst catering for all people and goods through universal design principles. This requires appropriate planning and management of the City's transport system and these are thus key themes of this integrated transport plan

### MODE SPLIT TARGETS

YEAR	% PRIVATE TRANSPORT	% PUBLIC TRANSPORT
2010	52%	48%
2015	50%	50%
2020	47%	53%
2025	43%	57%

The different types of transportation used are called 'modes' of transport. Examples of the types of modes used in Cape Town are private cars, non-motorised transport and public transport modes that include buses, minibus taxis and rail.

A 'modal interchange' is a transport connection where people switch modes -i.e. they might cycle to a train station, walk to a taxi rank or drive a private vehicle to a bus station.

Transportation modes can be divided into 'motorised' transport (modes that use an engine like cars and buses), or 'non-motorised' (modes that rely on human effort such as cycling and walking).

## GOALS

**Sustainability:** The ITP strives towards a complete and balanced transport system encapsulating economic, social and environmental sustainability.

- To promote public transport over the private car.
- To promote travel demand management measures to reduce total vehicle travel kilometers, especially during the commuter peak periods.
- improving air quality

**Universal design:** The transport system will be useable by all people, to the greatest extent possible, without the need for adaptation or specialized design

- improving urban design and spatial development
- increasing accessibility and mobility
- To ensure that the transport system can be accessed by all, including the mobility challenged.

**Economic Development:** the transport plan supports the City vision as set out in the Integrated Development Plan, that there should be shared growth and economic development

- To align transport and land use planning to positively influence, support and facilitate economic development

**Safety:** The goal to improve safety from the security perspective is non-negotiable. In terms of the transport system, the first and most important issue is the reduction of transport related deaths and serious injury due to road and rail accidents.

- To promote and encourage walking, cycling and people places, •
- To provide a safe and efficient road and rail network that enhances the efficiency of the public transport system.



### ACCIDENT FACT FILE (2007 Report)

- There has been a steady increase in road accidents but a decline in the percentage of accidents resulting in fatalities.
- In 2007, 53% of all road accident fatalities in the City of Cape Town were pedestrian fatalities.
- Pedestrian deaths peaked in the 30-34 year age group and among children (1-14 years), with the 5-9 year age group most at risk.
- Of all transport-related cases tested, 59,9% had elevated blood alcohol levels (BALs).

## 2 SUSTAINABLE TRANSPORT

Transport connects people to each other and provides access to work, services and recreational opportunities. No city can function without a good transport system that works well for everyone.

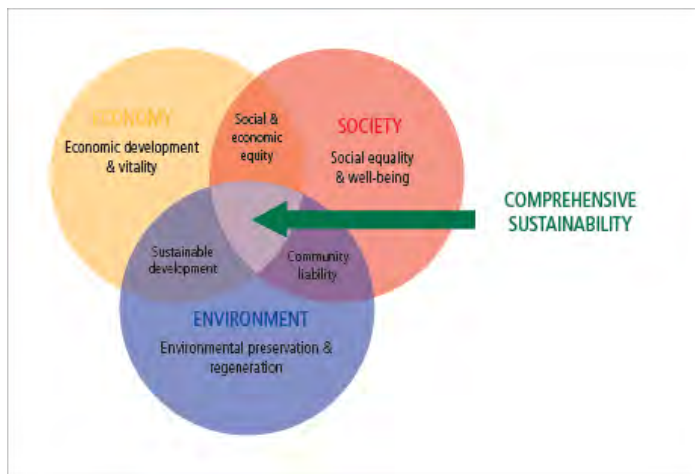
The City of Cape Town has undertaken a major mid-term review of the Integrated Transport Plan (ITP 2006-2011) resulting in a renewed approach to addressing the issues that face transport in the metropolitan area towards achieving its vision to

*'provide a world-class sustainable transport system that moves all its people and goods effectively, efficiently, safely and affordably*

The review finds that Cape Town's reliance on private vehicles continues to grow dramatically the local economy expands. Vehicle ownership and usage is steadily increasing as people migrate from public transport to the less sustainable private car.

The demand to travel is placing increasing pressure on the current transport infrastructure creating longer peaks and increased congestion on most roadways.

Cape Town is a steadily growing City and the outcome of this has been a combination of urban sprawl and traffic congestion. It is perceived as vital that change in direction be implemented that results in the ability to densify development rather than expand into new areas whilst at the same time, reducing all impacts of trip making on society. Public transport will be key to effecting such a change and must become a driving force in future sustainability.



The impacts of transport are too critical to proceed with business as usual. The framework of this Integrated Transport Plan is sustainable transport, which ensures that our City has minimal negative impacts on our society, our precious environment and vibrant economy.

### An Argument for Sustainable Transport What are the impacts of transport?

#### Air quality

In Cape Town, transportation is the largest contributor to air emissions (52,3%)

#### Noise and vibration

Noise affects productivity and health

#### Accidents

In Cape Town in 2007 alone, 92203 accidents were reported in which 417 persons were killed. This is a reduction on previous years, but still unacceptable. Over half of whom were pedestrians. The cost of traffic accidents was around R3bn to the economy in 2007.

#### Global climate change

Greenhouse gas emissions contribute to environmental degradation

#### Natural habitats

Roadways disrupt natural habitats

#### Waste disposal

Disposal of vehicles and its parts contribute to landfill problems

#### Congestion

Time lost in congestion affects overall productivity with resultant impacts on the economy

#### Depletion of non renewable resources

Production rates exceeding discovery rates of natural resources is problematic

#### Economic efficiency

Financial capital consumed by car expenditures, reduces capital for other investments

#### Separation

Wide roads sever communities and inhibit social interactions.

#### Vision intrusion

Without innovative urban design, road infrastructure can impact our City's beauty.

#### Loss of living space

Roads and parking consume large amount of urban space

## INTEGRATED THEMES

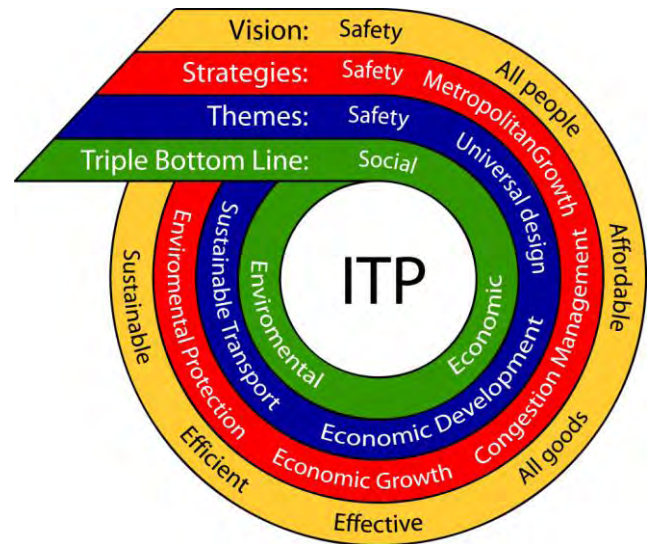
The reviewed ITP is comprehensive and holistic in that it is developed around the Integrated Development Plan (IDP) which acknowledges the Spatial Development of Cape Town and seeks to encourage mixed land use thus bringing the home and economic areas closer together.

The various elements that make up the transport system in Cape Town include the road, rail, aviation, port, freight, safety, all forms of public and private transport, goods movement as well as non-motorised modes such as walking and cycling.

As a five-year plan, the ITP sets out the actions that need to be undertaken by government and other stakeholders to ensure that Cape Town provides the efficient, sustainable transport infrastructure. All projects are to be evaluated in terms of a unified approach which evaluates the economic, social and environmental impact of the proposals.

The reviewed ITP initiatives are structured to respond to strategic informants and specific needs.

The ITP programmes and action plans are bound together by the overarching strategies for Transport Safety, Congestion Management, Metropolitan Growth, Economic Growth, and Environmental Protection.



Government at all levels continues to lead with investment and policy decisions to:

- focus on funding public transport system improvements;
- fundamentally influence travel behaviour to encourage more sustainable choices;
- achieve balanced between delivery of infrastructure and service improvements; and
- develop innovative and new funding sources.

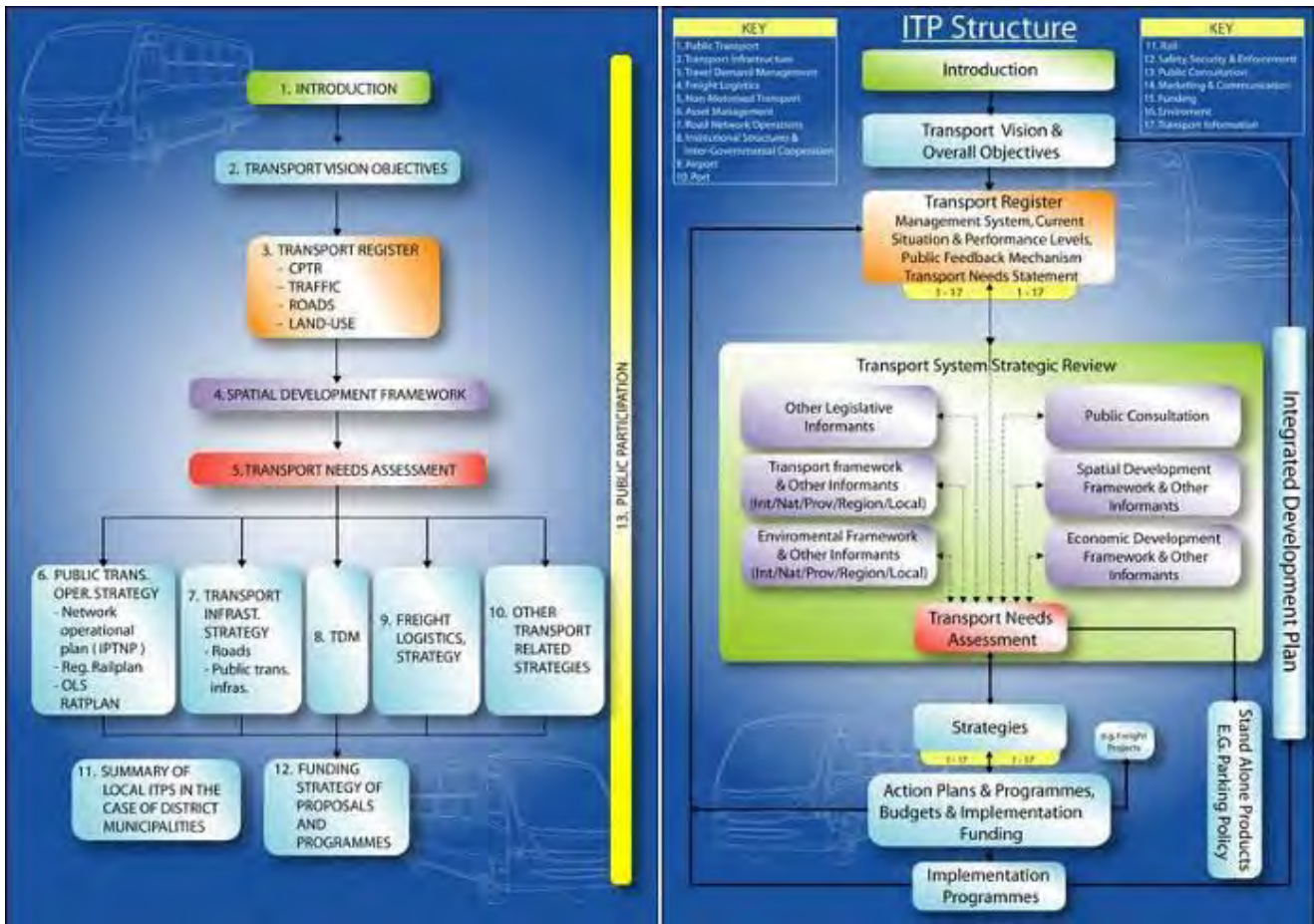
A general definition of transport is 'the movement of people and goods from one place to another.'

An Integrated Transport Plan, or more commonly called by its acronym ITP, is a holistic plan for managing and developing an area's transport system.

The ITP is a statutory requirement (NLTA, 5 of 2009) for all planning authorities in terms of national transport legislation.

An ITP is updated annually to ensure that it remains relevant and addresses all the key issues facing transport.

The ITP is a five-year plan and covers planned transport intervention and improvements for that period.



## 4 DOCUMENT STRUCTURE

The May 2009 reviewed five-year plan lays the foundation for the future, more importantly it helps to address critical questions about the growing demand to travel, the condition of our transport system, network and infrastructure.

The ITP is seen as a living document which has been reviewed and updated in May 2009, to align its format with the legislative requirements as shown above, and to reflect work in progress and changes in budget allocations and policy direction.

The Plan has been suitably modified to incorporate the May 2009 comments, suggestions and experiences provided by the citizens that rely on this transport system every day. This booklet is a summary of the full ITP, however the complete document, can be downloaded from the City's website, [www.capetown.gov.za](http://www.capetown.gov.za).





Cape Town municipal area and major roads and railways

## 4 PUBLIC PARTICIPATION (2006, reviewed 2009)



The draft ITP (Review May 2009) has been released for public comment in June 2009.

Copies of the draft ITP including the Public Transport Plan are available to the public and can be downloaded from the Council's website. City-wide interviews and council hearings confirm that the findings of the 2006 Public Participation campaign remain valid in 2009.

Analysis of the feedback indicates that the transport industry, commuters, and service providers believe that:

- an effective public transport system, infrastructure and network is paramount to the transport plan's success.
- roads are getting increasingly congested creating long commuter travel times.
- safety on our roads is problematic especially for people walking.
- lack of security on public transport is discouraging people from using it.

'Trains are late and the train doors often don't open. (Athlone train traveller)

'There are too many bad drivers in Cape Town creating too many accidents.'

'I would like to use my bicycle, but roads are unsafe with no bike paths and re-inconsiderate.'

I am having problems getting into buses and if I take a taxi I have trouble getting out of the taxi because of my disability. Government needs to make provision on buses and taxis for disabled people.'

Government needs to put more security on trains

I prefer to use taxis because they are faster but they are not safe because of reckless driving. Taxi drivers need training to improve their driving their driving.'

'Public transport is not safe. On trains or waiting for the bus we get robbed'

' Public transport is always late

## 5 STRATEGIC INFORMANTS AND NEEDS



The City of Cape Town's current transport system consists of an extensive road network of 8 500 km, which carries growing numbers of public and private vehicles. Traffic volumes have been growing steadily over the past ten years, at approximately 3% per annum. The road network now carries about 90 million vehicle kilometers of travel, annually. A public transport system –that carries approximately 1.1 million passenger trips, on rail, buses and minibus taxis. Cape Town's fast growing economy is significantly supported by this transport network and an active freight, air and seaport operations.

Key informants are the growing population, the increased economic growth in the region, the legislative framework with the strong institutional capacity within the City, policy frameworks for densification of development, support of public transport, non-motorised transport, protection of the environment and the excellent public participation processes.

Sectoral strategies in transport infrastructure, rail, aviation, ports, safety, asset management, road operations, freight logistics, and travel demand management are underway to manage the capacity constraints being experienced along major links within the system. Congestion management strategies are being implemented on some critical links to limit damaging impacts on the economy thus allowing workers to get to places of employment whilst movement of goods are to be significantly improved.

### PRIVATE VEHICLE FACT FILE

- Over 1 million vehicles registered in Cape Town (2009).
- Car ownership is about 200 cars per 1 000 people.
- Car ownership and use is growing significantly.
- Current public private transport split varies with AM peak 50:50 (private: public); Inter-Peak 83:17; PM peak 59:41 and average all day 69:31.

### BUS FACT FILE

- Operator is Golden Arrows Bus Services (GBS) currently on interim contract
- Bus facilities owned and managed by the City of Cape Town
- 1 530 routes on 113 timetables
- Operates 5 295 trips per day with up to 270 000 passengers/day.
- Subsidized by national government and in 2008/9 financial year derived subsidy of



## 6 INTEGRATED TRANSPORT STRATEGIES

### 6.1 Congestion Management

There are five major issues that are to be addressed in congestion management strategies.

**Public Transport:** This is the major aspect in managing congestion. The increase in people traveling by public transport is the primary method of reducing congestion.

**Freight Transport:** Freight transport is essential in providing the population with food, clothing and shelter. Management of the movement of this type of transport by appropriate design and operational management as well as time management will help alleviate the congestion associated with this type of transport.

**Non-motorised Transport:** The focus of this type of transport should be centered around relevant activities such as: Movement to other types of transport, movement for local shopping purposes and movements to educational or sporting activities.

**Promotion of Land Use Diversity:** This issue is fundamental to congestion management changes to present land uses can be a very long term project but present changes can be under take if a coordinated plan is formulated.

**Travel Demand Management:** The management of travel demand, such as parking, will reinforce the overall approach to congestion management.

### 6.2 Metropolitan Growth

The City experiences an annual growth to it's population of 3,5 million of 2,5% per annum this means an extra 87 500 people per year. These people will need access to all the amenities including transportation. This has a major effect on public transport, land use management and travel demand management.

#### Public Transport

Improving public transport is a major form of dealing with the need for person movement due to economic growth related to Metropolitan growth.

#### Travel Demand Management

In support of the promotion of public transport, Metropolitan Growth will further be managed through improved travel demand management techniques. Key amongst these will be parking management in all new development through a revised parking policy for the City.

#### Land Use Management

In support of the programme for the densification of the city, transport plans are now closely aligned with the City Integrated Development Plans to promote mixed land use and, reduced travel and the use of public transport.

#### MINIBUS TAXI FACT FILE

- Operators are various private owners of single or multiple vehicles.
- 15 seater minibus vehicle used.
- Estimated fleet size of licensed and Unlicensed vehicles is 7 467
- 565 routes operated all day with 55 998 trips and 332 407 daily passengers
- 120 922 passengers carried during the peak period.
- Unscheduled services with frequency varying from 1-2 minutes during the peak

#### RAIL FACT FILE

- Operator and infrastructure ownership is by SARCC-Metrorail.
- The commuter rail network is operating at below its technical capacity due to a shortage of rolling stock, the system lacking about 20 train sets at present.
- Total daily passenger boarding's - 634 837.
- Cape Town recorded a total of 140 733 boarding's in a 24hour period in 2007 and then followed by Bellville- 64 501 Mutual -54 981, Philippi -52 961, Salt River -51 982, Langa -41 555, Maitland -36 324, Nyanga -30 807 and

#### ROAD NETWORK OPERATIONS MANAGEMENT FACTFILE

The Area Traffic Control system comprises of 1 265 signalized traffic intersections and pedestrian crossings

- Of these 600 are linked to a centralized computer system situated at N1 City House Network Operations Center.
- The City presently has a traffic law enforcement team of 246 officers.

## 6.3 Economic Growth

The growth in population, in combination with the undesirably high level of unemployment presently experienced in the City, dictates the need to ensure appropriate economic growth in the City. This growth needs to comprise a range of components, which will include commerce, industry and tourism. These require a combination of transport interventions.

### Public Transport

Facilitation of access to employment as well as the movement of tourists is dependent on the promotion of public transport as a key means of travel. For the former, this provides an affordable mode of travel for the latter public transport reduces the number of vehicles on the road and the number of road users unfamiliar with the local network.

### Freight Transport

It is critical for economic development that the transport system facilitates the quick and efficient movement of raw materials and finished products so that the City becomes internationally competitive. This can only be achieved through a combination of interventions that facilitate inter-modal freight movement.

## 6.4 Environmental Protection

Transport represents a major contributor to air, noise, land, and water pollution. Major factors are congestion and the use of vehicles that are inappropriate or in poor condition.

The State of Energy report for Cape Town listed some of the issues facing the transport sector in Cape Town and stated that 'urban sprawl causes long commutes, which result in higher transport energy consumption and a corresponding high release of carbon and other remissions'. Long commutes also require longer days and more hours away from home, less productive time which decreases quality of life, primarily for the poor.

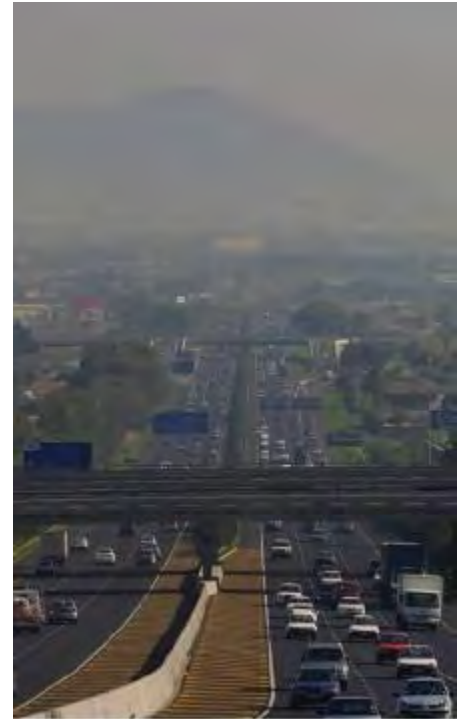
The current levels cannot be sustained by the City in the future and remedial measures have to be implemented to shift current trends. Public transport and NMT are sustainable forms of transport that need attention, higher priority, recognition and investment.

Central to reducing the environmental impact is the provision and promotion of public transport.

The City's integrated strategy therefore targets the provision of public transport.

## 6.5 Transport Safety

Safety and security strategies take account of all users, and all facets of the transport system, including non-motorised and motorised, private and public transport modes. The multi-faceted strategies are based on new safety engineering designs, improving existing facilities, operational maintenance, education of the system users, and strong enforcement.



### FREIGHT FACT FILE

- Highest Annual Average Daily Truck Traffic (AADTT) is 5 424 on N7-Goodwood followed by N1-Kraaifontein with 4 392
- The highest volume of cargo transported by road is on R27 at the Container Terminal with Over 6 million tons pa.
- Over 3 million tons pa of fuel is transported on M14- Platteklouf road.
- Rail freight is limited compared to both capacity and amount moved by road
- Air freight accounts for about 30,000 tons of cargo pa from Cape Town International Airport.
- Cape Town Port handles over 4 million tons pa of sea cargo which translates to 2.2% of country's sea freight movement.
- Two strategic pipelines 126km and 11km long are used for transportation of crude oil and petroleum products in and around Cape Town.

## 7 SECTORAL STRATEGIES

### METERED TAXI FACT FILE

- On a typical day, metered taxis carry about 4 000 passenger trips.
- 189 operators who own approximately 453 vehicles (excluding pre-arranged collections).
- 37 official facilities accommodate 123 taxis.
- Variety of vehicle types, sedan taxis are most common, but station wagons and minivans are also used.
- Fares are fixed and variable rates charged per distance travelled, as well as additional waiting and luggage rates.

There are a number of sectoral, or mode related, strategies that support of the overarching strategies focusing on fourteen aspects affecting the transport system:

1. Public Transport Operations Strategy
2. Transport Infrastructure Strategy
3. Travel Demand Management Strategy
4. Freight Logistics Strategy
5. Non-motorised Transport Strategy
6. Safety, Security, Education and Enforcement Strategy
7. Ports Strategy
8. Airports Strategy
9. Road Network Operations Strategy
10. Coordination of Transportation Planning
11. Asset Management Strategy
12. Public Consultation Strategy
13. Institutional Strategy
14. Funding Strategy

The four key sectors strategies are highlighted in this summary



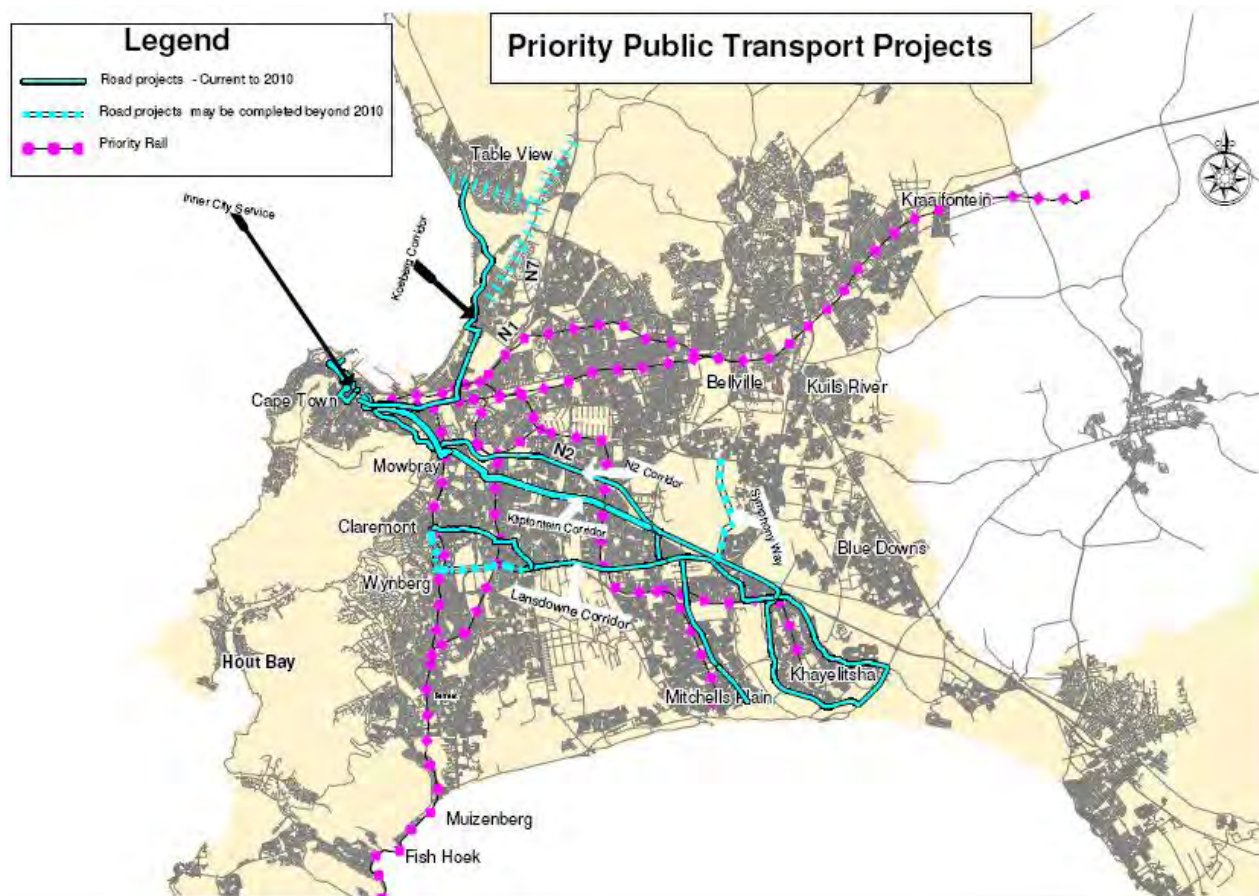
### 7.1 PUBLIC TRANSPORT OPERATIONS STRATEGY

Public transport is a vital and essential element of the ITP, as this provides the opportunity for all citizens and visitors to access the full range of facilities the City offers, whether for work, education, recreation, health, social activities.

The overall strategy for public transport is set out in a number of key policies:

- To give priority to public transport over private transport
  - To direct investment in transport infrastructure, services and facilities to enhance social and economic development
  - To encourage investment and growth in sustainable mobility corridors
  - To focus on public transport to stimulate development on mobility corridors
  - To provide public transport to meet the needs of all users, including those with special needs, be they life cycle or disability based needs
  - To support the use of the most appropriate mode in terms of cost/service trade-off
  - To support investment in rail
  - To restructure the minibus-taxi industry into a unified formal public transport sector
- To restructure the existing bus and minibus-taxi services operating in competition into a unified scheduled service utilising the optimum vehicle into line haul routes, distribution and feeder services.
  - Transform the interim contract into tendered or negotiated contracts on a phased programme
  - To restructure the scheduled services to align with the Mobility Strategy and Corridor Strategy and based on the City's Rationalisation Plan
  - To restructure service in main residential zones into feeder and local distribution services
  - To develop tendered (or negotiated) contracts to provide enhanced quality of service in line with a public transport service charter, extended 18 hour day service on the primary accessibility routes, provision for Special Needs Passengers, strict monitoring of service quality and timetabling, etc
  - To introduce an integrated fare management system
  - To ensure safety and security

The City's Mobility Strategy is aimed at attaining one of the key strategic themes in the IDP of access and mobility. The strategies address the specific gaps in passenger rail, scheduled bus services, minibus taxis, metered taxis, learner transport, long distance public transport, tourist related services and special needs transport services.



## 7.2 TRANSPORT INFRASTRUCTURE STRATEGY

Transport Infrastructure is the fundamental component of the transport system and encompasses a very wide range of facilities from airports and harbours, through rail lines and roads, to cycle and walkways, with many associated facilities, such as rail stations, bus stops, and depots, even infrastructure maintenance yards.

The strategy for transportation infrastructure design, monitoring, implementation and upgrading shall be the following:

- To improve safety on the road system;
- To optimize traffic flow on arterial and freeway networks ;
- To reduce congestion within and between nodes and activities;
- To co-ordinate traffic/transit operations;
- To manage incidents, and reduce delays and adverse effects of incidents, weather, work zones, special events, emergencies and disaster situations;
- To effectively manage maintenance and construction work to minimise the impact on safety and congestion;
- To inform travelers with timely and accurate information;
- To improve the interfaces between modes of transport for passengers and freight;
- To eliminate bottlenecks due to inadequate geometrics;
- To provide reliable and convenient infrastructure for public transport services.

The operations refocus is also consistent with the mission of developing Sustainable Transport, providing for the mobility needs of the customer while avoiding critical negative environmental impacts.

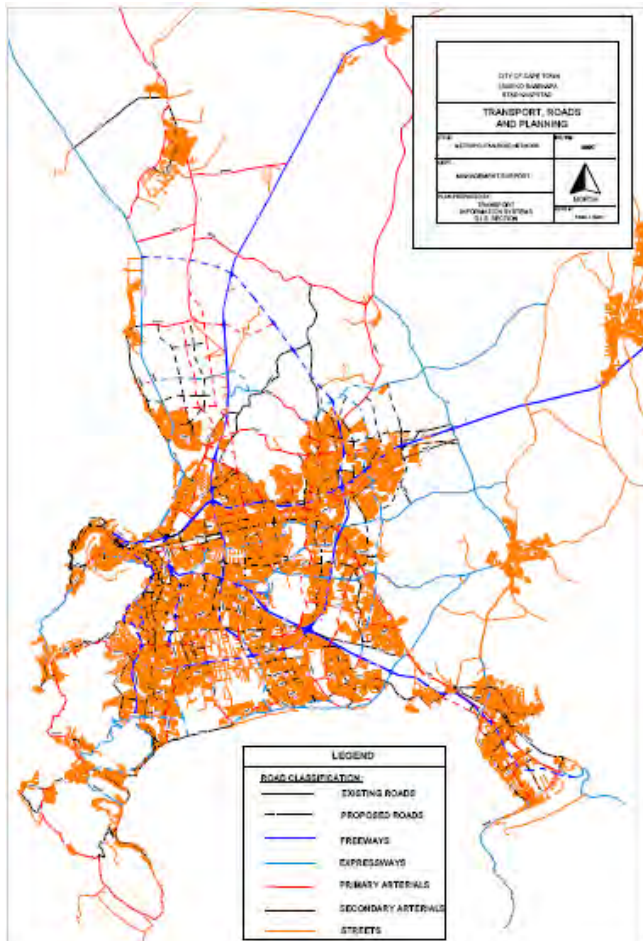
The bulk of this infrastructure is extremely costly and has a significant long-term impact on society and the environment. Once installed, this expensive infrastructure will have a long and useful life if appropriately maintained, thus minimizing the need for additional infrastructure.

Given the growing demand for improved system performance, transportation agencies are changing the way they plan and operate their transport systems and are focusing more intensely on network operations

The investment in the rail system will be on focused priority corridors as identified in the Regional Rail Plan. Three priority corridors have been identified which include the Khayelitsha/Mitchell's Plain to Cape Town Line, the Kraaifontein/Bellville to Cape Town Line and the Simon's Town to Cape Town Line (including the Cape Flats Line).

Roads form an integral part of the greater transportation network. It is the right of way for moving goods, moving people between home and work, school trips, business trips, as well as recreational and social trips. Therefore, roads provide mobility and accessibility for people and vehicles and an urban area that lacks a good road network will suffer economically and socially.

Additional roads have been proposed to the metropolitan road network to alleviate traffic congestion. These links are illustrated in the map below.



#### ASSET MANAGEMENT FACT FILE

- Public Transport Facilities / Interchanges.
- Major and local road systems.
- Bus/Taxi stops (3000 stops, 1100 shelters).
- 4500 on-street kerbside parking areas.
- Open parking areas (Formal and Informal)
- Parking Garages
- Traffic Monitoring equipment which include 15 Mikros data logger, 1 visual speed display sign (VMS), 1 LOTOS laser system (RTMS), 29 CCTV camera, 1259 Traffic signals in the City.
- Total Replacement costs in 2007 were stated as being R27 350m
- 2006 statistics Report lists Gross Value Added for transport sector in Cape Town as R10.6 billion Rand representing 6.5% of the City's economy.

#### THE CITY WILL MAINTAIN AND IMPROVE ROADS AS FOLLOWS:

- Combat congestion through:
  - Public transport
  - Better management of the demand for travel
  - Using intelligent transportation systems
  - Better management of the road system.
- Provide new roads in new developments
- Provide public transport infrastructure along dedicated routes, in line with the Mobility Strategy
- Improve road safety
- Introduce traffic calming measures
- Follow integrated planning
- Review design standards and road classification



It is important that the City should plan and build new transport infrastructure to improve the functioning of the transport system to realise the transport vision of Cape Town. However, it is also critical that resources and manpower are set aside to maintain existing assets. These transport resources form the backbone of the City's transport system.

The City will develop and implement programmes to preserve, promote, enhance and make the most efficient use of existing transport facilities. The City is in the process of developing an Asset Management Strategy (AMS) for the Transport Roads and Stormwater Directorate, which includes a database of moveable assets and a staff resource plan (to recruit and train qualified and experienced professionals).

The City provides a Dial a Ride service, which is available to registered special needs users by appointment. This service comprises 30 vehicles designed to carry wheel chair passengers although it is argued that twice as many are required. 27 are in regular operation and 3 are contingency vehicles. The service provides about 400 trips per day to the 5000 people registered on the database. The cost of this service is approximately R48 million per annum.



The Integrated Rapid Transit system currently being implemented is designed to accommodate the majority of special needs passengers and should reduce the pressure on this service

Universal access affects all aspects of public life and public buildings, for example a wheelchair user has the right to access libraries, clinics, the Civic Centre, and use public transport such as buses, trains and minibuses. Therefore, the transport system and its supporting infrastructure such as sidewalks, road crossings, and public squares should also provide reasonable and safe access for everybody. This means that all public transport facilities, intersections, public transport vehicles and infrastructure such as pedestrian crossings (dropped kerbs and audio signals) are being improved to comply.

## 7.3 TRAVEL DEMAND MANAGEMENT STRATEGY

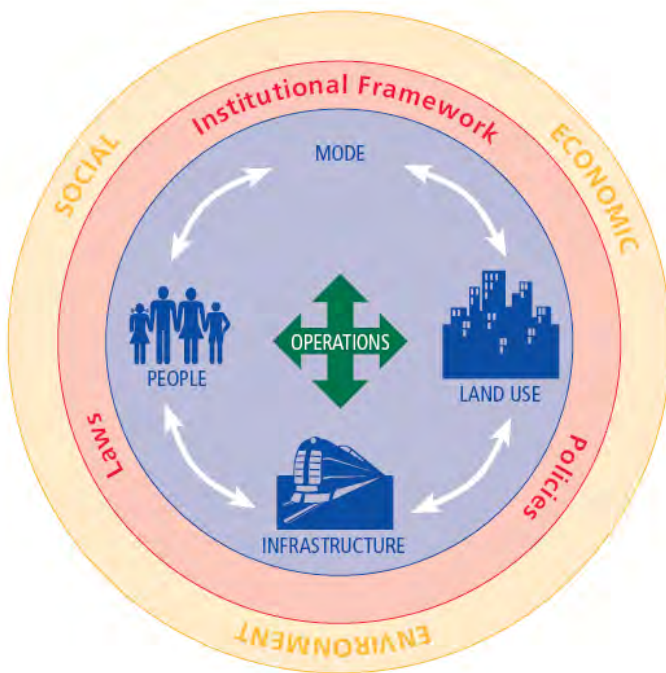
The art of influencing travel behaviour is generally known as Travel Demand Management

Amongst the approaches towards a more sustainable transportation system is Travel Demand Management (TDM) which will become a key tool in promoting all the Integrated Strategies of the City, promoting a diversity of sustainable travel modes and practices that will influence the choices made by commuters in order to reduce the overall number of trips, minimize travel time, and optimize travel cost especially during the peak times.



Three strategies will be required to encourage this approach:- :

- Introduce feasible and attractive alternative travel modes.
- Create an awareness of alternatives to private car use and change perceptions in the minds of the travelling public and that of business that car travel is not the only means of transport. This includes creating an awareness of the true cost of travel and the long-term sustainability of the system.
- Encourage land use activities, and a supporting legal and policy environment that promote alternatives to private car travel.



You're right if you think that trading your private vehicle for a minibus trip just once a week won't make a big impact on congestion. Nor will taking the local 'carpool' on the first Tuesday of every month! But imagine if everyone of the 691291 registered private car owners in Cape Town did so! Now that would make a difference.



The City will try to influence travel demand by creating an awareness of the broader environmental impacts of private cars and try to change public perceptions by offering high-quality and safe public transport, walking and cycling alternatives. Land use development will also be a vital element, because by locating a range of activities in closer proximity through mixed land use and higher densities it reduces the demand for travel and supports public transport and NMT modes. The following strategies have been identified to manage travel demand in the City:

Non-motorised transport (NMT) is any form of movement that does not rely on an engine to drive it. This includes walking, cycling, rickshaws, animal-drawn carts, rollerblading or skating for recreational purposes. The City realizes that walking and cycling is a valuable component of the transportation system.

Land use and transport systems are interrelated and mutually supportive. There is an increasing realisation that transportation systems cannot be planned in isolation to land use and that urban developments must consider transport to be successful.

Cape Town's current land use pattern is still largely a result of South Africa's apartheid legacy. The poor are still mostly located on the periphery, particularly in the south-east sectors of the City, with the employment opportunities located in the CBD or in other commercial and industrial nodes. Travel times to access economic and recreational opportunities remains long and uncomfortable on current inadequate and overcrowded public transport services.

The City of Cape Town recognises the importance of the relationship between transport and land use and understands that the ITP cannot be truly integrated without incorporating strategies for better coordination between spatial planning, settlement planning and other activities that impact land use and development.

Various strategies have been identified to enable transport and development to work together and better facilitate the integration between land use and the improved transport system:

- Develop a common vision for transport and land/use which can be planned and implemented in a more coordinated manner.
- Include public transport and NMT infrastructure when planning new developments as a first prize rather than retrofitting the ones already constructed.
- Promote mixed use development (i.e. living, working, shopping and healthcare).
- Improve public transport links between jobs, denser housing developments and other urban activities.
- Coordinate budgets for different government sectors, such as housing, private and public transport, bulk service provision and commercial development.



## 7.4 FREIGHT STRATEGY

With its deep-port harbour, international airport, well-developed network of roads and railways, as well as big cold-chain facilities, and a thriving financial sector, Cape Town has become an important destination for freight (goods).

The City vision for freight transport:

'To develop a safe and efficient freight transport system that will build the economy by connecting markets, businesses and people in a sustainable and cost-effective manner, while supporting and complementing the City's mobility corridors and strategy.'

The Freight strategy for Cape Town incorporates the following key elements:

- Freight Route designation - reviewing the impact of loads on the road pavement structure with a more stringent enforcement of freight movement.
- Linking primary industrial areas and major transport facilities - includes revisiting routes where freight vehicles are allowed, separate right of ways for heavy vehicles,
- Provision for movement of abnormal or hazardous loads
- Management of network capacity
- Control of freight movement on key commuter routes and limiting vehicle classes on sensitive routes.
- Developing strategies about emission control, air quality and sound control to reduce their impact on residents of Cape Town.
- Emphasizing the benefit of improved freight systems in marginalised and economically disadvantaged communities.
- Identifying the most cost-effective and appropriate mode for transporting the correct goods, and developing a city strategy on road versus rail.
- Provide improved access to the port -road access must be facilitated through suitable infrastructure as well as provision of public transport for port workers
- Increase the usage of rail freight -rail access and effectiveness
- Manage Inner City freight movements to limit disruptions



## 8 INTEGRATED RAPID TRANSIT

Phase 1A will link the airport and the inner city area with the stadium precinct and service the Atlantis Corridor. It includes the inner city and airport services, and extends up the West Coast to include newly developed high-density residential areas and low-income communities. The inner city service will provide a convenient, cost-effective way of getting around the CBD and city bowl areas for the many thousands of people who live and work in this economic hub. From an operational cost point of view, Phase 1A is financially self-sustaining. The intention is to have this phase up and running by early 2010.

The plan is to establish the full network, a citywide integrated public transport system, as part of Phases 2 to 4 over a period of 10 to 12 years. While Phase 1 focuses on the City's 2010 obligations and servicing the

Atlantis corridor, Phase 2 will address the more pressing social aspects of the public transport network by extending into all areas of the metro south east, as well as linking the southern suburbs. Phase 2 represents an exciting business opportunity for the full participation of the existing bus and minibus operators in these areas. The new service will offer quality public transport services throughout the day and into the night that are reliable, safe and affordable and which will bring greater mobility within some of the most densely populated and poorest communities, where private vehicle ownership is low.

Phases 3 and 4 of the system will then deliver services within other areas of the city, including the northern suburbs, such as Bellville and Durbanville, the Delft and Blue Downs areas, as well as the greater Helderberg



## 9 FIFA WORLD CUP 2010

Giving Impetus to Transportation Improvements in Cape Town

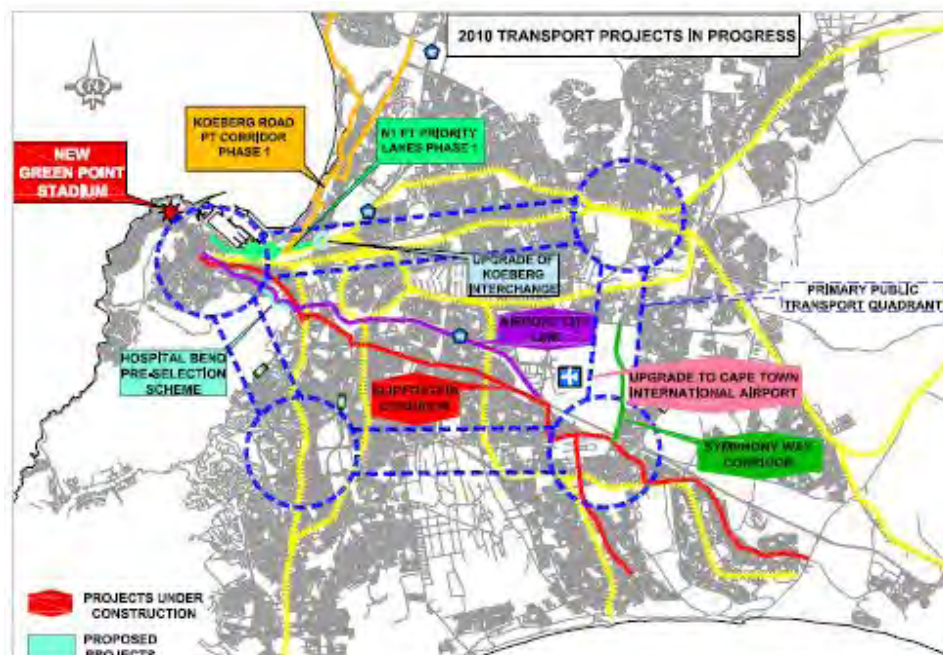
On Saturday, 15 May 2004, history was made when South Africa became the first country on the African continent to be awarded the privilege to host the 2010 FIFA World Cup. Transport will play a vital role in making this event successful, particularly in light of the high volume of visitors and spectators expected. The City aims to achieve the green goals set by FIFA for the games. A key objective is to limit the private vehicle usage to matches with an 80:20 modal split in favour of public transport.

Cape Town has embraced the opportunity and used the impetus to fast track a number of major projects:

- Right at the top of the list is the Integrated Rapid Transit system that will help to provide strong linkages to Cape Town International Airport for the World Cup event, but which will serve much of the population of the City on a permanent basis, with those along the west coast being the first to derive benefit.
- Also linked to the World Cup is the construction of Granger Bay Boulevard, a new link to the V&A Waterfront from Western Boulevard, this will also provide access to the new stadium.

Other projects long in the planning, and now underway to improve movement in the City are:

- The upgrade of Koeberg Interchange, between the N1 and the M5 will help to significantly reduce the delays on both these roads.
- The upgrade of Hospital Bend is well advanced and will greatly alleviate traffic flow in and out of the City by reducing weaving movements on the section adjacent to the hospital.
- There have been many other notable projects underway, some still in progress, others complete:
  - o The upgrade of Main Road between Muizenberg and Kalk Bay is still underway
  - o Claremont Public Transport Interchange and the relief road have been completed
  - o Work on Brackenfell Boulevard has begun
  - o Information on many other projects is provided in the full integrated transport plan.



## 10 IMPLEMENTATION

### Putting Public Transport, People and Quality of Life First

The purpose of the ITP is to examine the current transport situation, determine the needs of the community and to identify projects and programmes that will support the City's strategies for achieving its Vision – for putting public transport, people and quality of life first. It is thus a task of the ITP to evaluate and prioritize projects across a range of sectors, as well as ensuring that investment efforts are coordinated to achieve the desired vision for transport in the City of Cape Town. The ITP also serves as direct input into the City's Integrated Development Plan (IDP) and it therefore becomes important to ensure that projects are aligned to broader City goals.

In support of this, the latest ITP review process has worked to develop a structured project prioritisation tool that considers each project in terms of the City's transport strategies as well as the triple bottom line evaluation criteria of Economics, Environmental impact and Social Benefit. The purpose of this tool is to assist in the equitable distribution of funds amongst projects on a geographic basis, as well as to a range of different types of project; non-motorised transport, public transport, freight and other private transport.

#### Focus areas of the ITP implementation plan are:

- Upgrading the public transport system, with IRT at the heart of this intervention although other improvements, such as interchange upgrades also ongoing.
- NMT improvements particularly around public transport services.
- Improving safety, security and law enforcement in respect of all aspects of transport
- The implementation of various travel demand initiatives
- Critical Road Upgrades
- Improving transport information, firstly to improve planning processes and then to provide improved services to users

The public transport plan will address the following:

- Resolving key operational questions including inter-modal integration, the approach to fares and subsidies, sequencing etc.
- Specifying the funding, fare and subsidy mechanisms and the overarching business model for the entity.
- A framework for potential private sector involvement in public transport; (operations, contracts, infrastructure).

#### Freight Movement

Whilst public transport, people and quality of life might not seem to have much to do with freight movement, we must not forget that our economy and thus jobs rely on an active industry and that our food, clothing and housing relies on goods movement. So, as part of ensuring the best possible quality of life for all, we must ensure that goods movement is appropriately accommodated. The Integrated Transport Plan addresses a number of aspects of freight movement:

- Ensuring that hazardous goods routes are clearly identified and the communities are protected from incidents involving the movement of these goods.
- Ensuring that abnormal loads can move on the most appropriate routes so as not to interfere unnecessarily with other traffic or the environment.
- Seeking to minimize inner-city congestion through the control of freight movement, whilst also ensuring access for goods where and when needed.
- Promoting freight hubs that assist in improving the throughput of vehicles at Cape Town harbour, thus reducing wasted time for truck operators



## CONCLUSION

The City of Cape Town has identified Transport as an essential focus area towards becoming a world-class sustainable city. We would hereby like to invite you to join us on the journey towards a more sustainable transport system.

## THIS IS YOUR PLAN

One of the most important elements in the development and implementation of the Reviewed City's ITP is public participation. The plan which is being developed to serve the citizens of Cape Town must reflect the citizens needs for mobility and access. To that end, the City is using a comprehensive public involvement programme that will be incorporated in the annual reviews of the plan and to ass the plan's progress and effectiveness.

An extensive programme of public engagement is planned including Sub-council presentations, education brochures in the local City News, copies of documents at libraries, interaction with stakeholders, and public hearings.

All comments or questions about this summary or the full ITP are welcomed, Please forward your written comments to:

Transport Planning  
Transport, Roads and Stormwater  
PO Box 1694  
Cape Town, 8000  
Attention: Director Transport  
Fax number: 086 576 0278  
E-mail: [ITP.Comments@capetown.gov.za](mailto:ITP.Comments@capetown.gov.za)

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