

# **SUMMARY:**

## **CITY OF CAPE TOWN 2017- 2022**

### **COMPREHENSIVE INTEGRATED**

### **TRANSPORT PLAN**

**The City is intent on building a more inclusive, integrated and vibrant city that addresses the legacies of apartheid, rectifies existing imbalances in the distribution of different types of residential development, and avoids the creation of new structural imbalances in the delivery of services. It regards transport as a key driver for addressing Cape Town's spatial reality and is aiming to achieve a spatial transformation through transit-oriented development (TOD) and associated densification.**

The Draft Comprehensive Integrated Transport Plan, 2017 to 2022 (CITP), is a new five year statutory plan prepared in terms of Section 36 (1) National Land Transport Act, No. 5 of 2009. The plan aligns with the new term of Office IDP 2017 - 2022, and integrates with the review of the Municipal Spatial Development Framework.

The content and structure of the CITP is guided by the Government Gazette, No. 40174 of 29 July 2016 which stipulates the "Minimum Requirements for the Preparation of Integrated Transport Plans".

The CITP gives the City of Cape Town (and so its Transport Authority, Transport and Urban Development Authority for Cape Town (TDA)), its mandate for the transport network and everything that moves on it and sets out what TDA is committed to and is accountable for.

In this new CITP, the City of Cape Town sets out how it will build on the progress it has made in delivering integrated, intermodal and interoperable transport in Cape Town. Taking each component in turn:

- *Integrated*: the City's delivery of integrated transport is based on its Integrated Public Transport Network Plan 2032. "Integrated", however, should not just be confined to transport but should also mean the integration of transport with land use. For the City, this means the use of transit-oriented development (TOD) to bring about the spatial transformation of Cape Town itself as well as the building of sustainable communities.
- *Intermodal*: intermodal transport cannot be delivered in Cape Town unless all functions and modes are under the jurisdiction of a single authority. To this end, the City is continuing to pursue the assignments of the Contracting Authority and the Municipal Regulatory Entity (MRE) functions respectively. The City also acknowledges that although rail is considered to be the "backbone" of its transport system, it is currently in crisis. The City is therefore considering how to deal with this crisis in Cape Town.
- *Interoperable*: in order to achieve an interoperable transport system (the ability of a transport system to work with another without special effort on the part of the commuter), the City will be undertaking further work on the delivery of integrated ticketing and timetables.

The City's approach to integrated transport is to adopt multi-modalism. The key modes are passenger rail, bus rapid transit (BRT), quality bus services (being conventional bus services enhanced by modernising features and integration with the wider network and which operate mainly in mixed traffic) and minibus-taxis. These modes will together form part of an integrated transport solution which will be complemented by improved provision for NMT and new e-hailing and related technologies in the coming decades and will result in a "new generation" of service offerings.

#### **The City's approach to Transit-Oriented Development (TOD)**

Integrated transport also needs to be viewed through the much broader perspective of how the City intends to use transport to change the spatial form of Cape Town itself as well as to build sustainable communities. This means that the City does not see integrated transport as its only goal. Instead, it regards transport as the key driver for addressing Cape Town's spatial reality, with all its urban inefficiencies and social inequality. The City recognised that TOD could be applied in Cape Town not just as other cities had used it for economic and transport efficiency purposes but also to bring about spatial transformation and build sustainable communities. In this way, a step change will be achieved by prioritising the right development in the right locations, along major road and rail corridors in Cape Town. This approach, coupled with a focus on public transport (PT) and non-motorised transport (NMT), will reduce travel times and costs, as well as deliver important environmental benefits. This CITP therefore sets out the City's ambitious but deliverable plans for transport within the wider context of its drive to create an equal society based on integrated communities, economic inclusion and access to opportunities in Cape Town.

In order to give effect to this scale of TOD in Cape Town, the City needed it to be driven at both an institutional and governance level. As a result, it extended the functions of its then Transport Authority, Transport for Cape Town (TCT), to include all of urban development (urban planning, human settlements and urban sustainability) alongside integrated transport.

### **The City's approach to rail**

The transport system in Cape Town is highly dependent on rail as its backbone but the serious decline in service has forced many passengers onto the road network, leading to gridlock during the peak periods. The City is currently considering various strategies necessary to address the situation.

The City cannot deliver integrated, intermodal and interoperable transport in Cape Town without an effective rail component. Furthermore, rail is not just the backbone of the transport system but also of Cape Town's spatial form as well. As such, the intensification and densification of land use along rail corridors is also a key part of the City's TOD strategy. In response, the City is developing a methodology to explore what needs to be done to solve the issues in rail.

### **The transport trends in Cape Town**

This CITP has been prepared at a time when the City faces many challenges both in terms of transport and the City's spatial form. It takes forward the progress made by TCT through adapting its transport mission, vision and long-term strategies to use this CITP as a driver of change to address these challenges head on. The CITP recognises key transport trends in Cape Town that need to be addressed if these opportunities are to be realised:

- the deterioration of the rail service in Cape Town, with its resultant steep decrease in usage and increase in road usage
- the increasingly unsustainable cost of transport for low income households, as revealed by the City's Transport Development Index
- the growing disjuncture between transport and land use in Cape Town

### **TDA's proposed interventions**

This CITP presents TDA's proposals to address these trends and opportunities through interventions that are required to achieve TDA's Integrated Transport Vision and the proposed implementation of TOD via policies and programs pertaining to public transport, rollout program of public transport, infrastructure, travel demand management, non-motorised transport, freight, and other transport related interventions. A summarised, financially viable and costed set of proposals and programs is also presented in this document.