



**Western Cape
Government**

In partnership with the City of Cape Town

TWO RIVERS URBAN PARK

10 November 2016

Draft Transport Response



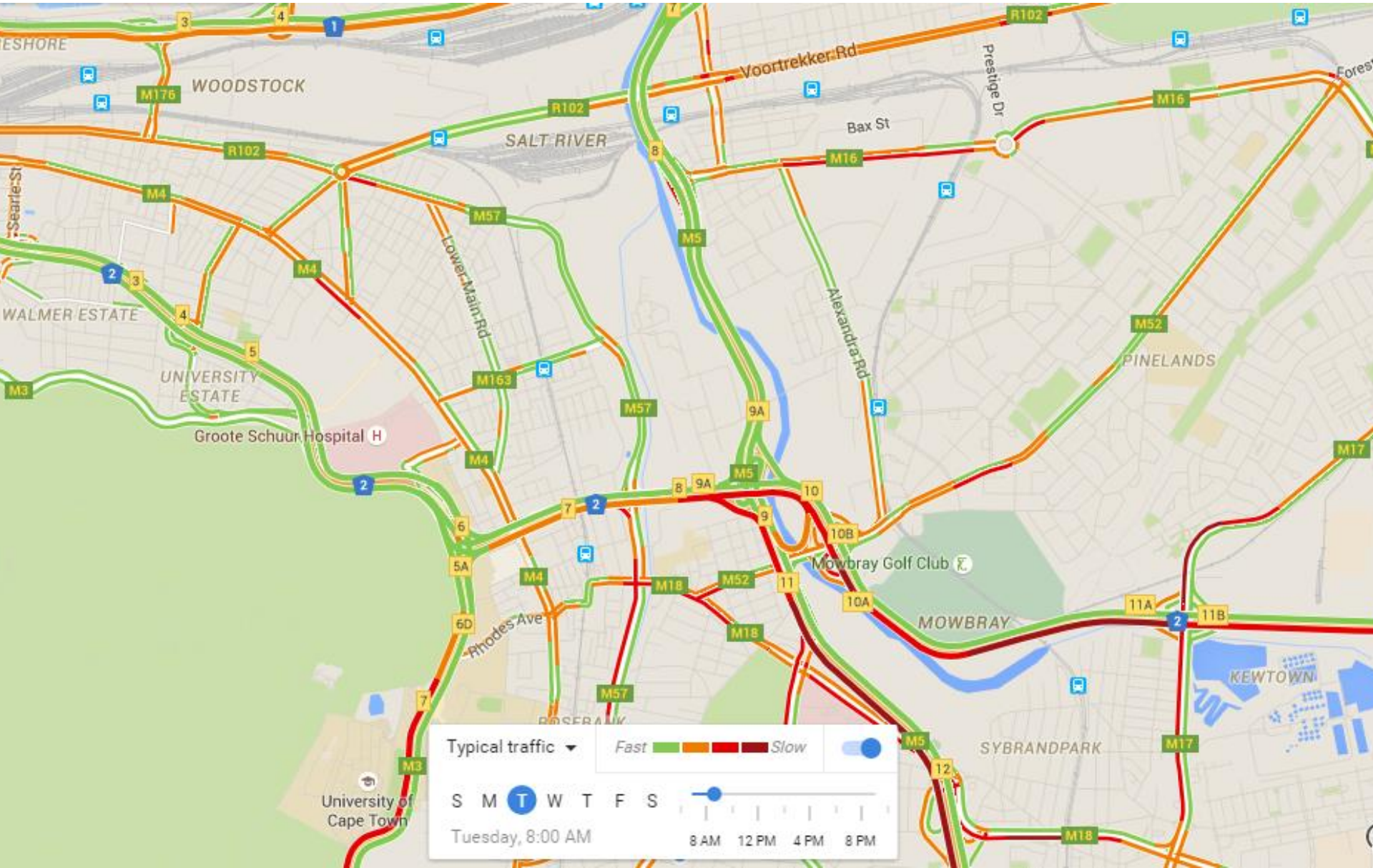
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and Associates



Big Picture

- Congestion is growing
- Uncertain public transport
- Long term policy aims have shifted
 - Parking
 - Transit Oriented Development
 - Travel Demand Management
- But: Short term challenges

Congestion



What is acceptable?

Deciding what is acceptable traffic conditions is about balancing different policy objectives:

- Increasing public transport ridership
- Creating a desirable environment
- Considering off-peak travel
- Increasing choice
- Decoupling growth and movement
- Getting more out of infrastructure

What is acceptable?

Context matters:

- What is okay in a big city is not okay in a small town
- What is okay in the CBD is not okay in a suburb
- Different expectations about lifestyle, cost, delays, services

Small things matter:

- Being able to see outside a train window

Perceptions matter:

- They influence our choices
- But they can be out of date

What do we measure?

- How to look at the right things to identify problems and solutions
- Measure the things we can influence, that affect travel behaviour directly or indirectly
- Monitor and adjust over time

What do we measure?

What are guiding indicators?

- Density of activity
- Activity in public realm
- Parking demand
- Public transport ridership patterns
- Shift to active transport modes
- Travel less vs. travel by public transport

Picking assumptions

- If we want change, we have to look at what changes behaviour
- If we are going to say “South Africans aren’t like that” then we may as well give up trying to improve the way Cape Town works
- So we need to strategically pick from a selection of indicators, set targets, then observe what moves us in the right direction

Picking assumptions

Household size
Employed residents
Travel mode
Resident age
Students
Office area
Employee density
Car ownership
Bicycle ownership
Income level
Shift work
Vehicle occupancy
Internal trips

Behaviour management

Decision sequence:

- Purchasing property – who & where
- Designing buildings – public value
- Occupying property
 - Personal and business values
 - Family configuration
- Ownership vs. access – sharing economy
- Driving, walking, cycling, riding

Behaviour management

What makes change difficult?

- Safety for walking and cycling
- Peak spreading – unreliable travel times over longer periods
- Unreliable trains
- Regulations that hamper innovation

Intentional community

This could mean, for example:

- Desire to live close to work
- Willingness to see private vehicles as mode of last resort – lower vehicle ownership
- Embracing linkages for community integration
- Aiming for low resource consumption
- Diverse activities in close proximity

Toolkit to achieve change

- Updated design controls
- Ongoing property management
- Revenue streams to subsidise appropriate behaviour of investors and users
- Agreements with service providers
- Agreements with tenants & owners

...potentially many others

What the model says

- We can't eliminate congestion, we can only manage it – so we need to move toward more sustainable systems
- Downstream and upstream constraints limit the use of roads
- Need a “critical mass” of public transport ridership

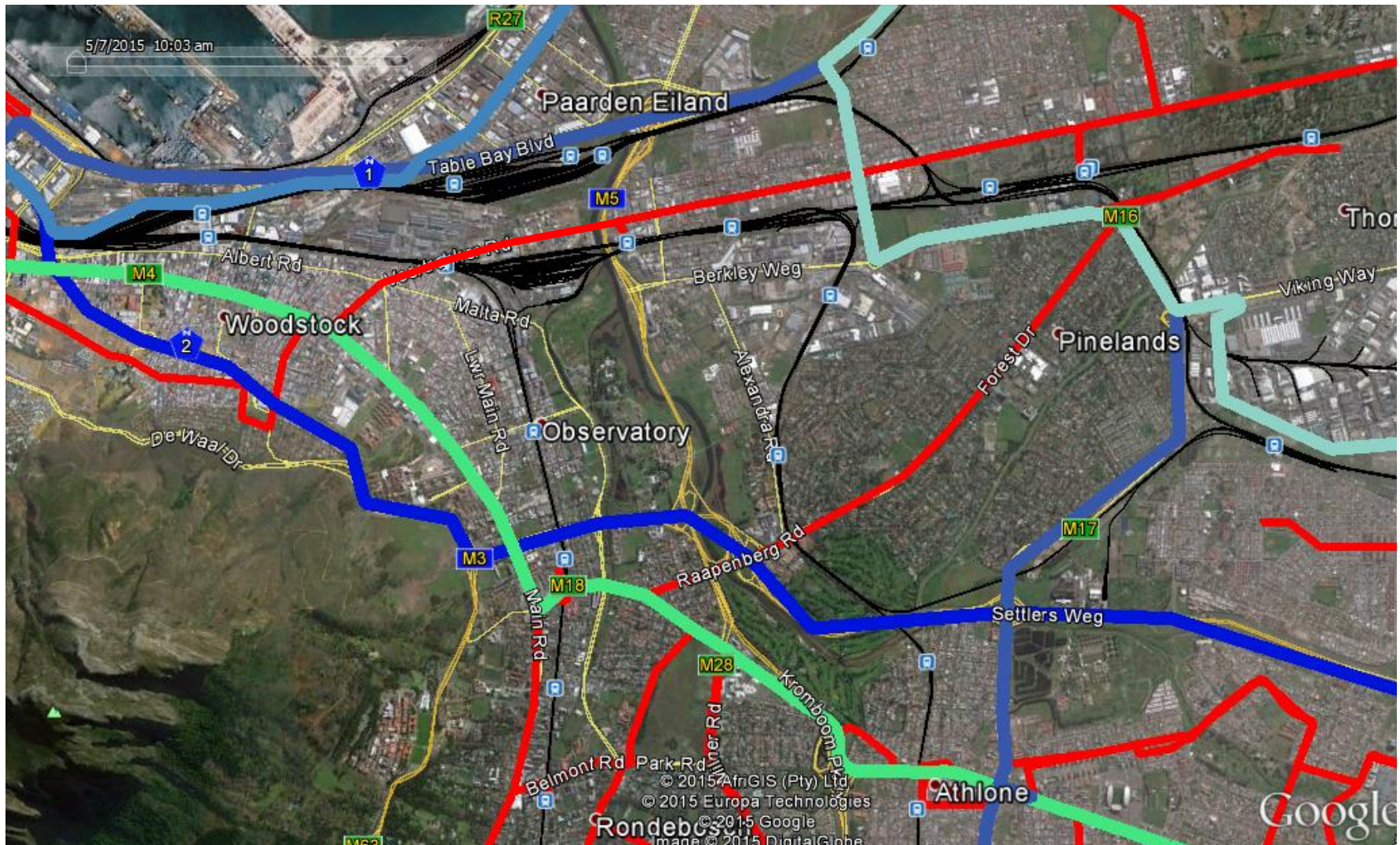
What the model does not say

- How flexible people are – or will be – in their travel choices
- The size of the market for alternative lifestyles
- To what extent people don't do certain things because they don't want to, or because they can't do them safely and enjoyably

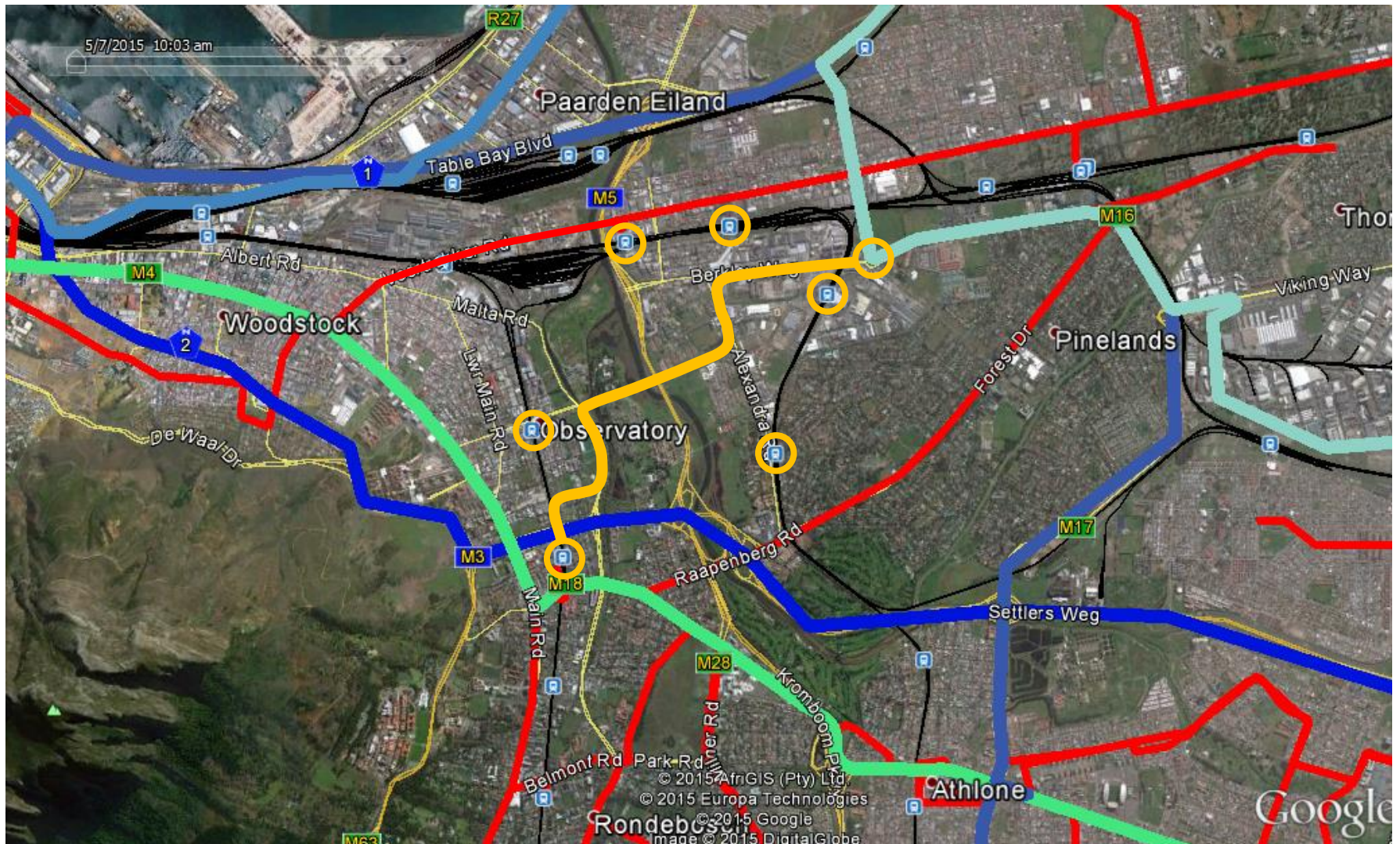
What is planned?

- Roads: Berkley, Voortrekker
- Rail: Infrastructure and rolling stock upgrades
- MyCiTi routes:
 - Assumed low level of growth
 - Best to extend existing system rather than create something new at the wider scale, but can be innovative at the local scale

Planned MyCiTi routes



Improving connectivity





Paarden Eiland

Table Bay Blvd

M1

M5

M16

Woodstock

Woodstock

Malta Rd

P

Berkley W

P

Pinelands

Forest Dr

Lwr Main Rd

Observatory

P

M3

M18

Raapenberg Rd

M17

Settlers Weg

Main Rd

M28

Kromboom Pk

Mont Rd Park Rd

Winnier Rd

Concepts

- Berkley Rd for general traffic
- Station Rd for public transport and NMT
- Remote parking
- “Convertible” parking
- Flexible transport modes
- Vehicle sharing (Locomute)
- Bicycle rental
- NMT routes
- Shared, active spaces

Thank you