“Our right to Access”

Non Motorised Transport and Universal Access

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Our right to access Opportunity
Presentation outline

1. What is the Context?
2. What is the Plan?
3. Plan execution
4. Lessons learnt
5. Way Forward
1. What is the Context? (1)

Key Statistics

- Population: Approx. 4 million
  - 1.2 million living in Metro South East
- Municipal Area: 66 100ha
- 170 km’s of Rail (centre line)
- 10 000 km’s of road
- Modal Split
  - Into the CBD peak hour (50/50)
- 1.1 million public transport trips (metro wide)
  - 50% Rail (downward trend)
  - 30% Mini bus taxi (upward trend)
  - 20% bus (traditional non BRT)
1. What is the Context? (2)

**Key Statistics**

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1. What is the Context? (3)

**Policy Guiding Framework**

1. **National Government**
   - National Land Transport Framework

2. **Provincial Government**
   - Provincial Land Transport Framework

3. **Local Government**
   - Integrated Planning

- Integrated Development Plan (IDP)
- Spatial, Economic and Environmental Development Plan
- Integrated Transport Plans (ITP)
Comprehensive Integrated Transport Plan (CITP)
Determines the role of appropriate public transport modes to provide users of the system with optimal solutions to be able to travel from origin to destination in a seamless and in the most cost effective manner.

**Key Objective:**

Integrated Public Transport Network

**Rail** – Mass rapid transport across the Metropolitan area

**BRT** – Large volumes carried by dedicated bus ways

**Feeder bus** – Distribution and feeder service

**Mini-bus taxi** – On demand local service

**Metered - taxi**

**NMT**
Non Motorised Transport Policy Framework

• NMT Policy and Strategy for CCT 2006 sets out the vision for NMT:
  “Increase cycling and encourage walking by creating a safe and pleasant bicycle and pedestrian network of paths to serve all the citizens in the CT area”

• Objectives:
  o Increase cycling and enable walking as modes of transport.
  o Create safe pedestrian and cycling environments.
  o Develop a quality, dignified and attractive environment.
  o Promote a changed culture that accepts the use of walking and cycling as acceptable means to move around in the City.
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Guideline documents that informs cycling planning and design
• Provides a comprehensive approach to the planning, provision, management, regulation and enforcement of universal access measures;

• Provides policy principles and directives that guide and support all the transport elements, namely:
  • Rail
  • BRT
  • Bus
  • Minibus Taxi
  • Dial-a-Ride
  • Metered Taxi
  • Non-Motorised Transport
  • Network Infrastructure
  • Facilities
Bicycle Master Plan (BMP) developed in 2011

Existing total Km’s of cycle lanes in the City: +-500km
Bicycle Master Plan (BMP)

BMP Routes frequently used by cyclists
Conceptual NMT network

- Determine Type of Rights of Way (ROW)
- Ranges from completely separate ROW (Class 1) to shared facility within carriageway (Class 4/5)
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5. Way Forward
2.1 NMT & Cycling ROW examples
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- Lower order ROW
- Use of warning signage
2.1 NMT & Cycling ROW examples

- Lower order ROW
- Use of painted cycle lanes
2.1 NMT & Cycling ROW examples

- Physically separate ROW but still in road reserve

**Before**

**After**

NMT improvement in the Eersterivier area
2.1 NMT & Cycling ROW examples

- Approx. 30km stretch of Cycle Lane parallel to Phase 1 BRT Corridor
2.2 Pedestrian dignified spaces

• Urban quality improvements included with cycle lane NY1, Gugulethu
2.3 Public Transport Infrastructure
2.3 Public Transport Infrastructure (BRT)

Median trunk stations

Completely accessible

- Appropriate ramps
- Tactile paving
- Level boarding
- Hearing impairment
- Colour sensitivity
- Font type and size
Station designed for 100% level boarding
Station designed for 100% level boarding
Station designed for 100% level boarding
2.4 Public Transport Access and Integration
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- Bicycle parking facilities included with Park-and-Ride upgrade at a Rail Station (at Kuilsrivier Rail Station)
2.4 Public Transport Access and Integration

BRT & Rail Integration in Cape Town CBD – Adderley Street
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BRT & Rail Integration in Cape Town CBD – Adderley Street
2.5 Intersection treatments
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- Blaauwberg Road within the Phase 1 West Coast BRT Corridor
- Safe intersection crossing
- Integration with NMT dedicate lane
2.5 Intersection treatments

Universal Access improvements improving accessibility for the disabled
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4. Lessons learnt/ challenges

- Spatial structure of the City requires long travel distances.
- Freeways, rail network and canals - obstacle to creating continuous cycle routes.
- Establishing a culture of commuter cycling.
- Safety – road safety and personal safety (crime).
- Driving and parking on/ in cycle lanes.
- Long term maintenance of NMT facilities.
- Bicycle availability to low income communities.
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- Development of a **Cycle Strategy for Cape Town**
  - Cycle Safety Strategy
- Establishment of a Bicycle Forum.
- Engagement with the cycling community.
- **Commuter cycling** to/ in the CBD on the increase.
- Development of a NMT Strategy
- Development of a NMT Bylaw
- City-wide NMT Programme – budget and support.
Thank You

We love the future.