

# Creating an Open Opportunity Society for All in the Western Cape

Objective:

*Moving the Western Cape  
Forward:*

Increasing access to safe and  
efficient transport



## 1. Strategic objective

***South Africa was built on the back of transportation. But transportation will help determine the future success of the Western Cape.***

Transportation, both public and private, is a primary structuring component of the built environment. On the one side, transportation must provide safe and efficient service for the movement of people and goods, while on the other, transport should be one of the components of the Province that is physically and functionally integrated with other activities and services.

The Western Cape Provincial Government has identified increasing access to safe and efficient integrated transport as a strategic priority in order to achieve the goal of creating an opportunity society for all. Infrastructure for transportation remains the largest single investment in the Western Cape. The alignment of resource allocation, in its broadest sense, is critical to optimise the scarce resources that exist within not only the Province, but the country as a whole.

For the purposes of the strategic objective of increasing access to safe and efficient transport, all modes are considered ie road, rail, aviation and maritime in respect of the movement of both goods and people, as well as non-motorised transport.

Not all elements of the transport system are within the direct control of the provincial government. In fact, the local and national spheres have a very large role to play in assisting the Provincial Government to achieve its vision. To this end, Province must set its vision and influence the numerous roleplayers and stakeholders to work together to achieve this vision.

The focus in the period 2010 to 2014 will be on improving public transport services in both the urban and rural areas of the Western Cape, promoting the use of appropriate modes for the movement of freight, increasing investment in transport infrastructure and reducing maintenance backlogs; improving transport safety; and developing the required institutional capacity at the necessary sphere of government to deliver on the various transport mandates, while creating and strengthening partnerships with all crucial stakeholders and roleplayers.

The main indicators for measuring progress made in the Western Cape, through a matrix delivery structure, given the complex institutional frameworks, for increasing access to safe and efficient transport are:

- Influencing parties in order to achieve a 13% modal shift from private to public transport by 2014 (meaning a 60:40 private:public transport split into the CCT CBD), through the promotion of improved rail transport; support to integrated transport networks including the provision of rapid trunk routes for existing public transport services; and formalising the minibus taxi industry;
- Influencing parties in order to achieve a shift in contestable freight haulage from road to rail freight by 10% by 2014.
- Reducing the number of fatalities on the Western Cape Roads by 50% by 2014; and
- Reducing transport infrastructure maintenance backlogs by 16% by 2014.

## 2. The Public Problem

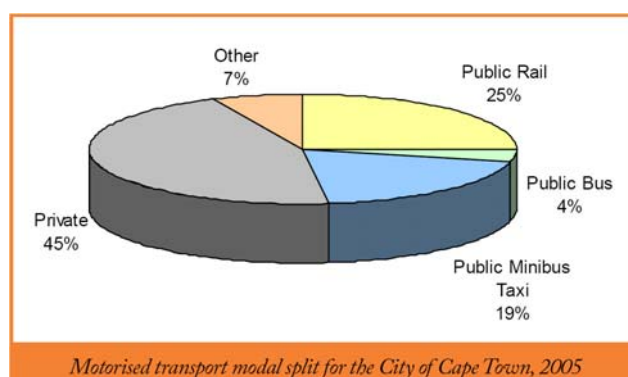
*Integrated transport is complex to get right. Integrated transport is so easy to get wrong.*

Important economic and social trends shape the transport dispensation, namely:

- A significant shift from rail freight to road freight due to a decline in rail service efficiency and challenges with intermodal changes associated with rail
- A growth in exports over the last decade, due to globalisation and political transformation in South Africa opening new markets
- An increase from 5% to 20% in exports that constitute manufactured products
- Government's policy aimed at ensuring economic opportunity for all citizens, coupled with its policy to provide basic personal mobility for all, driving the demand for public transport requirements.

Current transport inefficiencies have significant negative impacts on the economy, society and the environment:

- Congestion, particularly through increasing private car usage in Cape Town, causes a loss of millions of Rands to the provincial economy;
- A contribution of over 50% of the atmospheric emissions in cities – the highest source of pollution;



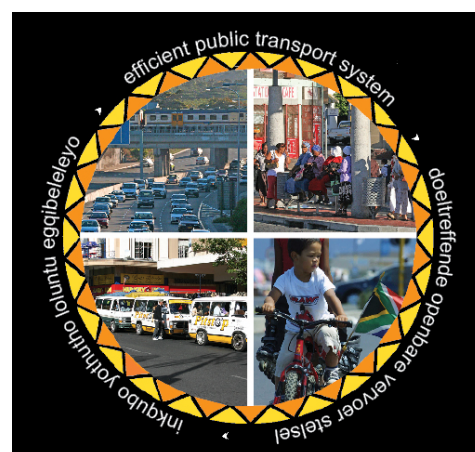
- High accident rates with significant pedestrian involvement and high numbers of fatalities, thereby increasing the burden on hospitals, medical and social services and loss of productivity to the economy;
- High cost of transport, especially for marginalised communities (both urban and rural) due to traveling distances and the lack of an adequate and integrated transport system;
- Safety and security problems within the transport system networks – in both public and private transport;
- Limited access for persons with special needs to transport and the associated infrastructure, further isolating already vulnerable individuals in communities;
- Increasing backlogs in maintenance of transport infrastructure; and
- Institutional arrangements not formalised to assist in co-ordination and delivery on an integrated transport mandate, including the fragmentation of functions relating to transport safety.

### 3. Plan to achieve outcomes

*Start with the end in mind: By knowing where we want to be, it's easier to know how to get there.*

#### ➤ Alignment to national interventions:

- Roads Infrastructure Strategic Framework of South Africa (RISFSA) – reclassification of the road network. The Province will ensure that the roads in the Western Cape are appropriately classified in order to ensure that the network is delivered and maintained in an integrated manner.
- National and Regional Rail Plan. The Provincial Government will provide support to the implementation of the national and regional rail plans in order to raise the profile of rail and improve passenger rail services in the Western Cape.
- National Land Transport Act, 2009 implementation. The Provincial Government will support the assignment of transport functions to the lowest competent sphere of government.
- Integrated Rapid Transport (IRT) system. Through supporting the City of Cape Town's IRT roll-out, the Province will transition the current subsidised public transport system into an integrated system where modes complement one another rather than compete with each other.



#### ➤ Focusing on provincial priority areas

- Rural transport. The Province will work with district and local municipalities to implement contracted public transport which, where appropriate, will link with freight transport in order to increase efficiencies.
- Rural passenger rail. Provincial Government will explore investment in rural rail services in co-operation with the Passenger Rail Agency of South Africa in order to increase communities' options for access and mobility.
- Promoting investment in public transport over private roads. The Province will provide the necessary business cases to national and local government to redirect funds from the construction of new roads which support private vehicle travel in the main, into the public transport system.
- Shift in freight from road to rail. In order to safeguard the Province's road network, the Provincial Government will advocate interventions which promote a shift in freight haulage from road to rail

modes. This will be explored in partnership with Transnet, with a focus on linkages to Saldanha Bay, as well as Bellcon in Bellville.

- Reducing fatalities on roads through, amongst others, the Safely Home Programme. The Province will introduce new law enforcement technology on key stretches of the Provincial road network to reduce speed of motor vehicles. Continuous enforcement programmes will be implemented with all traffic law enforcement authorities.
- Improved and co-ordinated law enforcement programmes. Overloading control will be increased, vehicle emission testing will be undertaken to support sustainable resource management, impoundment facilities will be constructed throughout the Western Cape.

#### ■ Ensuring alignment between municipal Integrated Transport Plans (ITPs) and Integrated Development Plans (IDPs)

- Ministers Carlisle and Bredell responsible for Transport and Development Planning, respectively, will ensure that due consideration is given in the relevant planning documentation for transport as it relates to spatial integration, modal integration, sustainable resource management and use, safety, social cohesion, rural development, and economic and employment growth, prior to approval of the ITPs and IDPs.

#### ■ Supporting other strategic objectives and interventions

- Climate change and sustainable resource management and use to be supported through energy efficient public transport proposals, increasing usage of rail for transporting of freight, and an overall modal shift of travel from private to public transport;
- Rural development to be supported through transport infrastructure (especially road and rail infrastructure) improvements and the implementation of improved public transport services in areas such as the George and Central Karoo municipalities;
- Burden of Disease to be reduced through improved safety initiatives, improved public transport vehicles as a result of contracted services, reduced emissions due to emission testing and reduced private vehicle travel and road freight haulage;
- Economic and employment growth, supported through an efficient transport system which reduces the cost of doing business, allowing the private sector to minimise input costs.

## **4. Matrix integration with other Provincial strategic objectives**

*Now this is not the end. It is not even the beginning of the end. But it is, perhaps, the end of the beginning. [Winston Churchill]*

Increasing access to safe and efficient transport is but one of ten strategic objectives approved by the Provincial Government. However, barring the focus on a clean, value-driven, efficient, effective and responsive government, this is the only strategic objective that will support the achievement of every other objective. This is outlined below.

STRATEGIC OBJECTIVE	By increasing access to safe and efficient transport we will:
Maximising economic and employment growth	<ul style="list-style-type: none"> <li>➤ Create opportunities for employment through infrastructure delivery and maintenance</li> <li>➤ Support economic growth through capital investment</li> <li>➤ Increase employment within transport services as they will be operating more formalised services</li> <li>➤ Allow people in rural areas to access opportunities in towns and the cities through regular transport services</li> <li>➤ Support industry development which is required to support transport – possible new services and systems linked to rail, maritime and aviation</li> </ul>
Improving school education outcomes	<ul style="list-style-type: none"> <li>➤ Enable learners to access education facilities, participate in extra-mural activities</li> </ul>
Maximising health outcomes	<ul style="list-style-type: none"> <li>➤ Enable patients to be able to access health facilities</li> <li>➤ Enable family and friends to visit loved ones at health facilities</li> <li>➤ Reduce the burden of disease through fewer road accidents</li> <li>➤ Improving the health and well-being of our communities through promoting non-motorised transport</li> </ul>
Reducing crime	<ul style="list-style-type: none"> <li>➤ Increased and improved law enforcement of the transport system (private, public and freight) with dedicated focus on public transport operations</li> </ul>
Optimising human settlement integration	<ul style="list-style-type: none"> <li>➤ Providing the necessary transport linkages – both road and rail – public and private</li> <li>➤ Promote non-motorised transport – pedestrian and cycle paths leading to more liveable towns and cities</li> </ul>
Maximising sustainable resource management and use	<ul style="list-style-type: none"> <li>➤ Public transport will require energy efficient vehicles to be operated</li> <li>➤ Emissions of public transport vehicles will be monitored through contractual targets</li> <li>➤ Increase the volume of freight moved by rail as opposed to road transport</li> <li>➤ Provide viable alternatives for people to move from private transport to public transport thereby reducing emissions, and congestion</li> </ul>
Increasing social cohesion	<ul style="list-style-type: none"> <li>➤ Allow people to move freely within the Western Cape and within the town or city, thereby supporting integration of communities</li> <li>➤ Providing access to sporting and cultural events and locations</li> </ul>
Reducing poverty	<ul style="list-style-type: none"> <li>➤ Individuals who require government grants can access them at a reasonable cost</li> </ul>
Clean, value-drive, efficient, effective and response government	<ul style="list-style-type: none"> <li>➤ Allow citizens to access government services</li> <li>➤ Allow citizens to participate in consultation processes organized by government</li> </ul>

In effect, this proves the point that intervening in the transport system and making it the highest medium-term priority of the provincial government, will ensure that the Western Cape has the system in place to move it forward on the path set for this five year term and beyond.

## 5. Western Cape Provincial Government: transport priorities 2010 – 2014

*Again and again the impossible is solved when we see that the problem is only a tough decision waiting to be made. [Robert Schuller]*

	Policy priority area	Performance Indicator	Current performance level	Targeted Performance level		
				2010	2012	2014
DIRECT PROVINCIAL CONTROL	Provincial Road Network	% of surfaced road network in very poor condition	3%	2%	1%	0%
		% of surfaced road network in poor condition	10%	9%	8%	7%
		% of surfaced road network in fair condition	23%	23%	23%	23%
		% of surfaced road network in good condition	37%	39%	41%	43%
		% of surfaced road network in very good condition	27%	27%	27%	27%
		% of gravel road network in very poor condition	14%	13%	12%	10%
		% of gravel road network in poor condition	41%	38%	36%	33%
		% of gravel road network in fair condition	34%	35%	35%	35%
		% of gravel road network in good condition	10%	13%	16%	21%
		% of gravel road network in very good condition	1%	1%	1%	1%
<b>CONTROL LIMITATION</b>						
INFLUENCING STRATEGIES	Public Transport	Number of passenger rail train sets in operation in the Cape Town region (incl spares) <sup>1</sup>	83	90	107	117
		Modal split inbound to CCT CBD (private:public)	69:31	67:33	65:35	60:40
		Number of kilometers of dedicated road based public transport networks	0	16	23	30
	Freight Transport	Total ton-kilometres per annum	57bn			
		Proportion of total ton-kilometres by rail <sup>2</sup>	22%	23%	28%	32%
	Transport Safety	Number of road fatalities <sup>3</sup>	1 623	1 400	1 100	810
		Number of fatalities due to accidents involving public transport vehicles <sup>3</sup>	181	156	123	90

<sup>1</sup> Based upon PRASA Regional Rail Plan, 2006

<sup>2</sup> Based on % of national share of contestable rail freight of total land freight – no statistic available disaggregated to provincial level

<sup>3</sup> RTMC Road Traffic Report, March 2008 – Statistic from 2007/08 financial year