

## Toekomstige ontwikkeling van MyCiTi-roetes



## CITY OF CAPE TOWN

17 JUNE 2014

**STATEMENT BY THE CITY'S MAYORAL COMMITTEE MEMBER:  
TRANSPORT FOR CAPE TOWN, COUNCILLOR BRETT HERRON**

**City-wide public transport plan to ensure mobility into  
the year 2032**

*The City's Mayoral Committee today, 17 June 2014, adopted a ground-shifting city-wide integrated public transport network (IPTN) plan for the*

***next 18 years to meet the travel demands of a population which is predicted to increase from 4,1 million in 2012 to approximately 5,6 million in 2032. This IPTN confirms the City's commitment to improve mobility, eradicate barriers, reduce costs and overcome the apartheid spatial planning legacy. It will enhance our residents' access to economic opportunities and social amenities – one of our key commitments in building an opportunity city. Read more below:***

Imagine Cape Town in the year 2032: a vibrant and dynamic city where millions of people – young and old – move between their homes and places of work, education and entertainment. It is a city where approximately 80% of residents are placed within 500 metres of a trunk (BRT/rail) or bus feeder route, where significantly fewer people rely on private vehicles, and those who are using public transport can expect to reach their destinations within an hour.

It is Cape Town re-imagined with an additional 10 MyCiTi trunk routes on dedicated red lanes, connecting passengers along the following corridors:

- Metro South East (Khayelitsha and Mitchells Plain) and Wynberg and Claremont – the construction of two trunk routes in what is generally referred to as the Lansdowne/Wetton Corridor is prioritised
- Dunoon and Century City
- Gordons Bay and Retreat
- Mitchells Plain and Durbanville
- Westlake and Belville
- Standfontein and the Cape Town Central Business District (CBD)
- Eerste River and Big Bay
- Khayelitsha and Century City
- Century City and Wallacedene

Linking passengers to the rail and the Bus Rapid Transit (BRT) network is a comprehensive system of feeder routes – 80% of which will be allocated to scheduled bus services.

An additional three routes will operate in both mixed traffic and on dedicated red lanes:

- D02 from Mitchells Plain to Cape Town CBD via Klipfontein, Main and Victoria Roads
- N2 Express Service between Khayelitsha East and the Cape Town CBD to be rolled out on 5 July 2014; Khayelitsha West to be rolled out towards the end of 2014
- N2 Express Service between Mitchells Plain East and the Cape Town CBD to be rolled out on 5 July 2014; Mitchells Plain West to be rolled out towards the end of 2014

It is Cape Town re-imagined with a new Blue Downs double-track rail line from the Nolungile station in Khayelitsha to the Kuils River station – providing a direct link of approximately nine kilometres long with four stations: between the Metro South East residential suburbs and the Blackheath, Kuils River and Bellville commercial and industrial employment areas. In addition, it is a rail network proposing the doubling of the existing Strand line from Eerste River station to Strand station.

Another exciting future development which has the potential to unlock a range of opportunities to the residents of Philippi and the surrounding areas is the proposed major public transport transfer hub to be located in Lansdowne Road (Govan Mbeki Drive) between New Eisleben Road and Stock Road. Philippi has been identified as an essential public transport transfer zone mainly because of the number of BRT trunk routes overlapping on this segment of Govan Mbeki Drive, providing the ideal location for passengers to transfer between services. The implementation plan will provide the details on the commencement of the construction, and the conceptual design phase will provide the actual size of the hub, the number of stations, layout, capacity, passenger numbers and associated road improvements.

However, it can be said that the new hub in Philippi will make the Civic Centre station look small in comparison. With the prospect of establishing this major hub in Philippi, the City is sending a strong message that it is committed to providing good quality public transport to all residents, especially those who are living on the periphery of the city. The private sector should also take note of this commitment and utilise this opportunity as a catalyst for economic development in and around this area as well as at or along the new BRT and rail trunk routes.

The points mentioned above are the highlights of the City's IPTN. It is the long-term network plan which is to provide for passengers' travel demands as the city grows and densities increase. This route directory provides for present and future mobility up until the year 2032 when the number of trips in the morning peak hours is expected to increase by 46%. In addition, the IPTN determines the strategic direction for investment by Transport for Cape Town through ensuring that the appropriate mode (rail, BRT, bus, minibus-taxi, metred taxi and non-motorised transport) is utilised to meet the demand in a seamless and cost effective manner for passengers and the City alike.

In developing the IPTN, the City applied different future land-use scenarios to determine the future travel patterns – the reason being that transport is a demand deriving from the manner in which land is used. Thereafter, a transport demand model was developed to

emulate the current reality of private and public transport usage. This model was utilised to predict the future travel demand in the city, using a 20-year planning horizon for the projected population and employment distribution – called the 2032 transport demand modelling exercise.

Five public transport network alternatives were then generated to test which network configuration best responded to the projected demand revealed from the different land-use scenarios and to test what effect this may have on the economy, environment and issues of socio-economic concern. This is how TCT arrived at the preferred transport network alternative which has now been adopted by the Mayoral Committee as the City's IPTN.

It is important to note that the IPTN makes the unequivocal link between the viability of public transport and an effective land-use strategy. Densification (dwellings per hectare), the mix (residential combined with commercial as is the case in Century City) and distribution (the location of residential, office, industrial and recreational sites) affects public transport in terms of the cost, optimal use and viability. For the City's public transport system to be viable and efficient, more passengers have to live and work in close proximity to the trunk routes. Furthermore the land has to be developed in such a manner that it leads to increased density along these routes, and the development must be the right mix between residential and commercial. A comprehensive transit-oriented development approach has therefore been identified as a key element if Cape Town is to realise its vision for 2032.

Following on the IPTN is the operational plan (the operational detail about the level of service, fleet type, fare design, frequency, timetables, etc. on the identified routes, to be submitted to Council by the end of 2014), the implementation plan (which will provide the rollout-plan, detailing the phased implementation of the IPTN towards 2032, also to be submitted to Council by the end of 2014) and finally the business plan (detailed economic and financial assessment, to be submitted to Council by mid-2015).

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