

FISH HOEK VALLEY RATEPAYERS & RESIDENTS ASSOCIATION

(Incorporating Fish Hoek, Clovelly and Sun Valley)

~~Central Circle, Fish Hoek 7975~~

Web: <https://www.fhvrra.org.za/> Facebook: www.facebook.com/FHVRRRA/

Heritage Western Cape: Conservation Body

TO: Comprehensive.IntegratedTransportPlan@capetown.gov.za

SUBJECT: COMMENTS ON COMPREHENSIVE INTEGRATED TRANSPORT PLAN
(CITP) 2023-2028

DUE DATE: 30 NOVEMBER 2022

The draft CITP 2023 is a very verbose document that seeks to update transport planning in the Greater Cape Town Area (GCTA) under some changed circumstances, namely, the continuing decline in rail usage, climate change and as some move towards remote working. It contains reams of useful statistics about the transport system in GCTA, demographics, income distribution etc. It also discusses the link between the CITP and the Spatial Development Framework (SDF).

However, it fails to focus on the essence of transport in the GCTA, in that :

1. 89% of transport in GCTA is by road (58% private, 22% Minibus-taxi (MBT), 6% Golden Arrow Bus Services (GABS), 2-3% Bus Rapid Transit (BRT)), 2% by rail (with rail being a decrease of 95% in 10 years), 9% pedestrian and cycle.
2. The CITP prioritises;
 - i. Negotiations with Passenger Rail Agency of South Africa (PRASA) concerning restoring the rail service;
 - ii. Extending the BRT to the South East of the City at huge capital investment;
 - iii. Improving pedestrian and cycle facilities;
 - iv. Transit Oriented Development (TOD) to match the SDF densification strategy;
 - v. Remote working; and
 - vi. Regulating and cooperating with MBT service providers.
3. The CITP identifies weaknesses / threats in the transport system:
 - i. Deterioration of the state of the roads from 75% to 66% unless the maintenance budget is increased from R450 million to R1,3 billion p.a.;
 - ii. Greatly increased congestion on the roads;
 - iii. Lack of support by MBT service providers for rail and bus transport;
 - iv. The deplorable state of PRASA; and

- v. Very poor utilisation of the BRT service.

The Fish Hoek Ratepayers and Residents Association (FHVRRA) supports strategies such as engaging with PRASA and MBT operators, regulating the MBT industry, improving pedestrian access, encouraging remote working, staggering working hours, etc. However, the return on investment of both money and effort will be limited.

All the reasons are given for the increase in road transport, particularly MBT. No evidence is presented for a decrease.

SUMMARY

Consequently, the major investment of money and effort for the foreseeable future must be the 89% road transport which depends on the road infrastructure, so:

- Increase the maintenance budget to R1,3 billion p.a.;
- Make small fixes to the road system (eg Royal Road, Union Road through Newlands) are welcome but not enough. Cape Town has more bottlenecks than almost any other city in SA. Major upgrades (some examples below) are needed even at the cost of other capital investments, such as the BRT:
 - N1 to Sea Point interchange;
 - R 300 to R 310 connection;
 - M3 through Newlands - flyovers at Rhodes & Paradise;
 - M3 to Glencairn Expressway tunnel (Fish Hoek Northern Bypass); and
 - N2 through Somerset West (Sanral).

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