



**Western Cape
Government**

Transport and Public Works

BETTER TOGETHER.

COMMUTER PRODUCTIVITY IN THE WESTERN CAPE

Getting The Basics Right

River Club

Donald Grant

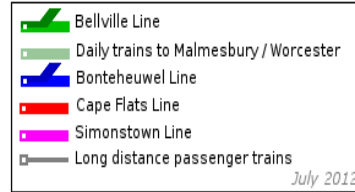
4 APRIL 2016

Random illustrations of the problem

1. The Tom Tom global traffic index shows that Cape Town is the most congested city in South Africa, with a global ranking at 55th place
2. The survey revealed that motorists are spending an extra 71% of their time in traffic
3. Cape Town is reported to be the fastest growing city in the country, with a growth rate of at least 30%
4. Population in Cape Town is predicted to increase to approximately 5,6 million in 2032 from 3.7 million at the moment
5. Peak hours have increased from 2 to 4 hours i.e. from between 7:00 to 09:00 (2 hours) to the current 06:00 to 10:00 (4hours)
6. 95% of public transport users in Cape Town are in the low to medium-low income group
7. Private car trips to CBD still outnumber public transport and NMT trips by 61% to 39%

Introduction

CAPE TOWN metrorail KAAPSTAD metrorail



Defining the Problem

When is rail viable?

- Transporting large volumes of passengers
- High population density and employment corridors
- High mode share areas



Defining the Problem

What is the Current State of Rail Operations?

- Historical underinvestment
- Current infrastructure in need of replacement and refurbishment
- Almost daily disruptions in service
- Increase in rail safety incidents

Leading to:

- Increased private car usage
- Increased congestion
- Overcrowding on trains
- Stunted economic growth
- Pressure on other modes of public transport system



Statement by WCG [Minister Grant's budget speech]

Speaker, public transport remains an on-going challenge for too many people who live, work and study in this province. An effective, safe and reliable rail service is the key building block around which other systems can function. Both the Province and the City have made sincere efforts to work with Prasa and Metrorail to transform the existing fragile and limited system. Given the constitutional position of public transport as a concurrent power I believe that the time has come for the WCG to legislate in order to define and play its proper role. With this in mind I intend as soon as possible to propose the passing of a Western Cape Public Transport Framework Bill as a supplement to the National Land Transport Act which will enable us to give effect to provincial policy on public transport, to co-ordinate the work of municipalities in this regard and to integrate land transport throughout the province. A busy but positive year lies ahead.

Defining the Problem

PROBLEM STATEMENT:

If the decline in the passenger rail service is not arrested, rail cannot act as the backbone of the public transport system in the Western Cape.

What this means is:

- The focus HAS to be on stabilising the existing asset base
- Passengers expect rail transport that is:
 - Efficient
 - Reliable
 - Safe, and
 - Secure
 - Every day

These are basic principles.



Defining the Role of the WCG

How What Why When Where Who

What?

- Support the PRASA Strategic Plan for the Western Cape
- Support under capacitated municipalities in performing rail planning functions

Why?

- WCG has a mandate with regards to rail
- Mode share for rail in the WC is 55%
- Rail is a major economic and societal contributor

How?

- Forge renewed relationships with PRASA to facilitate delivery of priority projects
- Way forward to be agreed

Where?

- Focus on halting service decline and restoring passenger numbers in the Western Cape Metropolis.
- Focus on connectivity with Regional Municipalities e.g Saldanha

When?

- Short to medium term
- Until effects of modernisation bear fruit.

Who?

- WCG: DTPW
- PRASA/Transnet
- Municipalities
- Private sector

Suggested Policy Statements

With the emphasis on “suggested”

Possible Policy Statement

- The Western Cape Government will, through partnership and working with PRASA support initiatives to improve the efficiency and effectiveness of the operation of the rail system, bring rail assets to a good state of repair, and then maintain them in that condition.

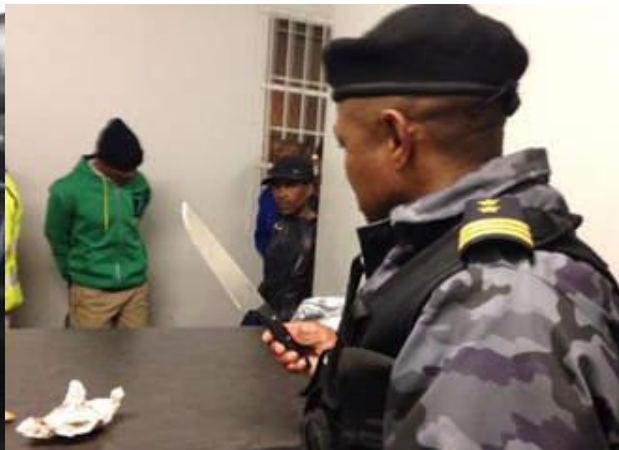


Suggested Policy Statements

With the emphasis on “suggested”

Possible Policy Statement

- The Western Cape Government and its partners will, through working with PRASA, SAPS RRCCF and other stakeholders seek to reduce the rate of crime on the Western Cape Passenger Rail Service.



Thank you