

TITLE	Integrated Transport Plan (ITP) – Transport Oriented Development Input
CLIENT	City of Cape Town (sub-consultant to RHDHV)
DATE	2013
AREA/EXTENT	City of Cape Town
LOCALITY	Cape Town

### The Project Challenge

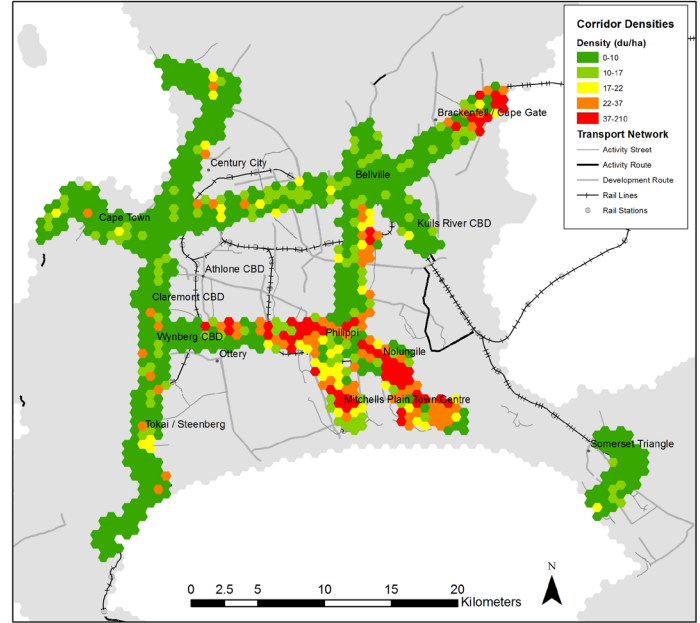
This project was a key component of the Integrated Transport Plan for Cape Town, re-written in 2013 to include various strategies promoting a shift towards a sustainable transportation system for a five-year planning period. The objective of this project was to identify the links and create synergies between land use and transport along the key corridors identified by the Cape Town Spatial Development Framework (CTSDF). These include: the urban corridor (Voortrekker Road), the western corridor (Main Road – Southern Suburbs), the eastern corridor (Symphony Way) and the southern corridor (Lansdowne Road). An additional corridor was added to include Durban Road in Bellville. These corridors were investigated to create a densification strategy for the ITP.

### Approach

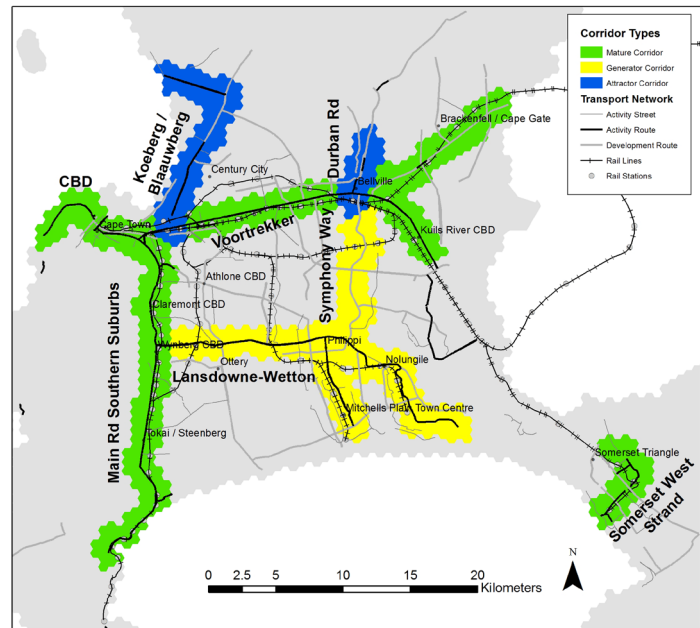
The approach was informed by policy including the Cape Town Spatial Development Framework (2012), Densification Policy (2012), the analysis of existing Cape Town's densities, and other local and international precedent. High level strategies to make densification work along key urban transportation corridors in the timeframe of 2013-2018 were proposed. Density in Cape Town was analysed along the movement corridors while linking population densities with thresholds required to support public transport. Commuter attractor, generator and mature (hybrid) areas were mapped to identify the largest centres for trip origin and destination. A Transport Oriented Development (TOD) approach was adopted while identifying existing and future nodes.

### Corridor Densification

This analysis was used as the basis for production of a number of strategies. A key strategy includes the creation of bi-directional flows along public transport corridors. This strategy aims to balance directional flows to achieve the full potential of the system, achieve higher integration of transport modes, and improve accessibility and convenience in general. A strategy for public transport viability and investment was developed for a number of rail typologies. Transport-related densification mechanisms were provided to introduce densification to the corridors identified in the CTSDF and build on the existing backbone of the public transport network. Guidelines for implementation of the Public Transport parking zones (PT1/PT2) were provided to further the parking reduction tool being developed by the City of Cape Town. Densification in the context of the Cape Town Functional Region was discussed and strategies were provided to ensure that densification and transportation planning addresses the broader regional effects affecting the city of Cape Town. Lastly, guidelines for the formulation of the role and development of Local Area Transport Plans were provided to assist in the future use of these planning tools which unite land use and transport planning.



Corridor Densities and Transport Network



Corridor Types and Transport Network