



TOWARD INNOVATIVE, INTEGRATED TRANSPORT SOLUTIONS IN THE CITY OF CAPE TOWN

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COMMISSIONER: TRANSPORT FOR CAPE TOWN
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FOR CAPE TOWN**



INTRODUCTION

The City of Cape Town has embarked on a substantial transformation process related to the broad transport and network environment, in order to move towards the achievement of its Vision of 1 and give effect to an integrated, intermodal and interoperable transport and its related network.

The aim of the substantial transformation is to facilitate the achievement of the directives and related parameters as contained in the National Land Transport Act, 2009. The focus of the presentation will be on the following:

- The innovative, responsive and investment-driven governance structure
- Performance-driven and investment-led service delivery across the integrated transport lifecycle

TRANSPORT FOR CAPE TOWN VISION OF 1.

**OPPORTUNITY
CITY**

CARING CITY

SAFE CITY

**INCLUSIVE
CITY**

**WELL RUN
CITY**

**VISION
OF
ONE**

Plan

Network

Management System

Contracting Authority

Ticket and Timetable

**Unified Enforcement
System**

Unified Structure

Brand



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THE APPROPRIATE GOVERNANCE STRUCTURE FOR THE CITY OF CAPE TOWN



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G O V E R N A N C E

THE CORNERSTONE OF INNOVATION



- ✓ A governance structure that is built into the municipal structure but has the mandate across the parameters of the legislative accountability.
- ✓ A political champion and a technical strategist that delivers on the mandate.
- ✓ Securing the mandate and ensure that it has longevity as integrated, integrated and intermodal transport is a long-term commitment with short and medium term priorities.
- ✓ An organisational structure that follows function and delivers on the mandate

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MAYCO MEMBER / COMMISSIONER

TCT CONSTITUTION BY-LAWS 2013



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TCT CONSTITUTION BYLAW: 2013

The TCT Constitution Bylaws were approved and submitted for public consultation, the focus of which is the confirmation of the 9 functions, namely:

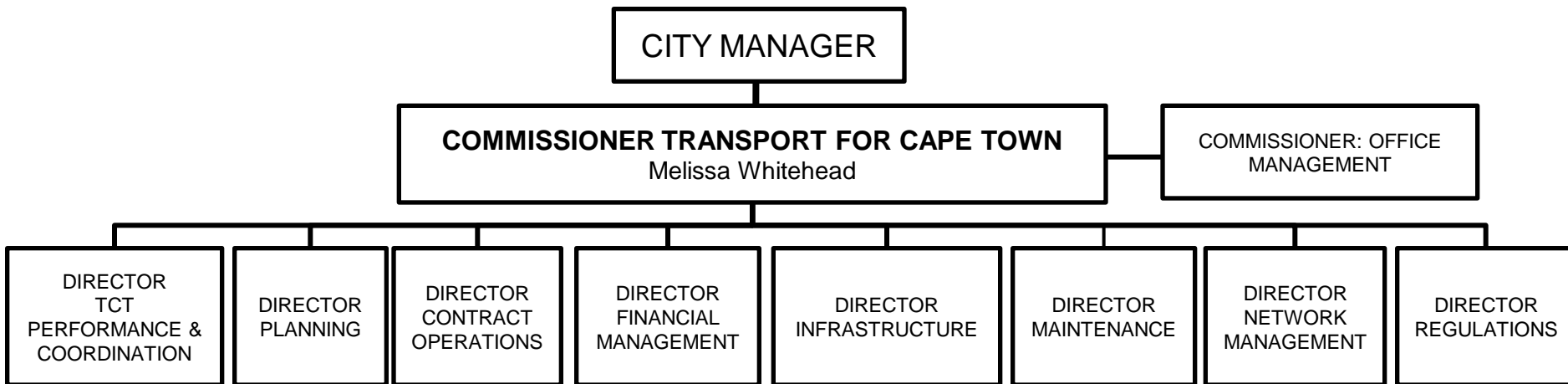
1. Planning Authority
2. Contracting Authority
3. Municipal Regulatory Entity
4. Performance Monitoring and Evaluation
5. Financial Management
6. Transport Law Enforcement
7. Liaison, Communication and Stakeholder Management
8. Infrastructure Management
9. Network Operations Management



INTRODUCTION

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- This new structure is based on a matrix approach with a common goal of integrated, intermodal and interoperable service delivery.
- The new structure focuses on achieving service delivery and investment to drive down the cost of the User Access Priorities.



- This structure will be able to accommodate the devolution of rail as and when it happens, as each department will pick up the relevant portion.





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**THE CORNERSTONE
OF INTEGRATED
SERVICE DELIVERY**



- ✓ Establishing and consolidating the mandate of TCT legislatively through the By-law and functionally through the CITP.
- ✓ Assignment of the Contracting Authority to the City of Cape Town (TCT). Last decision (NDOT) is outstanding.
- ✓ Assignment of the Municipal Regulatory Entity to the City of Cape Town (TCT). Last decision (NDOT) is outstanding.
- ✓ Take-up of and giving effect to the public transport law enforcement function for the City of Cape Town.
- ✓ Rollout of a single ticket, timetable and brand across the City, under the TCT banner.





CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

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GOVERNANCE

THE CORNERSTONE OF PERFORMANCE-DRIVEN, COSTED DELIVERY



- ✓ Establishment of the Municipal Land Transport Fund, which enable the City of Cape Town, under the banner of TCT, to be investment-orientated and to develop financial mechanisms to “make our money go further”.
- ✓ Infrastructure led economic growth and infrastructure that is well maintained and is at a unified, high standard across the City.
- ✓ Long term planning and costing model of the 10 year rollout of integrated planning

FOCUS ON DRIVING DOWN THE COST OF USER ACCESS PRIORITIES USING FOUR PRINCIPLES

**Performance-driven Service Delivery
Communication and Marketing
Investment Focus
Accountability**



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DRIVING DOWN THE COST OF USER ACCESS PRIORITIES

Every person in Cape Town – be they a citizen, business or visitor – must be able to move from A to B for their own purposes. Behind that simple statement, however, lies a matrix of interlocking factors that vary from one type of user to another. For each type of user, there are four key questions:

- *who is the user?*
- *what does access mean to those users?*
- *what are the access priorities for those users?*
- *what is the social, economic and environmental cost of those access priorities to those users?*

Although there are many types of user, this CITP focuses on five principal categories:

- *public transport users;*
- *private car users;*
- *freight;*
- *non-motorised transport users; and*
- *tourists*



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THE INVESTMENT IMPERATIVE

CITY OF CAPE TOWN'S FIVE PILLARS

**OPPORTUNITY
CITY**

CARING CITY

SAFE CITY

INCLUSIVE CITY

WELL RUN CITY

USER ACCESS PRIORITY

TRANSPORT VISION OF 1

CITP 9 OBJECTIVES ALIGNED TO THE 5 PILLARS AND
THE VISION OF 1.

MUNICIPAL LAND TRANSPORT FUND

PRIORITY PROJECTS, PROGRAMMES AND INITIATIVES



**DRIVING DOWN THE COST OF
THE USER ACCESS
PRIORITIES**



We are all at the start of a very exciting process and we are carving a new history for the City of Cape Town. This is finally becoming a reality for the City of Cape Town and its citizens. I hope that I have given you some exciting initiatives and methodologies that the City is exploring. Any questions, queries, comments or inputs that you have are welcomed.

THANK YOU

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