SOUTH AFRICAN ROAD FEDERATION

Non-Motorised Transport Practitioner's Course

Session 2: Legal and Planning Frameworks for NMT

Topics covered in presentation

1. Organisational responsibilities for NMT
2. Legislative and Policy Support for NMT & Strategies
3. NMT Planning documents
4. NMT Design Guideline documents & Standards

1. Organisational responsibilities for NMT

Organisational responsibilities for NMT (1)

- Department of Transport
  - Roads Policy - including Road Safety and NMT provision
  - Road Safety Strategy 2012-2030
  - Decade of Action for Road Safety 2011-2020 – reducing fatalities by 50%
  - Scholar Transport/Shova Kalula - mainstream bicycle transport into public transport system.
  - Rural Transport Development Plan & Implementation Guidelines
  - Integrated Rural Mobility and Access (IRMA), e.g. pedestrian bridges across rivers.

Organisational responsibilities for NMT (2)

- Department of Cooperative Governance and Traditional Affairs:
  - Urban Renewal Programme (URP)
  - Integrated Sustainable Rural Development Strategy (ISRDS)
  - Integrated Development Planning (IDP)
  - Municipal Infrastructure Grant (MIG)
  - Local Economic Development (LED)

- Department of Environmental Affairs (in consultation with DoT)
  - Greening of Transport
  - Promoting of low carbon alternatives (e.g. cycling, bike rental schemes)

Organisational responsibilities for NMT (3)

- SANRAL
  - Freeway Management System
  - Provincial road upgrades
  - Community Development - Poverty Alleviation
- Road Traffic Management Corporation
  - Promotion of road safety and NMT safety
- Gautrain Management Agency
  - NMT facilities at stations and along Gautrain bus routes (planning with municipalities)
- Department of Public Works
  - Extended Public Works Programme
  - Skills Development Programme in Built Environment
- Provinces, Metro's and local/district municipalities, e.g.
  - Gauteng Transport Commission (GTC)
  - KZN Roads Department
  - Cape Town Transport & Development Authority (TDA)
  - EThekwini Transport Authority (ETA) – Durban NMT Plan
  - Jo'Burg Roads Agency (JRA) & Jo'Burg Development Agency (JDA)
  - Cape Winelands District Municipality, etc.

2. Legislative/Policy support for NMT & Strategies

Legislative support for NMT – Base documents

- Constitution
  - In terms of the Constitution, *everybody is entitled to a safe and secure environment* (including the road environment and NMT users).

- Moving South Africa
  - Strategy for ensuring that the transportation system of South Africa meets the needs of the country in the 21st Century, to contribute to the country's growth and economic development.
  - The *importance of walking and cycling confirmed*.
  - Animal drawn transport and bicycles are seen as empowerment tools in rural areas (Rural Transport Strategy, Shova Kalula, SANS 1025 Animal Drawn Vehicles, etc.).

Legislative and Policy support for NMT – Base documents

- National Development Plan 2030

A *decent standard of living* consists of the following core elements:

- Housing, water, electricity and sanitation
- Safe and reliable public transport
- Quality education and skills development
- *Safety and security*
- Quality health care
- Social protection
- Employment
- Recreation and leisure
- Clean environment
- Adequate nutrition

- ***Vision Statement - Vision 2030***
- Chapter Twelve – Building safer communities

Legislative support for NMT

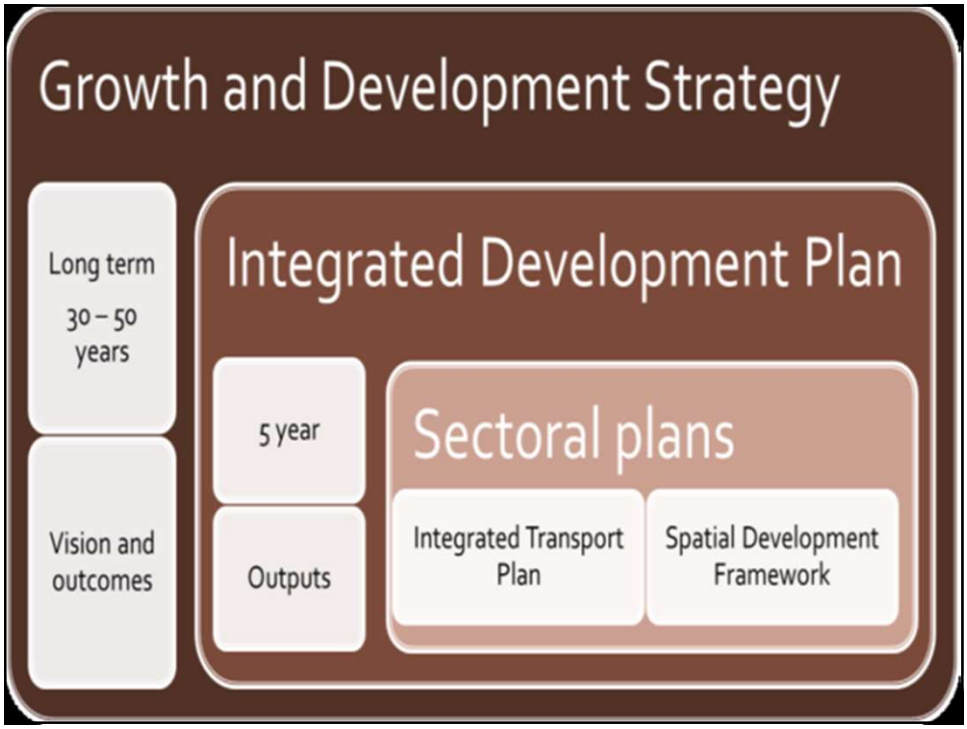
- National Road Traffic Act, 1993
- National Road Traffic Regulations, 2000
- Road Traffic Management Corporation Act, 1999
- Administrative Adjudication of Road Traffic Offences Act, 1998
- SA National Road Agency Limited Act, 1998
  - SANRAL Pedestrian Road Safety Strategy
- Gautrain Agency Management Act, 2006
- National Land Transport Act, 2009
  - National Land Transport Strategic Framework
  - Provincial Land Transport Frameworks
  - Integrated Transport Plans

Legislative support for NMT

- National Environmental Management Act, 1998
- Municipal Systems Act, 2000
  - Integrated Development Plans
- Spatial Planning and Land Use Management Act, 2013 - SPLUMA
  - Spatial Development Frameworks
- Provincial Regulations, e.g. Western Cape Safety of Cyclists Regulations, 2013
- Municipal By-laws, e.g. Nelson Mandela MM & Polokwane
- Draft Non-Motorised Transport Generic By-laws, 2019 – Departments of Transport & Environmental Affairs

Municipal Systems Act, 2000

- The Local Government: Municipal Systems Act (2000) requires that *all municipalities draw up an Integrated Development Plan* (IDP) - a Strategic Plan, for all developments in a municipal area.
- An IDP adopted by the council of a municipality is *the principal strategic planning instrument* which guides and informs all planning and development, and all decisions with regard to planning, management and development, in the municipality.
- IDP's must reflect various operational needs including a *spatial development framework* which must include the provision of basic guidelines for a land use management system for the municipality; this *includes NMT policies, strategies and master plans.*



National Land Transport Act, 2009
Comprehensive Integrated Transport Plans (CITPs)

- **National Land Transport Act, 2009 (Section 36). "**All planning authorities must prepare and submit to the MEC, by the date determined by the Minister, ***Integrated Transport Plans*** for their respective areas for the five-year period commencing on the first day of the financial year determined by the MEC, and must update them in the prescribed manner and as frequently as prescribed".
- Many bigger cities have Comprehensive Integrated Transport Plans due to the complexity of the transport network they have to plan and operate.
- **Example:** The Comprehensive Integrated Transport Plan (CITP) for 2018 to 2023, for the City of Cape Town sets out how it will deliver *integrated, intermodal and interoperable* transport in Cape Town.
  - *Integrated*: The City's delivery of integrated transport is based on the IPTN Network Plan 2032.
  - *Intermodal*: Intermodal transport cannot be delivered in Cape Town unless all functions and modes are under the jurisdiction of a single authority.
  - *Interoperable*: In order to achieve an interoperable transport system, the City will be undertaking further work on the delivery of integrated ticketing and timetables.

Typical content of a Comprehensive Integrated Transport Plan (Tshwane)

- Executive Summary
- Chapter 1: Introduction
- Chapter 2: Land Transport Vision, Mission, Goals & Objectives
- Chapter 3: Sustainable Transport
- Chapter 4: Transport Information Register
- Chapter 5: Spatial Development Framework
- Chapter 6: Transport Needs Assessment
- Chapter 7: Public Transport Operational Strategy
- Chapter 8: Transport Infrastructure Strategy
- Chapter 9: Travel (Transport) Demand Management
- Chapter 10: Freight & Logistics Strategy
- Chapter 11: Non-Motorised Transport
- Chapter 12: Parking
- Chapter 13: Intelligent Transportation Systems (ITS)
- Chapter 14: Road Safety
- Chapter 15: Public Transport Safety & Security
- Chapter 16: Aviation
- Chapter 17: Institutional Framework
- Chapter 18: Legal
- Chapter 19: Funding Strategy & Summary of Proposals & Programmes
- Chapter 20: Stakeholder Consultation
- Chapter 21: Monitoring & Evaluation
- Conclusions & Recommendations

Spatial Development Frameworks (SDFs)

Spatial Planning and Land Use Management Act, 2013

- SPLUMA provides a coherent legislative framework for regulating spatial planning and land use management in South Africa, based on the spatial vision captured in the NDP.
- Its development principles include 'spatial justice' to redress development imbalances by improving equitable access, 'spatial sustainability' which promotes socio-economic and environmentally sustainable planning approaches and 'spatial resilience' which allows for ecological systems to replenish and regenerate whilst protecting livelihoods in vulnerable communities.

Departments of Transport & Environmental Affairs Generic By-Laws for NMT, 2019

- Chapter 1: General Matters
  - Definitions, Objectives, Applications
- Chapter 2: NMT Infrastructure
  - Establishment ans use of facilities
- Chapter 3: Registration and Licensing of Power-Assisted Pedal Cycles
- Chapter 4: Rules for the use of Power-Assisted Pedal Cycles
- Chapter 5: Duties of Pedestrians, Cyclists and Drivers

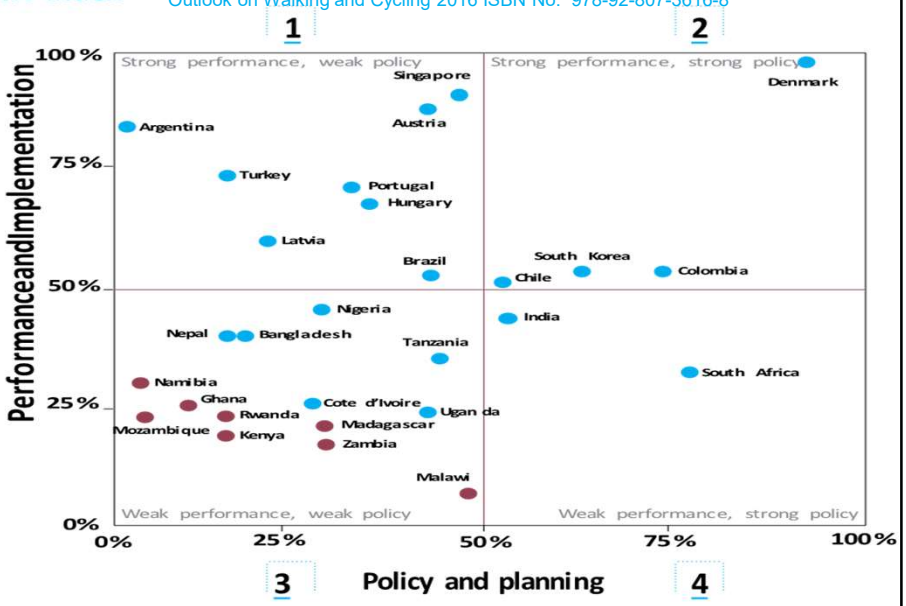
  Duties of drivers of motor vehicles in relation to pedestrians, joggers and cyclists & Duties of pedestrians, joggers & cyclists
- Chapter 6: Bicycle Renting System
  - Bicycle Rental Facility
- Chapter 7: Law Enforcement
  - Powers of officers, Offences & Penalties
- Chapter 8: Miscellaneous Provisions
  - Pedicabs, E-bikes, etc.

Policy & Strategy Support for NMT

Policy & Strategy Support for NMT (1)

NMT Index

Source: UN Environment Programme (UNEP), September 2016 Publication: Global Outlook on Walking and Cycling 2016 ISBN No: 978-92-807-3616-8



Policy & Strategy Support for NMT (2)

- **Roads Policy for South Africa, 2016** (Green Paper), DoT
  - Road Infrastructure Chapter
  - Road Infrastructure Funding Chapter
  - Road Safety Chapter
  - Non- Motorised Transport Chapter
- **National Scholar Transport Policy**, February 2009, DoT
  - Transport for scholars living more than 5 km from school
  - Shova Kalula
- **Greening of Transport Policy** – Dept. of Environmental Affairs
  - Promotion of low carbon modes such as cycling & walking, electric vehicles (e.g. e-bikes).
- **SANRAL Strategic Plan** - 2015/16 to 2019/20.20

Policy & Strategy Support for NMT (3)

- **National Road Safety Strategy** 2016-2030 & **Decade of Action for Road Safety** 2011- 2020
  - 5 Pillars of DOA
  - Pedestrian and cyclist safety one of the key outcomes
- **Committee of Transport Officials** (COTO) & Road Infrastructure Strategic Framework for SA (RISFSA)
  - SA Road Classification - Urban and Rural Road classes (incl. NMT) – TRH 26
    - Urban 6 Classes
      - including NMT Routes
    - Rural 3 Classes
      - including NMT
- **Rural Transport Strategy** for South Africa, 2016 Update, DoT
  - Encompasses rural transport component of NLTSF
  - 13 Presidential nodes in which NMT is promoted
- **Extended Public Works Programme** – Dept. of Public Works
  - Labour based construction of NMT facilities

Roads Policy for South Africa, 2016 (Green Paper)

- Roads Policy for South Africa
  1. Road Infrastructure
  2. Road Safety
  3. Non-Motorised Transport (incorporated 2008 Draft NMT Policy)
  4. Funding
- Legal Framework
- Monitoring and Evaluation
- Way Forward

Roads Policy for South Africa, 2016 (Green Paper)
Need for a NMT Policy

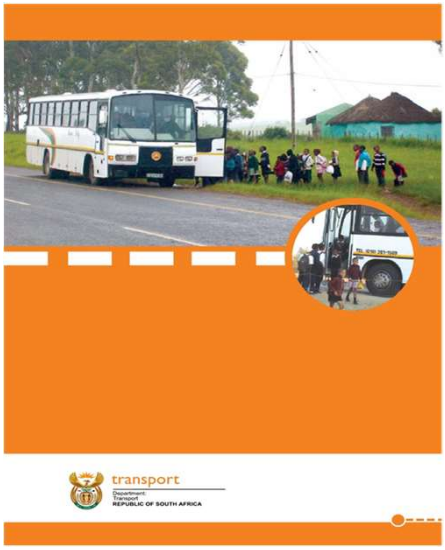
- Raise awareness for NMT as a **sustainable** mode of transport,
- Emphasise NMT on the political agenda and show Government's commitment for NMT
- Articulate a vision and objectives to ensure co-ordinated actions amongst the different departments and private sector partnerships
- Provide a basis for consistent evaluation and monitoring of the successful implementation of NMT policy by all spheres of government
- Help leverage funding for NMT
- Help set standards and develop quality criteria around NMT.

Roads Policy for South Africa, 2016 (Green Paper)

Broader NMT objectives

- A reduction in carbon emissions.
- A safe and comfortable environment for NMT.
- An increase in the modal share of NMT.
- NMT satisfies the mobility needs of rural communities.
- An increase in the affordability of transport modes.
- NMT infrastructure provides for people with special needs.
- NMT modes are affordable and easily accessible.
- Land use (densification, land use mix, e.g. TOD) responds to the needs of NMT.
- Improved social health and economic opportunities.

National Department of Transport
National Scholar Transport Policy, 2009



National Scholar Transport Policy, 2009

- Various studies showed difficulties that scholars are facing. The ability of scholars to access education is hampered by the *long distances involved, road safety, and cost of scholar transport*. Scholars have difficulty accessing educational institutions because of the unavailability of scholar transport.

- The primary objectives of the national scholar transport policy are to *provide national uniform norms and standards, promote co-ordination and co-operation amongst stakeholders, and provide a framework for monitoring and evaluation of scholar transport services.*

- Scholar transport *to be provided on basis of number of principles, e.g. affordability, safety and security.* The target group of policy is scholars who attend schooling between Grade R to 12 and live more than 3km from the nearest school.

National Greening Policy - Department of Environmental Affairs - 2009

- Policy objectives
  - Walking and cycling, is supportive of green mobility
  - Road infrastructure design focussed on car travel
  - Lack of NMT infrastructure has inhibited uptake of cycling
  - Re-planning and design of urban space/land use (*equity of space*)
  - Perceived benefits of providing NMT infrastructure
  - Reduction of congestion
  - Reduction of vehicle emissions and pollution
  - NMT as feeder system to public transport
  - Promotion of alternative modes, e.g. eBikes
  - Promoting a healthy life style

- Projects supported
  - NMT Feasibility study of SWC 2010 host cities
  - Supported NMT Improvements in Johannesburg, eThekwini and Polokwane

National Road Safety Strategy 2011-2020 & Decade of Action for Road Safety and Arrive Alive

- Pedestrians account for 40% of road fatalities, especially children, young adults and economical active age group.

- Various contributory factors
  - Human behaviour
  - Road environment and infrastructure needs
  - Non compliance with traffic laws
  - Land use planning – past policies
  - Public transport planning

- Five Pillars and NMT Safety
  1. Road safety management
  2. Infrastructure
  3. Safe vehicles
  4. Road user behaviour
  5. Post crash care

National Road Safety Strategy 2016-2030; Decade of Action for Road Safety 2011-2020 & Arrive Alive

- Some of the issues identified impacting on NMT
  - Improve *road design*, particularly *to assist with pedestrian and cyclist safety*, in low-cost remediation's of identified hazardous locations.
  - *Vehicle safety technologies* should be developed and used to improve standards and safety.
  - Concentrate *media activities around high risk groups* – children, young men, the elderly, pedestrians and public transport (mini-taxis).
  - Priority pedestrian actions: High level public relations activities around pedestrian risks and driving (and lower speed limits enforced).
  - Public relations – road safety “voice” evident on daily basis on radio and television re pedestrian behaviour, visibility and appropriate speeds for vehicles.
  - Regular meetings of multi-sectoral consultative group.
  - Enforcement – rolling enforcement plan including pedestrians on freeways.
  - Community involvement (CRSC’s).
  - Learner education in schools.

Rural Transport Strategy (2016 Update) and Implementation Guidelines, 2018

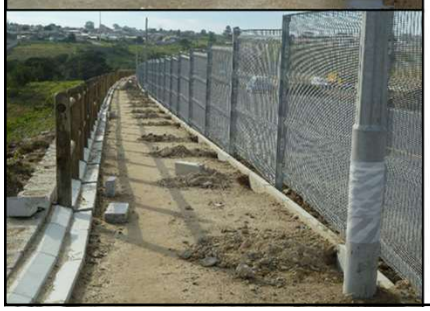
- The delivery of rural infrastructure and transport services:
  - *Rural transport infrastructure* – not only access roads, also district roads, tracks and other non-motorised transport infrastructure – provided mainly by provincial and local government, the National Department of Public Works (NDPW) and SANRAL – directly or indirectly involving communities and creating local construction-related jobs
  - *Village-level or intra-farm* transportation
  - *Communities* - women and farmers provide transport services that involve head loading, and use of NMT and intermediate means of transport (such as tractor-trailers), trucks and LDVs.
- Rural passenger and (small-volume) freight transport services to and from "deep", rural areas, where operators of LDVs and animal-drawn carts are the main service providers.
- Passenger transport services along the main connector routes (to towns, clinics and other facilities), served mainly by taxis, converted LDVs and bus services. Animal-drawn carts are also used.

SANRAL Strategic Plan 2015/16 to 2019/2020

- SANRAL acknowledges that *non-motorised forms of transport such as pedestrians and cyclists, often have genuine needs to travel along or across higher order high speed roads*.
- SANRAL will w*here warranted, retrofit the road environment* to provide:
  - a safe place to walk/cycle; and
  - a safe place to cross.
- As part of its community development programme, SANRAL works to promote accessibility and mobility of non-motorised forms of transport, specifically pedestrians, by providing appropriate road infrastructure which focus on:
  - The construction of pedestrian/bicycle paths to safely accommodate non motorised modes of transport.
  - Effective traffic calming messages at locations with pedestrian activity.
  - Strategically located pedestrian bridges where warranted.
  - Providing safe access to communities living next to the national road network through parallel service roads and safe crossing points.

Mt Nicolas Pedestrian Bridge: N0239

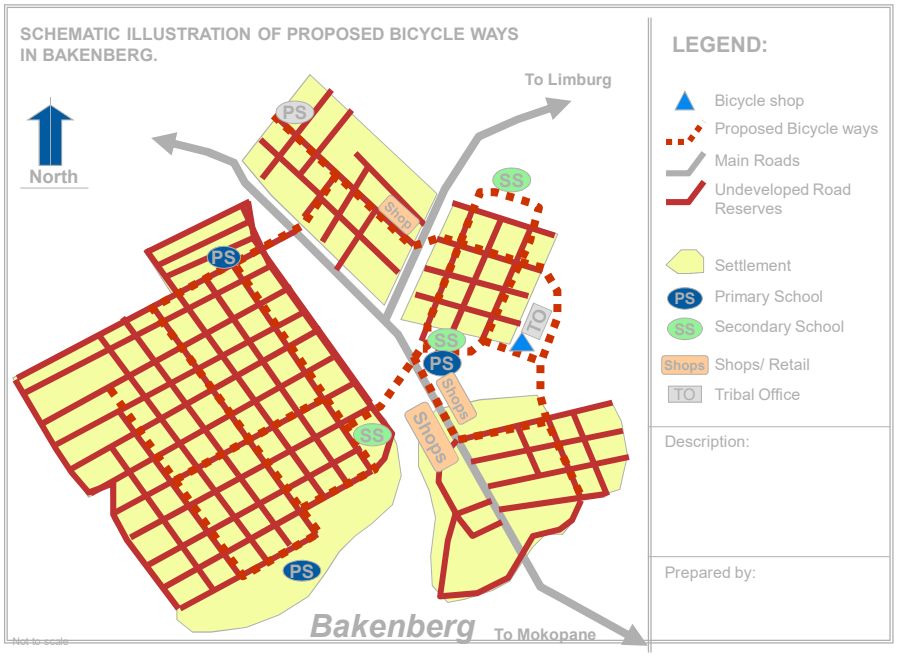
CURRENT SOLUTIONS



N2 GEORGE

National Department of Transport
Shova Kalula - Ride Easy

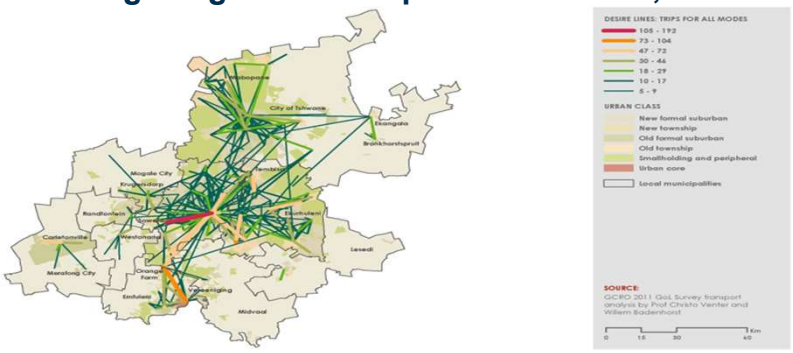
- DoT developed bicycle implementation strategy to advance aspirations of citizens to participate in social and economic life.
- Anticipated that the promotion and provision of bicycle transport services would facilitate mobility for *shorter distances at an affordable cost and would decrease the travel time*.
- Provision of *appropriate bicycle infrastructure and ongoing maintenance of bicycles and bicycle tracks* play a critical role in safeguarding the lives of the users. It is also important that complementary measures are implemented as outlined in the roll-out plan to ensure that the project is sustainable.
- Statistics issued by Statistics SA and findings of NHTS confirmed that *rural poor have little or no access to public transport*. This situation tends to perpetuate the *level of isolation from the economic mainstream and as a result exacerbates the extent of poverty and underdevelopment.*

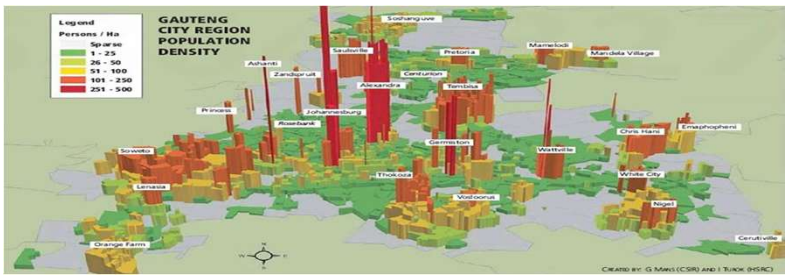


Shova Kalula Training and Bicycle shop

3. NMT Planning Documents
(provincial and local master plans)

Gauteng Integrated Transport Master Plan, 2037





Gauteng Integrated Transport Master Plan, 2037

- *Gauteng City Region* - ITMP 2037 to guide transport planning in the province including public transport, freight, aviation, road network, ITS, sustainable transport, NMT, institutional arrangements, funding & implementation

NMT Work stream

- The key departure points to provide for convenient and safe NMT, as well as promoting the greening and sustainability of the transport system as a whole, are:
  - Promoting the greening of transport and reducing traffic congestion through popularising of cycling and short distance walking trips to destinations.
  - Provide for non-motorised users on the Class 2 to 5 road network with the appropriate application of road safety principles and engineering standards (Complete Streets).
  - Using NMT modes (walking and cycling) as feeder systems to public transport and provide for the “last mile” access to public transport facilities and interchanges (Last Mile Concept).

2037 consortium

Gauteng Integrated Transport Master Plan, 2037

NMT, Job creation and Poverty relief

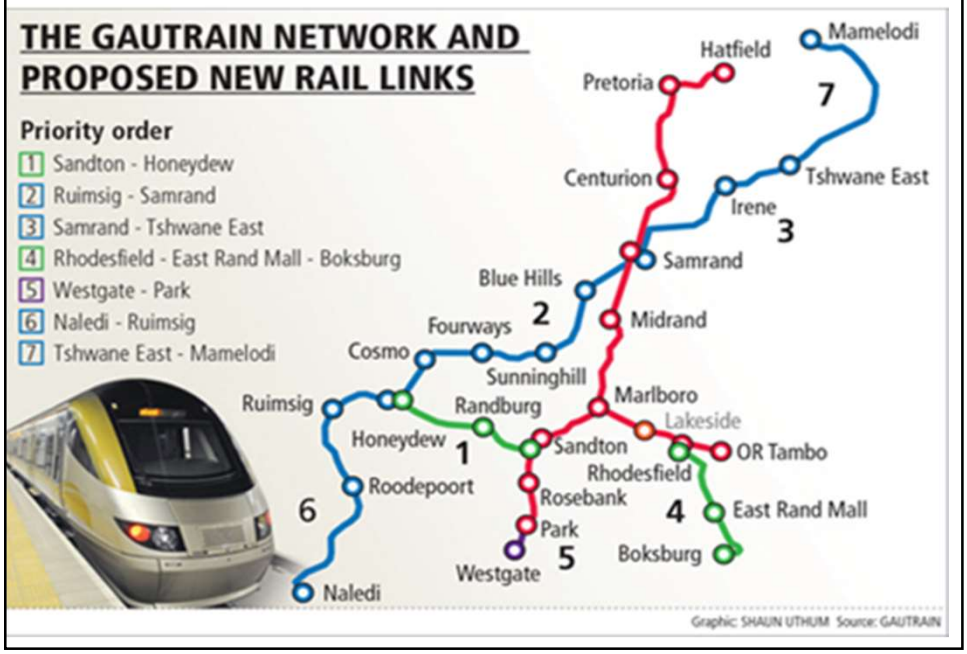
- *Construction and maintenance* of cycle routes and pedestrian walkways.
- *Security* at footbridges and subways, NMT routes through public open spaces and bicycle parking at stations.
- *Upgrading and maintenance* of green corridors.
- *Bike share* schemes.
- *Bike storage* and support centres at public transport terminals.
- *Local production of bicycles* for service provision, e.g. custom-built bicycles to assist people collecting recyclable items in communities.

Gauteng Integrated Transport Master Plan, 2037

NMT Strategy – mainstreaming to be accomplish by:

- Gauteng Transport Commission to co-ordinate & integrate NMT
- Provincial NMT Policy to supplement strategies at local level
- More emphasis on NMT in integrated transport planning and integrated development planning
- Cycle master plan for province
- NMT infrastructure to be developed on on-going basis (e.g. Denmark, Netherlands, Germany, etc.)
- Cycling culture must be established
- NMT networks to be operated and managed in safe, secure way
- Involvement of all relevant role-players politicians, officials and consumers
- Sufficient and sustainable funding streams on on-going basis, including private sector participation.

Gautrain Management Agency – Future Planning



Gautrain Management Agency – Future Planning

Provision of First and Last Mile Master Plan; and Bicycle Sharing Scheme Feasibility Study, February 2017

- The lack of connectivity of the *existing street and pathway network surrounding public transport around the GMA stations has long been known as a barrier for those trying to access the stations*.
- Understanding the effectiveness of current "first and last-mile" strategies requires that the GMA take stock of what is currently implemented. The "first and last-mile" master plan is planned for nine (9) of Gautrain Stations (excluding ORTIA station) and a feasibility study for bicycle sharing scheme at one of the Gautrain Stations. The two documents should consider at least the following:
  - Assessment of stations on fixed rail network;
  - Assessments of connectivity around the station areas;
  - Inventory of vehicle and bicycle parking;
  - Future projections for population, spatial investments and employment growth around station areas and along transit corridors (within 10 kilometre radius);
  - Review of station area plans and transit-oriented-development efforts in the vicinity of stations.

Examples of Current Metro/Municipal NMT Planning Frameworks

- Complete Streets Guideline Manual (Jo'Burg: Rea Vaja, JDA and JRA, 2013).
- Feasibility study for NMT facilities around Johannesburg's BRT stations, Rea Vaya (Phases 1A, B and C).
- Pre-feasibility study to enhance a Cycling Programme in the City of Johannesburg (COWI, 2013).
- Cape Town Strategic Transit Orientated Development (TOD) Framework, 2016.

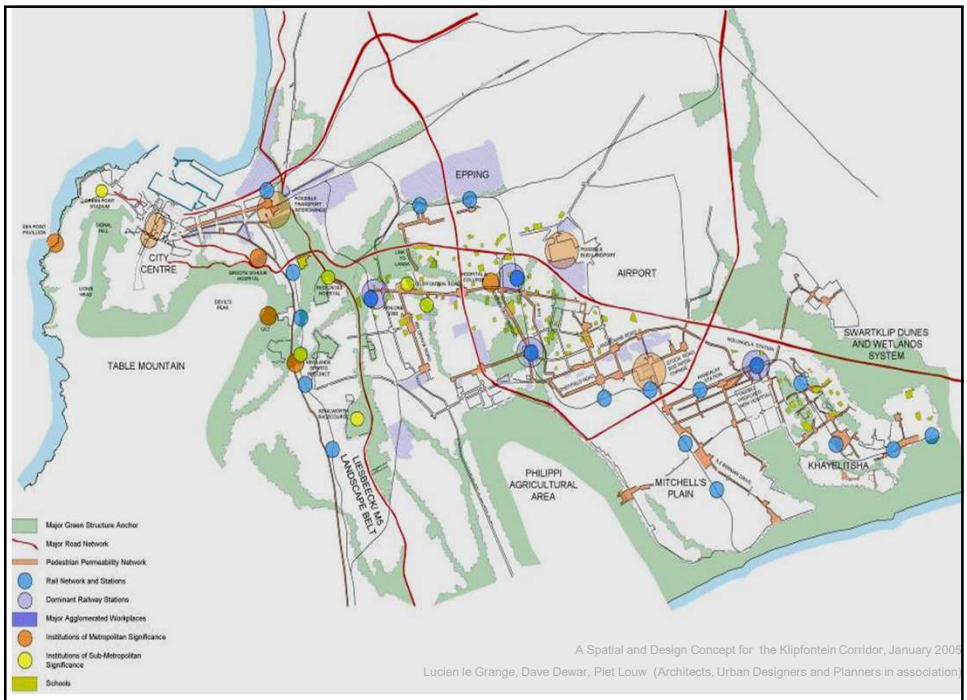
Examples of other Metro/Municipal NMT Planning Frameworks

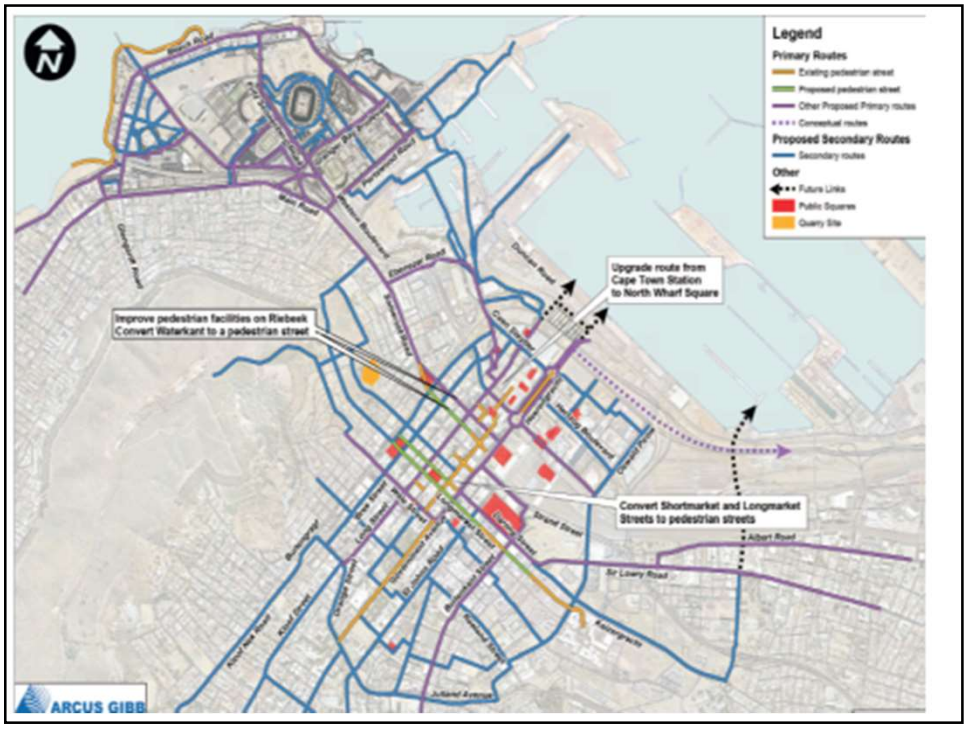
- **Tshwane**
  - *City of Tshwane's NMT Master Plan, 2010*
  - *City of Tshwane's NMT Framework, 2013*
  - *Tshwane Regional Spatial Development Framework, 2018* - NMT Plans for all 7 regions to integrate NMT user needs with the Areyeng BRT system.
  - Integrated Rapid Public Transport Network for Tshwane.
- **eTthekwini** Durban NMT Plan - review of designs and audit of the City of eThekwini's cycle and pedestrian 'connections' project, to improve NMT infrastructure, signage and other facilities, and facilitate better NMT connectivity and movement, also leisure and business tourism (including conferencing).

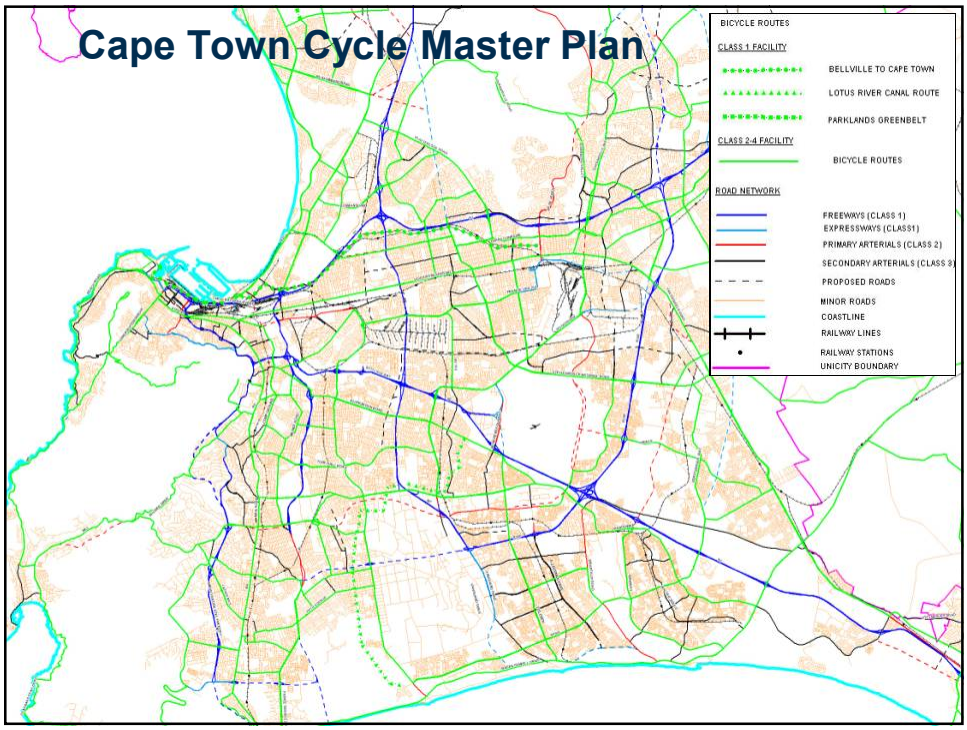
Examples of current Metro/Municipal NMT Planning Frameworks

- The **Ekurhuleni** Integrated Rapid Public Transport Network (IRPTN) – North/South Corridor, includes a comprehensive NMT infrastructure audit along the designated route in Tembisa.
- **Rustenburg** Rapid Transport (RRT) NMT facilities, including recommendations regarding NMT micro-enterprise, signage, street furniture (including bicycle parking) and lighting.
- **Polokwane**, City master plan and cycle track provided from Seshego to the Polokwane City Centre.

CITY OF CAPE TOWN:
NMT POLICY AND STRATEGY
Volume 1: Status Quo Assessment
Volume 2: Policy Framework
OCTOBER 2005




Legend
Primary Routes
Existing pedestrian street
Proposed pedestrian street
Other Proposed Primary routes
Conceptual routes
Proposed Secondary Routes
Secondary routes
Other
Future Links
Public Squares
Quarry Site
Upgrade route from Cape Town Station to North Wharf Square
Improve pedestrian facilities on Riebeek
Convert Waterkant to a pedestrian street
Convert Shortmarket and Longmarket Streets to pedestrian streets
ARCUS GIBB


Cape Town Cycle Master Plan
BICYCLE ROUTES
CLASS 1 FACILITY
BELLVILLE TO CAPE TOWN
LOTUS RIVER CANAL ROUTE
PARKLANDS GREENBELT
CLASS 2-4 FACILITY
BICYCLE ROUTES
ROAD NETWORK
FREEWAYS (CLASS 1)
EXPRESSWAYS (CLASS1)
PRIMARY ARTERIALS (CLASS 2)
SECONDARY ARTERIALS (CLASS 3)
PROPOSED ROADS
MINOR ROADS
COASTLINE
RAILWAY LINES
RAILWAY STATIONS
UNICITY BOUNDARY

a world class African city

FRAMEWORK FOR NON-MOTORISED TRANSPORT JANUARY 2009

Integrated approach

Jo'burg NMT Plan: Strategic sector responses

COJ Transportation / Johannesburg Roads Agency	• Develop and technical design of a metropolitan NMT network and design local area networks for selected priority routes • Upgrade existing pedestrian facilities and public realm • Adapt and develop technical design guidelines and standards • Amend parking policy to include cycle parking and facilities • Implement traffic calming measures in strategic locations • Adopt NMT specific maintenance program
Gautrain & SARCC	• Make provision for cycle parking and lockers in stations • Allocate areas for public bike system within/ adjacent to stations • Implement directional signage / local area map per station
BRT	• Make provision for cycle parking and lockers in strategic stations • Implement directional signage / local area map per station
Education	• Safety and NMT promotion at schools • Promotion of cycle proficiency test for school children • Evaluate NMT requirements at schools and provision of cycle storage where appropriate
Environment	• NMT to be incorporated in Environmental Sector Plan and Air Quality Management Plans
City Parks	• Evaluate existing NMT network through public open spaces and upgrade and extend key routes to tie into local area NMT networks on roads.
JMPD	• CCTV to be installed and monitored along key routes, Law enforcement

Cape Town TOD Strategic Framework (March 2016)

TOD Objectives:

1. Maximise *"location efficiency"* so that people can walk, cycle and use public transport.
2. Boost ridership, minimize congestion ensuring public transport becomes more viable
3. Provide a rich *mix of housing, shopping, recreational and transportation* choices
4. Enable cost and operational efficiencies in the provision and design of urban infrastructure
5. Drive down the cost of the User Access Priority for both new and existing residents
6. Develop a *sense of place*.

Cape Town TOD Strategic Framework (March 2016)

- Scenario analyses
  - Poor spatial relationship between dense residential areas and employment opportunities
  - Resulting in long travel distances
  - High cost of access
  - The poorest people travel the longest distances
  - Inefficient network usage.
- The highest demand for public transport is between the south-east and CBD areas – need to densify transport corridors.
- Areas of Land Use Intensification (based on TOD principles)
  - Integration Zones (Metro-South East, Voortrekker Road, Blue Downs)

Voortrekker Road – Example of a transport corridor

TOD along Voortrekker Road in Cape Town

4. NMT Design Guideline Manuals & Standards

- Department of Transport: NMT Facility Guidelines, 2014
- Department of Transport: National Technical Requirement (NTR) Parts 1 & 2 - Pedestrian crossings
- Department of Environmental Affairs: Green Cities: Promoting the NMT Agenda, 2014
- Jo'Burg Complete Streets Design Guidelines, 2013
- SABS NMT Design standards

Department of Transport: NMT Facility Guidelines, 2014

- "The main purpose of the new NMT Guideline is to provide guidance on the *planning and design for safe pedestrian, bicycle, and other alternative low carbon modes of transport, both across and alongside roads and streets*.
- Furthermore, the guideline will strengthen the *provision of well-designed bicycle and pedestrian facilities and infrastructure to improve the physical environment and safety of NMT users*".

Minister of Transport
Dipuo Peters, MP
February 2015

Department of Transport: NMT Facility Guidelines, 2014

Chapters Layout of Manual

- Introduction
- Policy and Legislation
- Planning for NMT modes
- NMT Road Design Details
- Safety & Guidance
- End of Trip Facilities
- Capacity
- NMT Pavement Design
- Maintenance
- Operations
- References

Department of Transport: NTR 1 Part 1 & 2

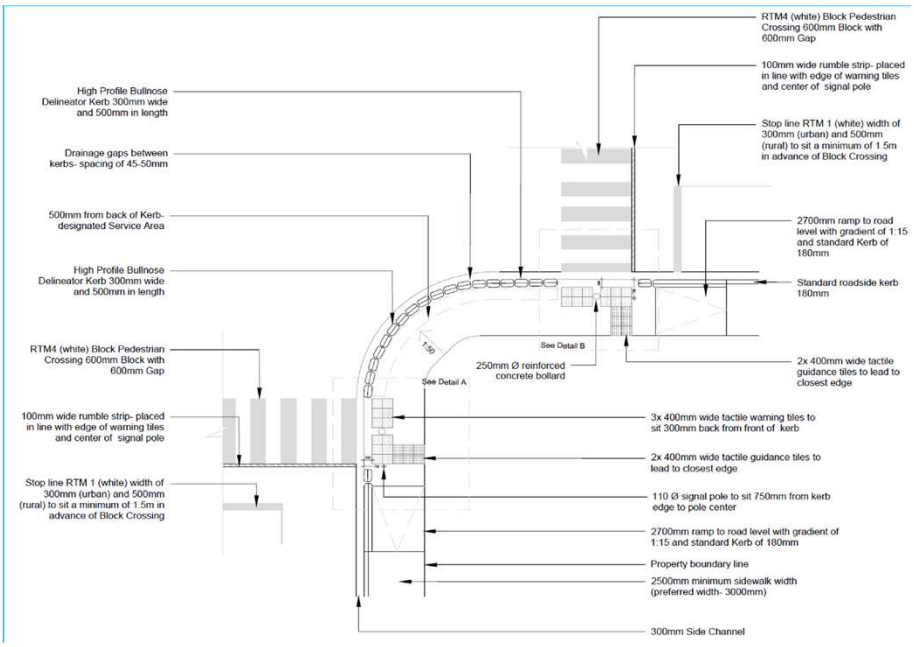
NTR1 Part 1: National Technical Requirements on the Design of Pedestrian Crossings

- It recognizes the need to develop the NMT Facility Guidelines, published by the National Department of Transport in March 2015, into more specific technical requirements. T
- Provides an overview of the background research to inform the rationale and functional requirements, recognizing the value of applying universal design principles to improve performance, functionality and safety of pedestrian crossings in South Africa.

NTR1 Part 2: Technical drawings

- This document contains the technical component of the National Technical Requirement 1 for Pedestrian Crossings (NTR1), and is the product of the research and reviews undertaken to inform these National Technical Requirements.
- The research and reviews have been document in an Overview Research Report that should be read in conjunction with this technical component.

Department of Transport: NTR 1 Part 2 (Example)



Planning for bikeshare, pedicabs & e-bikes in South Africa?

Department of Transport: Model, Generic By-Laws on Non-Motorised Transport, 2020

- DoT with Department of Environmental Affairs involved in developing the model by-laws. DoT to spearhead process of introducing it to municipalities and promoting adoption once DoT's Legal Section has approved them.
- Contents
  - Chapter 1: General matters
  - Chapter 2: NMT Infrastructure
  - Chapter 3: Registration and licensing of power-assisted pedal cycles
  - Chapter 4: Rules for the use of power assisted pedal cycles
  - Chapter 5: Duties of pedestrians, cyclists and drivers
  - Chapter 6: Bicycle renting system
  - Chapter 7: Law enforcement
  - Chapter 8: Miscellaneous provisions, e.g.
    - Pedicabs will only be allowed on urban routes, road networks or in areas that are designated by the Municipality either in the Municipality's integrated transport plan.
    - Municipality may develop standards and requirements for the use of e-bikes.

Department of Environmental Affairs: Green Cities: Promoting the NMT Agenda, 2014

Chapters layout

- Introduction
- Benefits of walking and cycling
- NMT-friendly policy and legislation
- Developing a cycle master plan
- Developing pedestrian master plans
- Designing NMT infrastructure
- Procuring the services of consultants and contractors
- Monitoring and evaluation
- Communication and awareness raising
- Conclusion
- References

Department of Environmental Affairs: Green Cities: Promoting the NMT Agenda, 2014

- Manual informed by experiences in developing and implementing NMT plans in response to the hosting of the 2010 Soccer World Cup, focusing on Johannesburg, eThekwini and Polokwane.
- Best Practice Manual vocalises the principle that in ensuring that there is *universal access*, the unique needs of particular users must be taken into consideration.
- Manual addresses the full life-cycle of NMT projects drawing on real-life experience to demonstrate and highlight best practice at each step of the way.
- National Greening Programme, May 2010. Demonstrate walking and cycling projects.
- Not to act as a comprehensive NMT guideline - the mandate of the National Department of Transport (DOT) and its provincial and local counterparts.

Jo'Burg Complete Streets Design Guidelines

http://reavaya.org.za/pdfs/strategy/pdf

Motivation for new design approach:

- Lack of paved sidewalks or very limited areas for sidewalks.
- Conflict between pedestrians and private vehicular movement in inner City.
- Lack of street lighting, unsafe at night for pedestrians.
- Poor storm water provision, open channels and blocked kerb inlets which exposes residents to risk of flooding and drowning.
- No dedicated cycling paths for cyclists.
- Potholes in the roads and holes in the pavement including open manholes.
- Unsynchronized and/or faulty traffic lights.
- Lack of clear road markings and signage.

Jo'Burg Complete Streets Design Guidelines

- The new approach proposed to conceptualise and begin to develop and re-develop the City's streets as Complete Streets.
- Complete Streets refers to roads designed to accommodate diverse modes, users and activities including walking, cycling, public transport, automobiles, nearby businesses and residents.
- Such street design helps create more multi-modal transport systems and more liveable communities.
- Cross sections (including NMT facilities) are provided for each road class. (Templates for different road classes) –

http://reavaya.co.za/tenders/219-tenders/942-complete-streets-design-guideline-manual (click on *Complete street templates)*

Class 4 Road

Class 3 Road

SABS NMT Design standards

- SANS 1031 Animal drawn vehicles
- SANS 1025 Hitching and Harnessing
- SANS 1542 Safety helmets for Cyclists
- SANS 10400 Universal Access