

## PARLIAMENT OF THE PROVINCE OF THE WESTERN CAPE

### WRITTEN REPLY

THURSDAY, 15 JUNE 2023

#### 14. Mr D America to ask Mr R D Mackenzie, Minister of Mobility:

(a) How does load-shedding affect average commuter time and (b) what steps are being taken to improve (i) traffic congestion and (ii) travel time during load-shedding in each municipality?

#### Reply:

(a) Cape Town has a notorious general peak hour, which has shifted over the years from around 07:00am to 09:00am and 16:00 to 18:30. Currently the N1 and the N2 freeway peak begins as early as 05:30am on a weekday morning, peaking at 07:00am, and continuing until around 10:00am. Peak conditions in the evening begin at around 15:00 in the afternoon (earlier on Fridays) and will continue until around 18:30 to factor in commuter travel time.

This shift in these timeframes, and a general steady increase in traffic volumes has been observed when schools were reopened, and citizens returned to work at the end of the national pandemic. A lack of reliable public transport, registration of huge amounts of additional motor vehicles and the large influx of internal migration of citizens and motor vehicles into the province has been cited as among the main reasons for Cape Town's increase in traffic congestion.

Even though it is too early for formal studies to have been conducted to determine the impact of load-shedding on peak hour commuter travelling time, it cannot be ruled out that it adds to travelling times. For could, for example, be due to black-outs having a major impact on traffic signals not working.

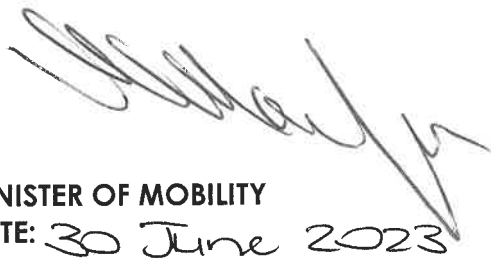
(b) (i) The City of Cape Town has embarked on the installation of Uninterruptible Power Supplies (UPS) equipment, which provide backup power and protect equipment from damage in the event of grid power failure at major intersection traffic lights.

This project is providing major relief of traffic congestion at major intersections in the CBD during load-shedding, and traffic officers can therefore be deployed elsewhere during this period to regulate traffic. The project roll-out is however taking longer than planned, due to additional unplanned infrastructure work that is needed to mitigate the vandalism and theft of this critical infrastructure.

The N2 dedicated public transport lane, which is reserved for buses and minibus taxis during peak-hour traffic, is being enforced more stringently, which is assisting with the free flow of public transport vehicles, thus reducing commute times.

The Mobility Department, in conjunction with the City of Cape Town, has been engaging on a regular basis with PRASA regarding the reopening of additional lines, which will make a significant difference to the current traffic congestion and reduce travelling times for commuters.

(ii) No formal assessments have been conducted in the municipal areas within the province to determine the impact on travelling time of load-shedding.



**MINISTER OF MOBILITY**

**DATE:** 30 June 2023

## PARLEMENT VAN DIE PROVINSIE VAN DIE WES-KAAP

### SKRIFTELIKE BEANTWOORDING

DONDERDAG, 15 JUNIE 2023

**\*14. Mnr D America vra mnr R D Mackenzie, Minister van Mobiliteit:**

(a) Hoe beurtkrag gemiddelde pendeltyd raak en (b) watter stappe gedoen word om (i) verkeersopeenhoping en (ii) reistyd tydens beurtkrag in elke munisipaliteit te verbeter?

**Antwoord:**

(a) Kaapstad het 'n berugte algemene spitsuur, wat oor die jare van ongeveer 07:00 tot 09:00 en 16:00 tot 18:30 verskuif het. Tans begin die N1- en die N2-spitstye so vroeg as 05:30 op 'n weksoggend, bereik om 07:00 'n hoogtepunt, en hou tot ongeveer 10:00 aan. Spitstye in die aand begin omstreeks 15:00 in die middag (vroëer op Vrydae) en sal tot omstreeks 18:30 aanhou om pendelaars se reistyd in te reken.

Hierdie verskuiwing in tydraamwerke en 'n algemene bestendige toename in verkeersvolumes is aan die einde van die nasionale pandemie waargeneem, toe skole heropen is en burgers terug werk toe gekeer het. 'n Gebrek aan betroubare openbare vervoer, registrasie van groot hoeveelhede bykomende motorvoertuie en die groot toestroming van interne migrasie van burgers en motorvoertuie na die provinsie word as van die hoofredes vir Kaapstad se toename in verkeersopeenhopings genoem.

Selfs al is dit te vroeg vir formele studies om die impak van beurtkrag op spitsuur-pendelreistyd te bepaal, kan dit nie uitgesluit word dat dit tot reistye bydra nie. Dit kan byvoorbeeld wees as gevolg van verdonkering wat 'n groot impak het op verkeersseine wat nie werk nie.

(b) (i) Die Stad Kaapstad het begin met die installering van ononderbroke kragbron (UPS)-toerusting, wat rugsteunkrag verskaf en toerusting beskerm teen skade in die geval van kragonderbrekings by groot kruisings se verkeersligte.

Hierdie projek bied groot verligting van verkeersopeenhopings by groot kruisings in die SSK tydens beurtkrag, en verkeersbeampies kan dus gedurende hierdie tydperk elders ontplooi word om verkeer te reguleer. Die uitrol van die projek neem egter langer as wat beplan is, as gevolg van bykomende onbeplande infrastruktuurwerk wat nodig is om die vandalisme en diefstal van hierdie kritieke infrastruktuur te verhoed.

Die toegewyde baan op die N2 vir openbare vervoer, wat gereserveer is vir busse en minibus-taxi's tydens spitsverkeer, word strenger toegepas, wat help met die vrye vloei van openbare vervoervoertuie en sodoende pendeltye verminder.

Die Mobiliteitsdepartement, in samewerking met die Stad Kaapstad, het op 'n gereelde basis met PRASA geskakel oor die heropening van bykomende lyne, wat 'n wesentlike verskil aan die huidige verkeersopeenhopings sal maak en reistye vir pendelaars sal verminder.

(ii) Geen formele assesserings is in die munisipale gebiede binne die provinsie gedoen om die impak van beurtkrag op reistyd te bepaal nie.

**MINISTER VAN MOBILITEIT**

**DATUM:**