

NATIONAL ROAD ACCESS MANAGEMENT GUIDELINES: LAND USE AND URBAN DESIGN ASPECTS

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The purpose of this paper is to highlight the critical role that the urban transport system can play as the carrier of desperately needed economic opportunities in South Africa's towns and cities.

This opportunity will not be fully realised if the transport system is seen as merely a passive provider of mainly road biased transport facilities focussed on maximising the flow of private motor vehicle and truck traffic. This will result in a transport system which fails to realise many of the economic opportunities that it could provide. Such a transport system does not even seem capable of providing a long term solution for the type of traffic that it is designed for, namely the private motor vehicle, trucks and buses. This is illustrated by recent proposals to ban trucks on the Gauteng highway system during peak hour traffic. This shows both the desperate circumstances and the lack of effective "quick fix" remedies resulting from the current approach.

Therefore, the paper argues that by changing a number of the design and planning parameters of the transport system, particularly those relating to access management, the economic potential of the movement of goods and services can be more successfully realised. Required changes to design and planning parameters include:

- Encouraging a mix of land-use along transport corridors;
- Effectively halting the growth of low density urban sprawl;
- Reducing the need for travel and using the level of pedestrian access as the main benchmark for judging the effectiveness of the transport system;
- So-called "down-grading" the limited access conditions of certain strategic routes in the road hierarchy;
- Increasing the frequency of access along these "down-graded" routes so as to shift the emphasis from mobility to access;
- Giving higher priority to the environmental quality of these routes so they become more pleasant and convenient for the public to conduct their daily activities;
- Understanding road and rail as firstly, carriers of economic opportunity and , secondly, as movers of people and goods; and
- Effectively achieving a modal shift from private to public transport, walking and cycling.

Because, as so often with policy, the "devil lies in the detail" rather than with preambles, aims and objectives, the details of access management are critical. These include road cross-sections, spacing of driveway and side street intersections, provision of service roads, pedestrian paths and cycle ways, dimensions of sidewalks and colonnades, arrangement of parking, form and frequency of public transport, form of road circulation networks and many more.

This conference submission consists of a slide presentation presenting the arguments for the need to change a number of the current approaches to road access management. A detailed report, "National Road Access Management Guidelines: Land Use and Urban Design Aspects, addressing detailed requirements to give effect to the proposed changes in policy is available on request from Chittenden Nicks de Villiers.

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SIMON NICKS: RESUMÉ

Education	BCom (Natal), BAS MCRP MCPUD (Cape Town)
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SIMON NICKS is a partner at Chittenden Nicks de Villiers. He is currently working on the IDPs and SDFs for three local authorities in the Western Cape. He co-leads the Precinct Planning for Cape Town International Airport and was a core team member on the Strategic Environmental Assessment (SEA) of the 2004 Olympic Bid. Simon co-ordinated the Philippi East Structure Plan and was a specialist consultant to the Metropolitan Spatial Development Framework. He has also co-ordinated the planning and design of a number of residential projects totalling 5000 dwelling units in all.

A major piece of work in which he is engaged in is the CMOSS mapping project. This entails inspecting 6400 erven in the Metropolitan Area and assessing whether they should remain public open space according to a range of criteria developed by environmental stakeholders or be disposed.

Simon is particularly interested in the restructuring of the Apartheid City, the environmentally sustainable design and management of cities in developing countries and the integration of transport and urban planning, and has published papers on these topics. He was a trustee and is a member of the Development Action Group; an NGO committed to effective urban development that addresses the need of the very poor. He lectured on Housing and Community Development at the Department of Construction Economics at the University of Cape Town, and co-ordinated this course in 1994. In 1997, 1998 and 1999 he presented the Urban Planning Module of the Masters Program in Housing for the Department. He gives occasional lectures at the Department of Environment and Geological Science UCT, the Graduate School of Business UCT, University of the Western Cape and Cape Technikon.

He presented the Cape Town case study at the Environmental Management for African Cities Workshop in Dakar, Senegal in June 1995 and co-led case study tours to Brazil, studying urban environmental management land-use and transportation in 1994.

He began his career with the Cape Town City Council where work included co-ordinating shopping surveys, processing census data, leading a metropolitan wide survey of informal sector activity, township layouts and development control. He worked on rural development and eco-tourism projects in the Eastern Cape for MLH Architects and Planners in 1988 as a senior planner. Work in Cape Town included assisting with the establishment of the Victoria and Alfred Waterfront Company and producing the Development Framework and Pierhead Precinct Plan.

Leadership positions include sitting as a National Council member of the SACTRP from 1998 – 2001 and membership of the Executive Committee, ACTRP (South Region) of which he was chairperson in 2000/2001.