Passenger transport - reduced demand for travel

In 2006 in the 2050 Calculator we each travelled an average of 5,740 km. The distance we collectively travel can be reduced by siting residential settlements near to major work centres and by urban densification. The White Paper on National Transport Policy proposes that new settlements be located no further than 40 km from the major work destinations so as to reduce commute distance.

The *reduced demand for travel* Lever reduces the use of motorised transport and increaes the aggregate passenger km. This Lever assumes the implementation of effective measures of limiting urban sprawl. It is assumed that as urban settlements become more densely inhabited there is an increase in walking and cycling, which will reduce some dependence on motorised transport.

Level 1

Level 1 assumes no reduction in travel demand from now to 2050 and the average distance travelled remains as it is now.

Level 2

Level 2 assumes that implementation of policy under the National Transport Strategic Framework's[1] increases population density along public transport corridors.

As more people live closer to economic hubs, cycling and walking gains a small share of 1% of aggregate passenger-km by 2050.

Level 3

Level 3 assumes that as a result of spatial planning that focuses on urban densification, more people have a shorter daily commute and by 2050 2% of passenger km is met by walking or cycling.

Level 4

Level 4 assumes that urban densification reduces daily traveling distances of many people and by 2050 5% of passenger kilometres is met by non-motorised transport.

Interactions with other options

Although a high percentage of people travel by walking in South Africa, in the 2050 Calculator, this is not considered as a mode share outside of this lever.

[1]Department of Transport, 2009. *National Transport Master Plan: NATMAP 2050,* Pretoria: Department of Transport.