CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

URBAN MOBILITY DIRECTORATE

COMPREHENSIVE INTEGRATED TRANSPORT PLAN

2023-2028

2024 ANNUAL UPDATE

Department: Transport Planning and Network Management

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Making progress possible. Together.

Policy title

Comprehensive Integrated Transport Plan 2023-2028: 2024 Annual Update

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ABBREVIATIONS AND ACRONYMS

ABBREVIATION OR ACRONYM	DESCRIPTION
AFC	automated fare collection
APTMS	Advanced Public Transport Management System
BEB	battery electric bus
CCTV	closed-circuit television
COD	car-oriented development
CTICC	Cape Town International Convention Centre
CTRFS	Cape Town Rail Feasibility Study
BMT	bus and minibus taxi
BRT	bus rapid transit
CATA	Cape Amalgamated Taxi Association
CBD	central business district
CITP	Comprehensive Integrated Transport Plan
CODETA	Cape Organisation for the Democratic Taxi Association
DAR	Dial-a-Ride
DC	development contribution
DFAs	development focus areas
DSDF	District Spatial Development Framework
DSDFs-EMFs	District Spatial Development and Environmental Management Frameworks
EAN	equivalent accident number
EEA	environmental exclusionary areas
EIA	Environmental Impact Assessment
GABS	Golden Arrow Bus Services
GIS	geographic information systems
GTS	Green Transport Strategy
HWC	Heritage Western Cape
IDP	Integrated Development Plan
IIMS	Integrated Information Management System
IOZ	incentive overlay zone

ABBREVIATION OR ACRONYM	DESCRIPTION
IPC	Intermodal Planning Committee
IPDF	Infrastructure Planning and Delivery Framework
IPTN	Integrated Public Transport Network
IRT	integrated rapid transit
JV	joint venture
KPIs	key performance indicators
LAP	land assessment protocol
LAPIs	local area planning initiatives
LSDFs	local spatial development frameworks
MBT	minibus taxi
MEC	Member of the Executive Council
MSDF	Municipal Spatial Development Framework
MTREF	Medium-term Revenue and Expenditure Framework
MYFIN	Multi-year Financial Operational Plan
NDAs	new development areas
NDoT	National Department of Transport
NEMA	National Environmental Management Act
NHTS	National Household Travel Survey
NLTA	National Land Transport Act
NMT	non-motorised transport
OLs	operating licences
OLP	Operating Licence Plan
PIFs	public investment frameworks
PIIP	Physical Infrastructure Implementation Plan
PLAs	priority local areas
PRASA	Passenger Rail Agency of South Africa
PROW	public right of way
PT	public transport
PTIs	public transport interchanges
PTP	Public Transport Plan

ABBREVIATION OR ACRONYM	DESCRIPTION
PTNG	Public Transport Network Grant
RBPT	road-based public transport
REU	Rail Enforcement Unit
RIM	Roads Infrastructure Management
RMS	Remote Management System
RSS	Road Safety Strategy
RTCs	regional transport companies
SANRAL	South African National Roads Agency
SAPS	South African Police Services
SLP	service level plan
STAs	spatial transformation areas
TAPs	transit-accessible precincts
TDW	Transport Data Warehouse
TEU	Transport Enforcement Unit
TIAs	Traffic Impact Assessments
TMC	Transport Management Centre
TOCs	transport operating companies
TOD	transit-oriented development
TSM	Transport Systems Management
UA	universal access
UAP	Universal Access Policy
UDAP	Universal Design Access Plan
UDI	Urban Development Index
UIC	urban inner core
VOC	vehicle operating company
WCG	Western Cape Government
WFH	work from home
WHO	World Health Organisation

1. INTRODUCTION

1.1. Overview

In accordance with section 36(1) of the National Land Transport Act, 2009 (Act 5 of 2009) (NLTA), the City of Cape Town (hereafter referred to as 'the City') developed and approved a Comprehensive Integrated Transport Plan (CITP) in 2023. The NLTA requires planning authorities such as the City to prepare a Comprehensive Integrated Transport Plan (CITP), which must comply as a minimum with the provisions of the NLTA and the requirements as set out in the Minimum Requirements for the Preparation of Integrated Transport Plans, 2016 ('Minimum Requirements').

The CITP is a five-year statutory plan that gives the City and the Urban Mobility Directorate its mandate to manage the transport network and everything that moves on it. It sets out what the Urban Mobility Directorate is committed to and is accountable for, and how the directorate will set about the delivery of an integrated, intermodal and interoperable transport system and its related road and rail network. The CITP guides the priorities and activities of the Urban Mobility Directorate in support of the following vision: *All people should have **efficient access** to a range of **opportunities** in a manner that is **sustainable** and provides **dignity**.*

The City's CITP 2023-2028[1] was approved in May 2023, and an easy-to-read CITP Summary[2] was also produced. The NLTA and its Minimum Requirements require that, on an annual basis, the CITP should be updated where necessary. This document is the first annual update. The overhauling of the CITP takes place every five years, after the new term-of-office Integrated Development Plan (IDP) is approved, and the annual updates take the form of supplementary reports.

In terms of the Minimum Requirements, section 5.1, "The annual updating of the CITP must at least involve the following:

i. Update the Transport Register if any significant new data collection has occurred. The transportation maps, databases and information systems must be updated on an ongoing basis as and when new information is collected.
ii. Describe progress with implementing the CITP in the previous year (e.g. new infrastructure built and contracts awarded).
iii. Document which contracts have been awarded or which have expired and any changes or additions to the proposed contracted public transport services network. In municipalities that have prepared a CITP in particular, the annual plan submitted in support of the PTNG grant and other national funding must be documented.
iv. The database of operating licences, where a municipality has established such, should be updated on an ongoing basis as operating licences (OLs) are awarded, lapse, or are renewed. Any adjustments necessary to the Operating Licences Plan based on representations or new developments should be documented.
v. Revise and update the projects, programmes and budgets so that a three-year period ahead is maintained, along with a detailed programme and budget for the next financial year. The expected sources of revenue to fund the budget must be documented. This will serve as the basis for the municipality's annual transport sector component of the Integrated Development Plan (IDP)."

The 2024 annual update of the CITP 2023–2028 was guided by and conducted in accordance with the abovementioned minimum requirements. It takes into account new information, latest thinking, and changes in plans, projects, programmes and budgets. It reports on progress with implementing the CITP in the previous year (i.e. the Urban Mobility Directorate's major achievements), and responds to and/or incorporates remaining comments made by stakeholders and the public as well as

[1]https://resource.capetown.gov.za/documentcentre/Documents/City%20strategies%2C%20plans%20and%20frameworks/CITP_2023-2028.pdf
[2]https://resource.capetown.gov.za/documentcentre/Documents/City%20strategies%2c%20plans%20and%20frameworks/CITP_Summary_2023-2028.pdf

comments made by the Western Cape Member of the Executive Council (MEC) for Mobility (in approving the CITP 2023–2028). The latest thinking considers the impact of induced demand on road capacity expansion. It also details the strengthened tools to enable land use intensification in well-located areas.

As indicated above, this 2024 update is a supplementary report to the CITP 2023–2028 and does not replace the approved five-year plan. It is also important to note that it was subjected to a public participation process, and the report was revised where necessary after that.

1.2. Comments by the Western Cape MEC for Mobility on the CITP 2023-2028

On 6 November 2023, the City's CITP 2023-2028 was approved by the Western Cape Minister for Mobility, as envisaged in section 36(4) of the NLTA (see attached letter in appendix 4). A summary of the comments from the MEC (accompanying approval of the CITP 2023-2028) and the City's responses to those comments are shown Table 1-1.

Table 1-1: MEC's comments and City's responses

REFERENCE	EXTRACT OF RELEVANT SECTIONS OF THE CITP	COMMENT	REQUEST FOR CHANGES BY MEC	CITY'S RESPONSE (AND CHAPTER NUMBER)
General		The principles are supported: i. Affordability ii. Increased access and efficiency iii. Ensuring sustainability iv. And appropriate interrelationships modes v. And importantly, inclusivity – catering for all users.	None	Supported
Chapter 5: Needs assessment	5.3.1 Total road network	Total length of road: please add that devolved from WCG	Provide this additional information.	This small change will be made in the next CITP update.
Chapter 5: Needs assessment	5.3.1 Total road network	Need an indication that the City has funds to maintain the devolved roads	Provide explanation.	The City is not taking over roads that require immediate attention. A costed plan with two milestones to eradicate these backlogs is in place, which takes into account the capacity of the department and the industry to deliver. The first milestone is to eradicate the backlog (around 2029), and the second milestone is to get in line with international industry standards.
Chapter 5: Needs assessment	5.3.1 Total road network	Not enough attention given to devolution (of roads) process in this CITP It was indicated in the previous letter of approval from the MEC that the		Previous letter from MEC: appendix 4 of the CITP, did not mention devolution.

REFERENCE	EXTRACT OF RELEVANT SECTIONS OF THE CITP	COMMENT	REQUEST FOR CHANGES BY MEC	CITY'S RESPONSE (AND CHAPTER NUMBER)
		devolution process would be included in the following period (presumably 2023 to 2028) however no mention of devolution process was made in relevant sections of this CITP other than brief mention of council approval of first phase of transfer. Please also note that first phase of devolution was not taken into account in Section 5.3.1.		The Minimum Requirements do not require the CITP to include detail on the process for the devolution of roads. However, devolution will be included as an explanation for changes occurring in the "detail of the major road network and a classification of roads in relation to road authority, including national, provincial and municipal roads" and in the "detail of the length of road by functional class of road". These are required in chapter 3. See section 3.6 below.
36(4)(a): Monitoring compliance with the provincial land transport framework and with this Act and other applicable legislation.	N/A	No compliance issues identified.	No changes requested.	For noting.
36(4)(b): Procedures and financial issues that affect the province.	6.11.5 The Operating Licences Administration System (OLAS)	With regards to the Special Regulatory Process (referred to on page 208), in which the Province plays a central role through the Provincial Regulatory Entity (PRE), there is a need to address the	No changes requested, but future updates of the CITP should make reference to this issue	Accepted, but this is being addressed through a consultative process. The plan to address this may not lie

REFERENCE	EXTRACT OF RELEVANT SECTIONS OF THE CITP	COMMENT	REQUEST FOR CHANGES BY MEC	CITY'S RESPONSE (AND CHAPTER NUMBER)
		public transport facility capacity constraints that are preventing the awarding of operating licenses to minibus taxi operators servicing legitimate demand. The issue contributes toward the ongoing challenges around MBT services. Ongoing efforts of the MBT Task Team to address these issues and implement solutions	and the City's plan to address it.	solely with the City, but requires WCG support.
36(4)(b): Procedures and financial issues that affect the province.	6.9 **Contracted services** The City is pursuing the assignment of the contracting authority function that relates to scheduled contracted bus services 'as-is'. Thereafter, the City's strategy is to review and, where necessary, reconfigure the contracted bus services and create an integrated network of quality bus services that feed the higher-order trunk services and provide direct services in some instances. The aim is to ensure that the entire scheduled road-based services have the same quality of branding communication, fare	There remain concerns about the impact of this approach on bus service levels, given the higher cost of MyCiTi services when compared to GABS services. Without mitigation, there is a risk of substantial service cuts when devolution proceeds.		The MyCiTi costs are continuously being refined/optimised, noting that it was the first negotiated contract for a period of 12 years. With many lessons learnt and more information being available, new contracts will have greater value for money. The City will ensure that all passenger demand is met and that continuous optimisation of the service will allow for this. The City will collaborate closely with the Province and GABS in this regard.

REFERENCE	EXTRACT OF RELEVANT SECTIONS OF THE CITP	COMMENT	REQUEST FOR CHANGES BY MEC	CITY'S RESPONSE (AND CHAPTER NUMBER)
	systems, scheduling and safety. 6.9 **Assignment of NLTA s.46 contracting authority** The assignment of the contracting function to the City does not mean that the City runs the bus service as an internal service. It merely means that the City is responsible for managing the contract and putting it out to tender as appropriate. Assignment makes it possible to structure the tender appropriately and set the terms and conditions that need to be met to optimise the multimodal system. The City has applied for assignment of the NLTA section 46 contracting authority, in terms of the provisions of the Act. Hence, the City will pursue assignment of the function over the five-year CITP period			

REFERENCE	EXTRACT OF RELEVANT SECTIONS OF THE CITP	COMMENT	REQUEST FOR CHANGES BY MEC	CITY'S RESPONSE (AND CHAPTER NUMBER)
	towards the goal of attaining assignment within the 2023-2028 CITP period. This will achieve much closer coordination and integration between GABS and MyCiTi, as well as more consistent policies across contracted road-based services. Although the City has pursued the assignment of the section 46 contracting authority functions for several years, an opportunity exists to pursue these with focused intent in parallel with the processes and policies envisaged by the CITP 2023-2028.			
36(4)(b): Procedures and financial issues that affect the province	Chapter 6: Public Transport Plan 6.7 Commuter Rail Plan	The Department strongly supports the City's efforts to progress and lobby for devolution. The commuter rail service operates across six municipalities and, given the scale and complexity of devolution, if it does proceed, the Department is of the view that the devolution should be a joint effort between the Department and the City of Cape Town, with close collaboration on	No changes requested to the Cape Town Rail Feasibility Study (CTRFS).	For noting.

REFERENCE	EXTRACT OF RELEVANT SECTIONS OF THE CITP	COMMENT	REQUEST FOR CHANGES BY MEC	CITY'S RESPONSE (AND CHAPTER NUMBER)
		all aspects of the process, including the ongoing study.		
36(4)(b): Procedures and financial issues that affect the province.	6.7.3 **Service level agreement (SLA) between the City and PRASA** The City is currently in the process of developing a service level agreement (SLA) to be entered into between the City and PRASA. The establishment of an SLA between organs of state (the City and PRASA are both organs of state) is provided for in the Constitution, the Local Government: Municipal Systems Act, Act 32 of 2000 and the NLTA. The objective of the SLA is to ensure that PRASA delivers regular, reliable, safe and secure rail services that attract a shift of passengers from road to rail. The SLA will address the following matters: responsibilities of the parties, financial and funding arrangements, liaison between the	The Department would appreciate an opportunity to participate in this planned agreement, potentially as a party to the SLA.	No change requested.	Request will be referred to the relevant branch.

REFERENCE	EXTRACT OF RELEVANT SECTIONS OF THE CITP	COMMENT	REQUEST FOR CHANGES BY MEC	CITY'S RESPONSE (AND CHAPTER NUMBER)
	parties, monitoring of the services, and the services to be provided by PRASA.			
36(4)(c): Seeing that the planning authority followed the correct procedures and otherwise complied with the prescribed requirements.		The City appears to have followed the correct procedures, including a process of public participation, council approval and submission to the MEC for Mobility in the Western Cape.	No changes requested.	Accepted
36(4)(d): Provincial policies and principles regarding transport across the boundaries of planning authorities.		No compliance issues identified.	No changes requested.	Accepted
36(4)(e): Modes and aspects of transport under the control of the provincial government or provincial public entities.	6.11. Operating Licences Plan 6.11.3 Non-contracted services for road-based public transport.	There is a need for a broader strategy to address all aspects of minibus taxi improvement and formalisation. Elements of the strategy are beginning to emerge through the MBT Task Team and should be formalised into a formal strategy endorsed by all members of the Task Team. Also see earlier comments on SRP and Section 46 contracting.	No changes requested.	Accepted: Work on these will be included in future updates.
	6.6.5 Assignment of NLTA s.46 contracting authority.	(*this is a summary of the comment*) Following the assignment of contracting authority to the City: i. 7 year contract could be divided into many contracts ii. Combination of net and gross contract: performance-based iii. Displaced S46 services can move to areas of new demand	No changes requested to the document.	The WCG's openness to this assignment is welcomed. The assignment process will seek to cover the issues highlighted by the WCG, and the inclusion of those items is noted in a non-exhaustive manner.

REFERENCE	EXTRACT OF RELEVANT SECTIONS OF THE CITP	COMMENT	REQUEST FOR CHANGES BY MEC	CITY'S RESPONSE (AND CHAPTER NUMBER)
		iv. Universal access: bus recapitalization plan needed; sustainability considered v. Explore policy of electrification vi. Standardised PT street furniture vii. "paperless" integrated ticketing system (this can start now) viii. Future S46 contract: CPI increase will include fuel and labour ix. City would renegotiated S46 contract to align with IPTN x. Gives recommended contract contents		Please see section 3.3 of the Public Transport Plan (appendix 6) which responds to the comments in greater detail.
36(4)(e): Modes and aspects of transport under the control of the provincial government or provincial public entities.	6.5.4 Klipfontein corridor project	The DEPARTMENT OF INFRASTRUCTURE Roads Branch will need to be consulted in connection with any planning regarding Klipfontein Road in terms of s.17 of Roads Ordinance No. 19 of 1976.		Noted, this will be communicated to the relevant branch.
36(4)(e): Modes and aspects of transport under the control of the provincial government or provincial public entities.	7.3 Proposals for new facilities and improvement of existing facilities. 7.3.1 Roads Table 7.1	Individual road extensions: Formal engagement and coordination between the City and the Department of Infrastructure: Roads Branch (as a stakeholder) will be required on: i. Foreshore Freeway: Linking Eastern & Western Blvd ii. Berkley Road Extension M5 to Liesbeeck Pkwy Department of Infrastructure's Roads Branch approval required where Department of Infrastructure's Roads Branch is the Road Authority. WCG (Dept of Infrastructure) is an affected party and is to be consulted:	No change required.	Noted, this will be communicated to the relevant branch.

REFERENCE	EXTRACT OF RELEVANT SECTIONS OF THE CITP	COMMENT	REQUEST FOR CHANGES BY MEC	CITY'S RESPONSE (AND CHAPTER NUMBER)
		i. Jakes Gerwel (Vanguard Dr) (M7) upgrade to freeway between N1 and N2 ii. R300 South - Extension to Prince George Dr (M5) iii. Baden Powell Drive between Prince George Drive and Strandfontein Road iv. N2 widening between Hospital Bend and Jan Smuts Drive (M17) v. Kromboom Pkwy widening between Kromboom Rd to N2 WCG will not proclaim the realignment of MR200: i. Blaauwberg Rd extension from Koeberg Road to N7 interchange and to Tygerberg Valley Road (excl PGWC bridge & interchange) Also: ii. Extension of M12 to Berkshire Blvd iii. Uys Krige Dr extension to Carl Cronje Dr iv. Frans Conradie Dr West extension v. Langeberg / De Villiers Dr extension and dualling vi. Gordons Bay Road / Faure Marine Road		
36(4)(f): Issues of coordination of transport between municipalities, or other institutions.		No compliance issues identified.	No changes requested.	Accepted

REFERENCE	EXTRACT OF RELEVANT SECTIONS OF THE CITP	COMMENT	REQUEST FOR CHANGES BY MEC	CITY'S RESPONSE (AND CHAPTER NUMBER)
36(4)(h): Any other matter provided for in provincial laws.		No compliance issues identified.	No changes requested.	Accepted
	General comment:	MEC needs to be consulted on any policy, strategy or plan affecting WCG roads, eg: i. corridor development ii. bulk infrastructure provision iii. land use in road reserves iv. public transport v. infrastructure projects vi. arterial management plan		Accepted, this will be conveyed to the relevant branches, as it is too detailed for the CITP.
Other	Cultural landscape – sense of place	Identification of scenic routes and/or rural areas: As an affected stakeholder, the Department of Infrastructure' Roads Branch and any relevant Road Authority will need to be consulted during the development of any Scenic Drive/ Routes (or similar) Policy and endorsement and/or approval will be required before any measures can be implemented.	N/A	This will be conveyed to the relevant branch in the Urban Planning and Design Department.
		Outdoor Advertising limitations: As an affected stakeholder, the Department of Infrastructure's Roads Branch and any relevant Road Authority will need to be consulted in the development of Policy, especially as it relates to the road environment.	N/A	This will be conveyed to the relevant branch in the Urban Planning and Design Department.

1.3. Urban Mobility Directorate's major achievements

As mentioned above, in terms of the Minimum Requirements the annual updating of the CITP must at least involve, among other things, a description of progress with implementing the CITP in the previous year (e.g. new infrastructure built and contracts awarded). Table 1-2 below summarises Urban Mobility's major achievements for the period from August 2022 to April 2024.

Table 1-2: Urban Mobility Directorate's major achievements by April 2024

	ACHIEVEMENTS 2022-2024	
1	**Comprehensive Integrated Transport Plan (CITP)**	i. CITP approved by Council in May 2023 after public participation; ii. Approved by MEC and national minister, gazetted; iii. First summary document produced.
2	**Integrated Public Transport Network Plan 2032 (IPTN 2032)**	i. A multi-year programme to review and update the Integrated Public Transport Network (IPTN) Plan is being undertaken.
3	**Cape Town Rail Feasibility Study**	Baseline assessment report completed.
4	**Public transport operations**	i. Agreement reached with SANTACO and WCG over minibus taxi impoundments, and licensing. ii. Renewal of N2 Express service, awarded 11 November 2021.
5	**Transport infrastructure improvements**	i. Construction for road expansion and new projects were completed to address congestion: <u>In construction</u>: a. Saxdowns Road from Langverwacht to Van Riebeeck Road b. Dualling of Amandel Road from the Bottelary River to Church Street c. Dualling of Jip de Jager from Kommissaris Street to Van Riebeeckshof Road d. Dualling of Bottelary Road between Amandel Road and Saxdowns Road <u>Completed</u>: e. Broadway Boulevard dualling: Main Road 27 to Altena ii. Road rehabilitation projects: a. Kalksteenfontein: Successfully rehabilitating and upgrading 5,235 km of concrete roads in the area by December 2023. b. Similar projects in the area have been impacted by the construction mafia and have not been completed yet. iii. MyCiTi Phase 2A: <u>In construction</u>: a. Depot construction in Spine Road b. W4 'sky circle' construction c. E1 (Duinefontein Road) construction, but parts are experiencing severe extortion issues.

		<u>In tender process</u>: d. E2 (Govan Mbeki Road) Klipfontein e. E3 (Govan Mbeki Road) Symphony Way f. E4 (Govan Mbeki Road) Jafta K Masemola g. E6 (AZ Berman Road) h. W1 (Imam Haron Road) i. W2 (Turfhall Road) <u>Detailed design complete</u>: j. E2 service relocation iv. PTIs completed a. Makhaza b. Dunoon c. Somerset West v. Structures rehabilitation and new structures: a. Rehabilitation of three pedestrian bridges in Hanover Park. b. Repair of four bridges along Baden Powell Drive, Mitchells Plain. c. Repair of the Mitchells Plain Town Centre pedestrian bridge. d. Repair work to the Lower Church Street bridge, Woodstock. e. Construction of the Vygekraal River pedestrian bridge, Bridgetown. vi. Stormwater management is now storm-ready all year round.
6	**Non-motorised transport**	i. Updating the roads and stormwater guidelines (version 2) to include redesign of class 3 cycle facilities along high-order roads to give more protection, by introducing rigid barriers as per the CITP requirement. Examples of projects to be redesigned are along Robert Sobukwe Road, Old Paarl Road, Viking Road, and in Salt River. ii. Projects that are in procurement stage are in Mitchells Plain, Khayelitsha, Gugulethu, Kensington, Heideveld and Hanover Park NMT. iii. Kuilsriver NMT project is in construction stage. iv. The Grassy Park NMT routes were completed. v. NMT bi-annual data capturing programme was initiated.
7	**Transport network technology**	i. Since inception, 1 087 UPSs have been installed at major intersections to retain traffic signal functionality during load shedding. ii. Updated UPS technology with more resilient batteries.
8	**Smart innovations**	i. Created a digital interface for Dial-a-Ride users. ii. Energy security at all MyCiTi stations. iii. Initiated energy security at RIM depots.
9	**Public transport interchange digitisation**	Extended footprint to 30 PTIs.

10	**Travel Demand Management**	Award of the new contract for kerbside parking management.
11	**Stakeholder Engagement and Publicity**	Highly successful Urban Mobility Summit during Transport Month (October 2023).
12	**Capital investment**	The directorate spent 82% of its capital budget in the 2022/23 financial year, despite activity of the construction mafia.

2. TRANSPORT VISION AND OBJECTIVES

2.1. CITP vision

The CITP vision is: *All people have **efficient access** to a range of **opportunities** in a manner that is **sustainable** and provides **dignity**.*

2.2. Transport objectives

It is important to recognise that developing a vision, goals and objectives is not a one-time event. It is an ongoing process that requires regular review and refinement. Thus, the Urban Mobility Directorate is currently reviewing and refining the CITP transport objectives as well as determining the outcomes. This is being done as part of the development of a Monitoring and Evaluation Framework for the CITP, and will be reported on once completed.

2.3. Theory of change

As mentioned above, work is under way to extend and refine the objectives of the CITP to inform an overarching strategy for urban mobility. This involves the development of a theory of change to guide the City's activities in this area. The objectives are being translated into a series of desired outcomes in the short, medium, and long term. This will form the basis of a review of activities to ensure that the City's activities are a) aligned with the theory of change, and b) likely to achieve its objectives.

2.4. IDP objectives for transport

It is reiterated that the CITP vision was developed in line with the IDP's transport-related objectives. The IDP objectives relating to transport are as follows:

i. Objective 12: A sustainable transport system that is integrated, efficient and provides safe and affordable travel options for all.
ii. Objective 13: Safe and quality roads for pedestrians, cyclists and vehicles.

3. TRANSPORT REGISTER

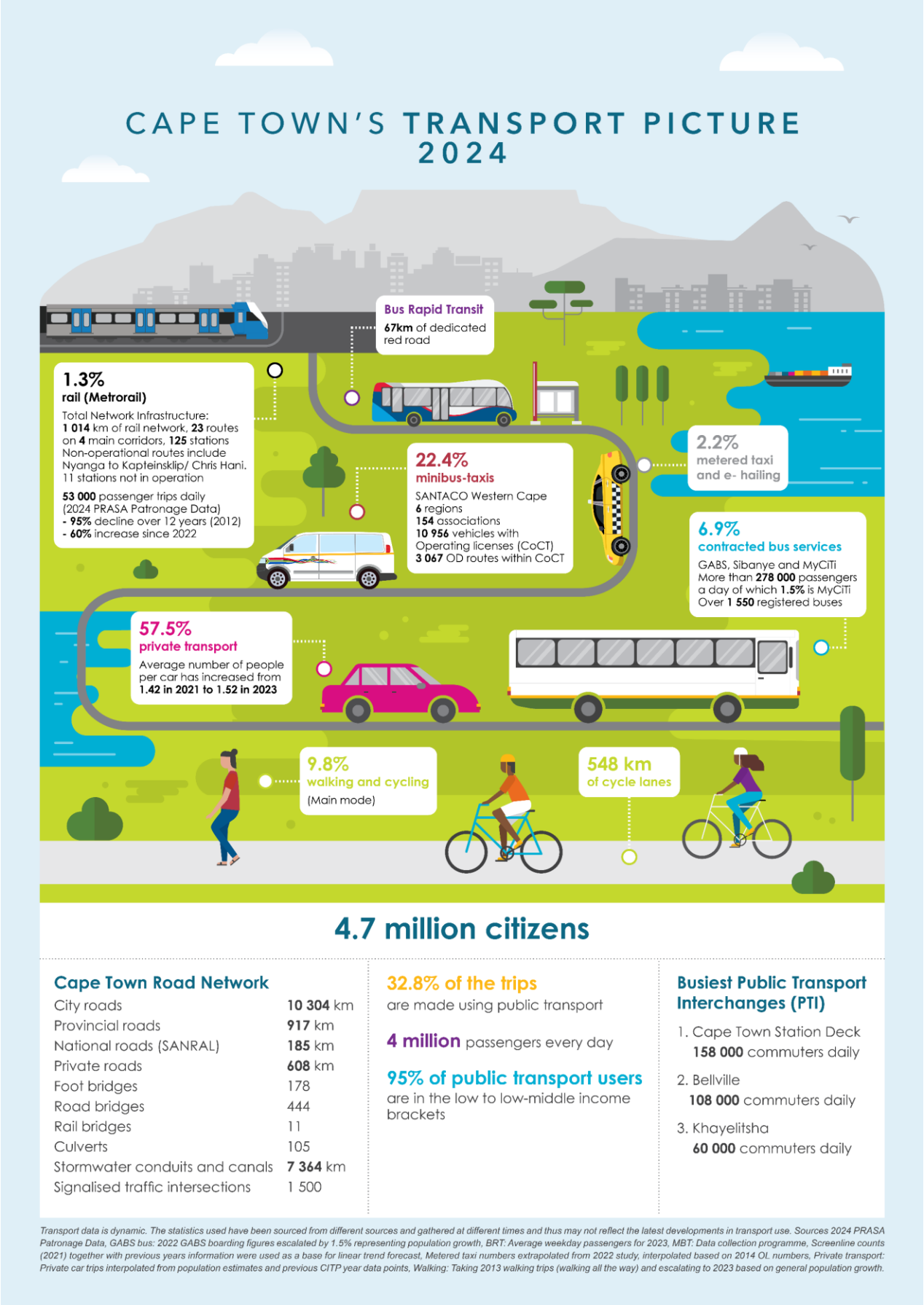


Figure 3-1: Updated information from the Transport Register

The following sections include updates to data since the approval of the CITP 2023-2028 in May 2023. For ease of reference and comparison with the previous data, the section numbers and names in chapter 3: Transport Register of the approved CITP 2023-2028 are listed, together with their update status, in Table 3-1 below.

Table 3-1: Update status of sections in chapter 3: Transport Register of the approved CITP 2023-2028

SECTION No.	CITP 2023-2028, CHAPTER 3 SECTION NAME	UPDATE STATUS
Section 3.1	Demographic and socio-economic information	Updated
Section 3.2	General overview of the transportation system	Updated
Section 3.3	Description of the regular, daily public transport system	Updated
Section 3.4	Description of other public transport services and modes of transport	Updated
Subsection 3.4.6	Description of institutional and organisational make of the PT industry	Updated and has become a new section (section 3.5) on its own in line with the Minimum Requirements.
Subsection 3.4.7	Roads and traffic	Updated and has become a new section (section 3.6) on its own in line with the Minimum Requirements.
Subsection 3.4.11	Road safety	Updated and has been moved into section 3.2 in line with the Minimum Requirements.
Section 3.5	Freight transport	No changes and has become section 3.7.
Section 3.6	Financial information	Updated and has become section 3.8.

3.1. Demographic and socio-economic information

The population of Cape Town was estimated at 4,77 million in 2022 (refer to Table 3-2). Cape Town has a relatively young population with 71% of the population between 15 to 64 years, and 22% being younger than 15 years. The 15- to 64-year age group is defined as the working age population by Statistics South Africa (refer to Figure 3-2).

Income levels are on average low, with 54% of households in Cape Town earning less than R10 000 per month in 2022. Only about 28% of households earn more than R22 000 per month. Refer to Figure 3-3, which also depicts income levels for 2015 and 2019/20. It is evident that income distribution has not changed significantly over time. This reinforces prevalent levels of income inequality.

As the majority of households belong to the low and low-medium income group, a dependency on public transport (and walking and cycling) for this population segment is assumed, as low-income users are mainly captive to the available public transport modes. The need to travel, especially by affordable transport modes, is therefore high as people need to access work and education opportunities; especially also when considering the high percentage of people in the economically active age range.

Table 3-2: Population and profile of population by income, age and education

POPULATION PROFILE		
TOTAL POPULATION Data source: 2022 Census	**4 772 846**	
POPULATION BY INCOME (MONTHLY HOUSEHOLD INCOME, 2019-2022)[3] Data source: 2019, 2020, 2021 and 2022 General Household Survey. Data note: The income data take 2019, 2020, 2021 and 2022 into consideration, meaning the Covid-19 pandemic is to some degree taken into consideration. More data are needed to understand the full impact. Unknown incomes were removed from the analysis.	R0 – R1 500	10,4%
	R1 501- R3 500	11,7%
	R3 501 – R10 000	32,0%
	R10 001 – R15 000	10,6%
	R15 001 – R22 000	7,7%
	>R22 000	27,5%
POPULATION BY AGE (2022)[4] Data source: 2022 Census	0 – 14	22,4%
	15 – 64	70,9%
	65+	6,7%
POPULATION BY EDUCATION (2022, ADULT EDUCATION AGED 20 YEARS AND OLDER)[5] Data source: 2022 Census	No schooling	1,9%
	Some primary	4,6%
	Completed primary	3,1%
	Some secondary	32,8%
	Grade 12	36,5%
	Higher	20,0%
	Other	1,1%
	Unknown	Unknown has been excluded from this calculation.

Source: Research Branch, Policy and Strategy Department

3 2019, 2020, 2021 and 2022 General Household Survey, Statistics South Africa

4 2022 Census, Statistics South Africa

5 2022 Census, Statistics South Africa

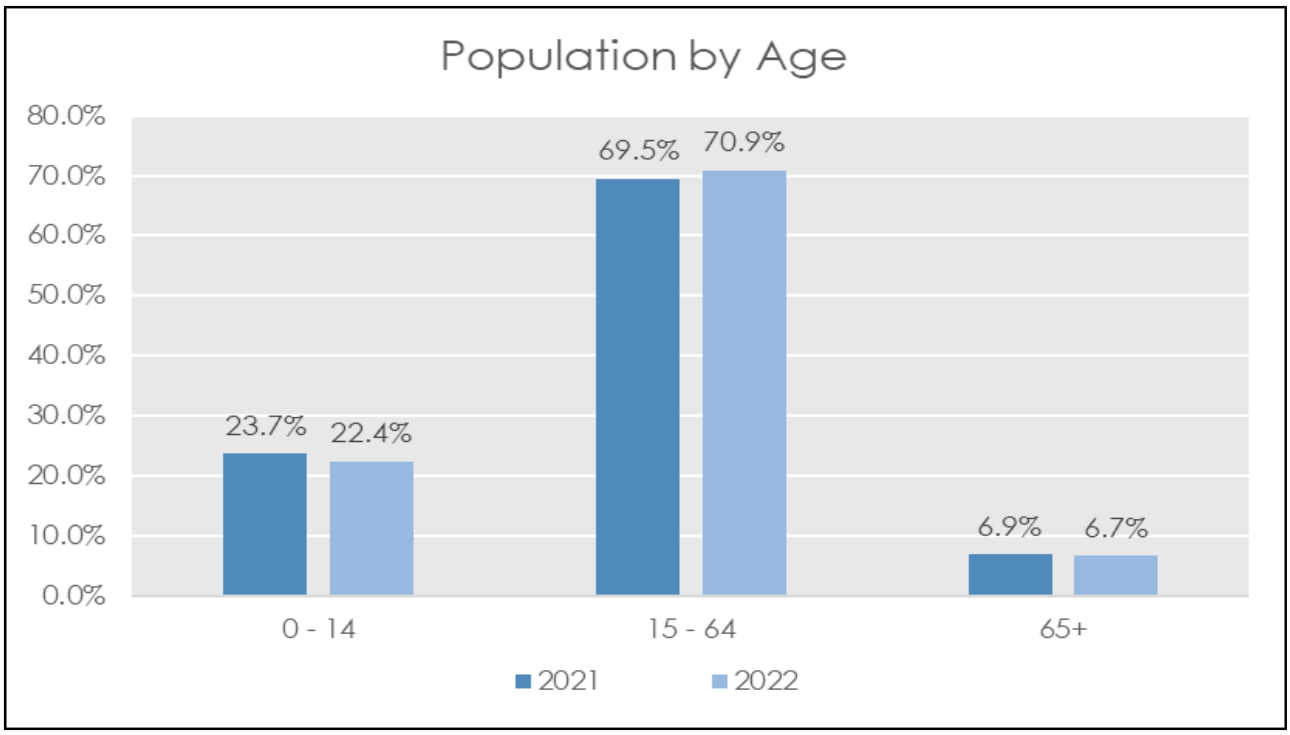


Figure 3-2: Profile of population by age (2021 and 2022)

Source: Statistics SA 2021 Mid-Year Population Estimates and 2022 Census by age group, Research Branch, Policy and Strategy Department, City of Cape Town
Note: Total/sum of percentages might not add up to 100% due to rounding off.

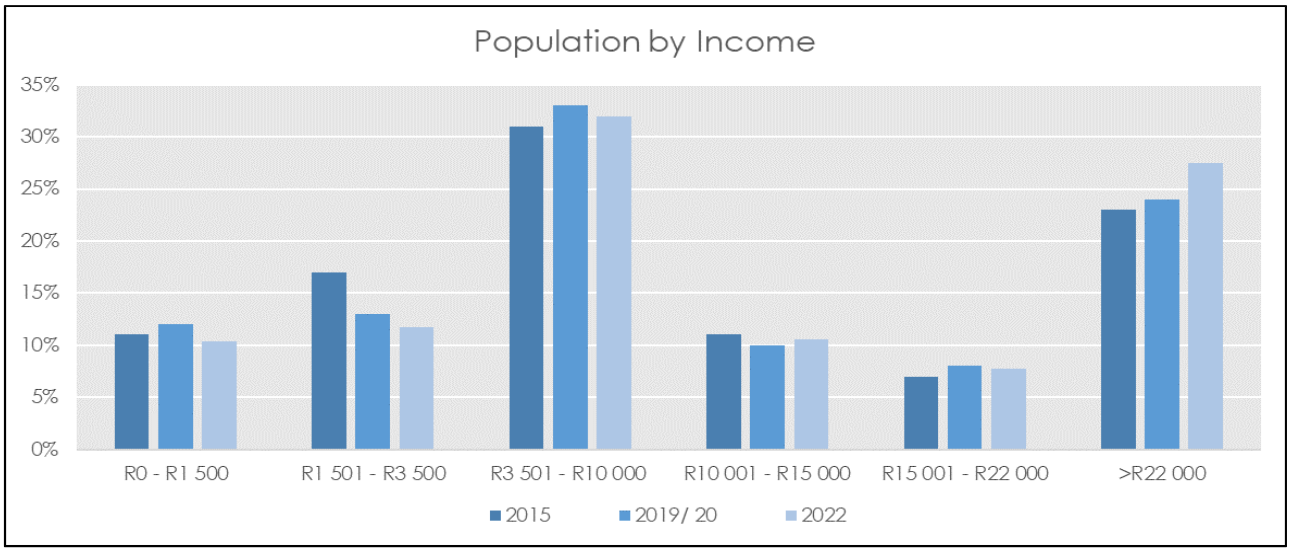


Figure 3-3: Profile of population by income (2015, 2019/20 and 2022)

Source: Statistics SA General Household Survey 2015 and 2019/20, Research Branch, Policy and Strategy Department, City of Cape Town

The 2020 General Household Survey indicated that 57% of Cape Town adults (20 years and older) have attained a level of **education** of Grade 12 or higher. The 2022 Census indicates more or less the same information (refer to Figure 3-4).

In 2020, 0,2% of the population 15 years and older were totally illiterate and 5% were functionally illiterate, whereas in 2022, 1,9% were totally illiterate and 4,6% were functionally illiterate.[6] It is evident that education levels have remained almost the same for most of the population for the past few years.

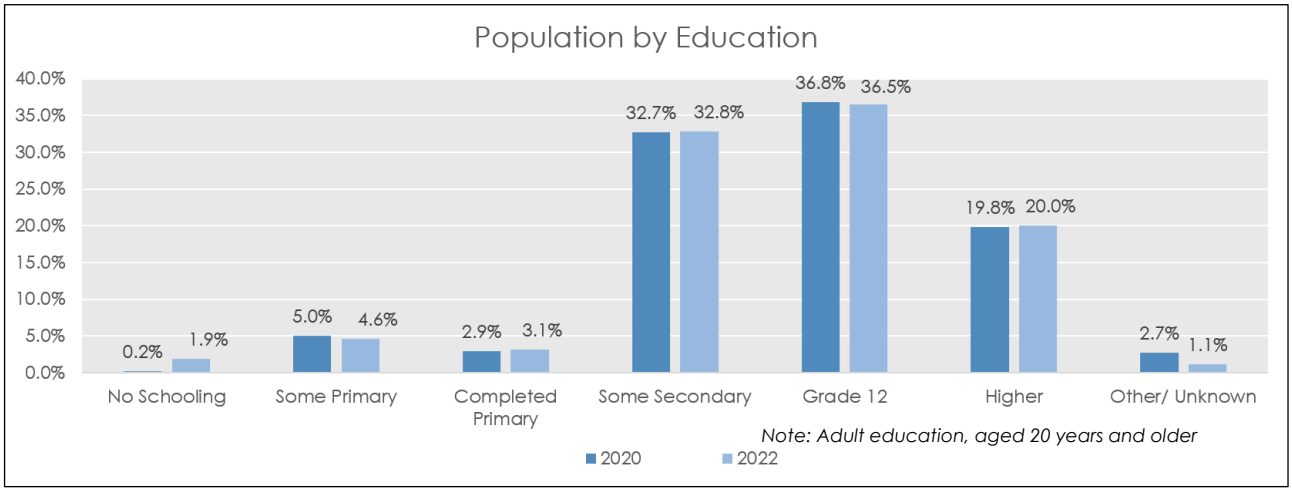


Figure 3-4: Profile of population by education (2020 and 2022)

Source: Statistics SA 2020 General Household Survey and 2022 Census, Research Branch, Policy and Strategy Department, City of Cape Town
Note: Total/sum of percentages might not add up to 100% due to rounding off.

Currently, the **vehicle ownership** rate in Cape Town for the two classes of vehicles shown in Table 3-3 below (light passenger motor vehicles [MV: less than 12 persons] and motorcycles) approximates 20 287 vehicles per 100 000 people based on the total light passenger MVs and motorcycles as at 31 December 2023. There has been an overall decrease of 2,7% of registered vehicles over the period 2019 to 2023. This was mainly due to the various stages of Covid-19 lockdown regulations that commenced in March 2020, and related economic downturn. Subsequent to the ending of the National State of Disaster on 5 April 2022, vehicle ownership of the two classes of vehicles has been trending upwards. Refer to Table 3-3.

[6] Compiled by CCT Policy and Strategy Department using Statistics South Africa's 2020 General Household Survey and 2022 Census.

Table 3-3: Car ownership in Cape Town

	2019	2020	2021	2022	2023
Light passenger MV (< 12 persons) and Motorcycle/motor tricycle/quadrucycle	1 008 527	989 651*	999 773	1 005 020	981 303
Population	4 513 903	4 606 308	4 679 483	4 772 846	4 837 094
Vehicles per 100 000 population	22 343	21 485	21 365	21 057	20 287

Source: UM, Transport Network Information; Population data provided by Statistics SA Mid-Year Population Estimates (MYPE) 2022, Statistics SA Census 2022

Note:
Live vehicle population data as at 31 December of each year (UM, Transport Network Information)
*The dip in 2020 was due to Covid-19 lockdown regulations, which partially carried over into 2021.

3.2. General overview of the transportation system

This section provides the latest information on the general overview of the transportation system.

3.2.1. Modal split

The modal split for 2023 by main mode to work is illustrated in Figure 3-5. The analysis is based on estimated passenger trips information based on the latest available information per mode (refer to data sources and assumptions below). It is estimated that most trips (57,5%) are undertaken by private transport followed by minibus taxis (MBTs) at 22,4%. Walking amounts to about 9,8%; however, it is well known that most public transport trips (32,8%) include some form of walking. The actual walking share is therefore more in the region of 42,6% (sum of public transport and walking trips). Table 3-4 includes the estimated passenger trips.

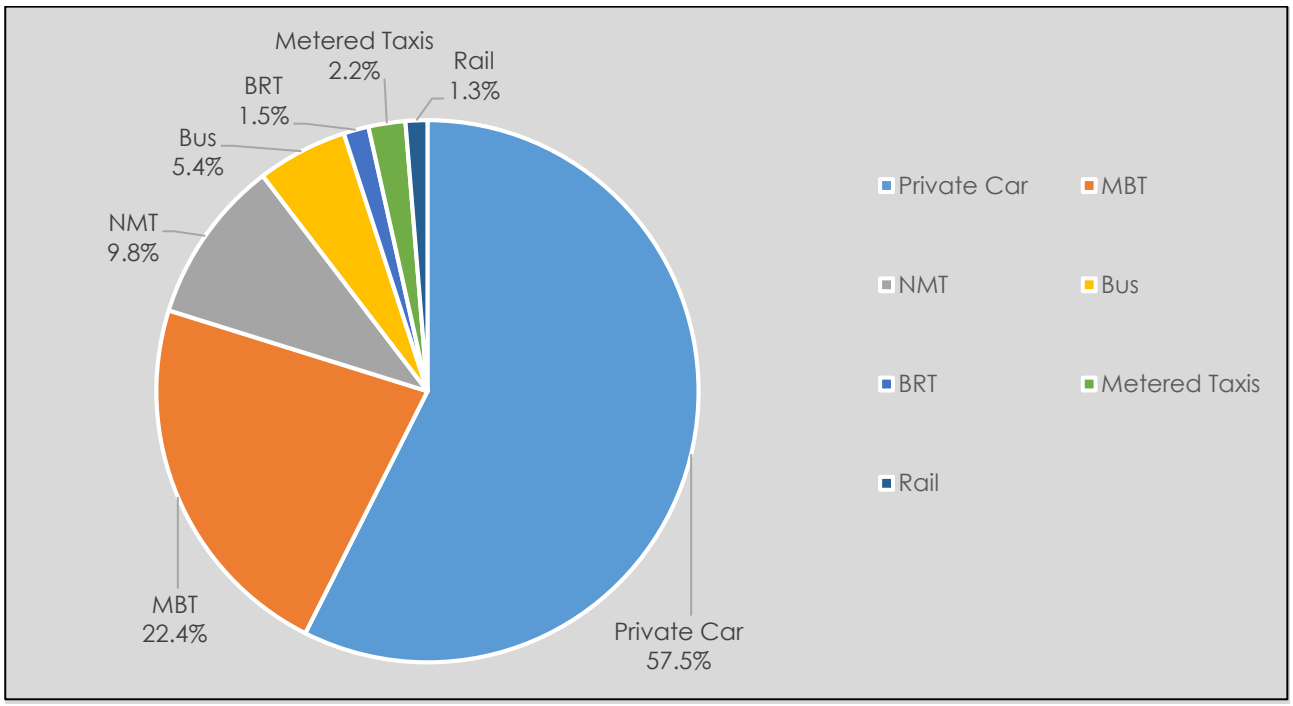


Figure 3-5: Split between private, public transport and walking by main mode to work (2023 estimate)

Table 3-4: Modal split between private, public and non-motorised transport by main mode to work (2023 estimate)

MODE	MODAL SHARE		2023 ESTIMATED PASSENGER TRIPS
Rail	1,3%	32,8%	53 000
Bus (GABS)	5,4%		218 146
BRT (MyCiTi)	1,5%		62 000
MBT	22,4%		906 694
Metered taxis and e-hailing	2,2%		90 000
Private car	57,5%	57,5%	2 331 202
NMT	9,8%	9,8%	395 605
Total	100%	100%	4 056 647

The modal split for 2023 based on passenger trip information was sourced as follows:

i. Rail: 2024 PRASA Patronage Data
ii. GABS bus: 2022 GABS boarding figures escalated by 1,5%, representing population growth.
iii. BRT: Average weekday passengers for 2023.
iv. MBT: Data collection programme, Screenline counts (2021) together with previous years' information were used as a base for linear trend forecast.
v. Metered taxi numbers extrapolated from 2022 study, interpolated based on 2014 OL numbers.
vi. Private transport: Private car trips interpolated from population estimates and previous CITP year data points.
vii. Walking: Taking 2013 walking trips (walking all the way) and escalating to 2023 based on general population growth.
viii. Note that the citywide cycle share is estimated <1%.

Table 3-5 depicts the change in modal split over time. The most significant change is the drastic decline in rail's modal share from 18% in 2013 to 1,3% in 2023. However, rail modal share has slightly increased from 0,8% to 1,3% since the CITP 2023-2028.[7] The minibus taxis' modal share has almost doubled from 2013 to 2023 as a result thereof. Overall, road-based public transport modal share has increased from 20,3% in 2013 to 31,5% in 2023, mainly due to the decline in rail and the introduction of e-hailing services. The modal share of metered taxis and e-hailing was recorded for the first time[8] as 2,2% in 2023, and an estimation was reserve calculated based on population growths for comparison purposes. In addition, the inclusion of metered taxis has changed modal split percentages. Private car usage has also increased (percentage point change of plus 4,5).

*Table 3-5: Change in Cape Town's modal splits over time (main mode to work)**

MODE	2013	2018	2023
Rail	18%	7,1%	1,3%
Bus (GABS)	6%	5,8%	5,4%

[7] There was a misreporting of rail passenger figures (i.e. 60 000 rather than 30 000 passenger trips) in the CITP 2023-2028.
[8] The information was obtained from a Demand Study for Metered Taxis undertaken in June/July, 2022.

MODE	2013	2018	2023
BRT (MyCiTi)	2%	1,8%	1,5%
MBT	12%	17,2%	22,4%
Metered taxi and e-hailing	0,3%	1,3%	2,2%
Private car	53%	57,2%	57,5%
Walk and cycle (<1%)	9%	9,6%	9,8%

Source: Same sources as Table 3-4 above.

** Where data sources for 2013 and 2018 were not available, interpolations based on population growths were used.*

3.2.2. Passenger satisfaction

3.2.2.1. Golden Arrow Bus Service

The Golden Arrow Bus Service (GABS) commissioned a customer satisfaction survey in September 2022. One of the objectives of this survey was to measure, comprehensively, GABS customers' satisfaction as an indicator of service quality. The survey results revealed that the customer base continues to be reasonably satisfied with the service quality. The majority of the GABS customers were satisfied to very satisfied (79,5%). This is shown in Figure 3-6.

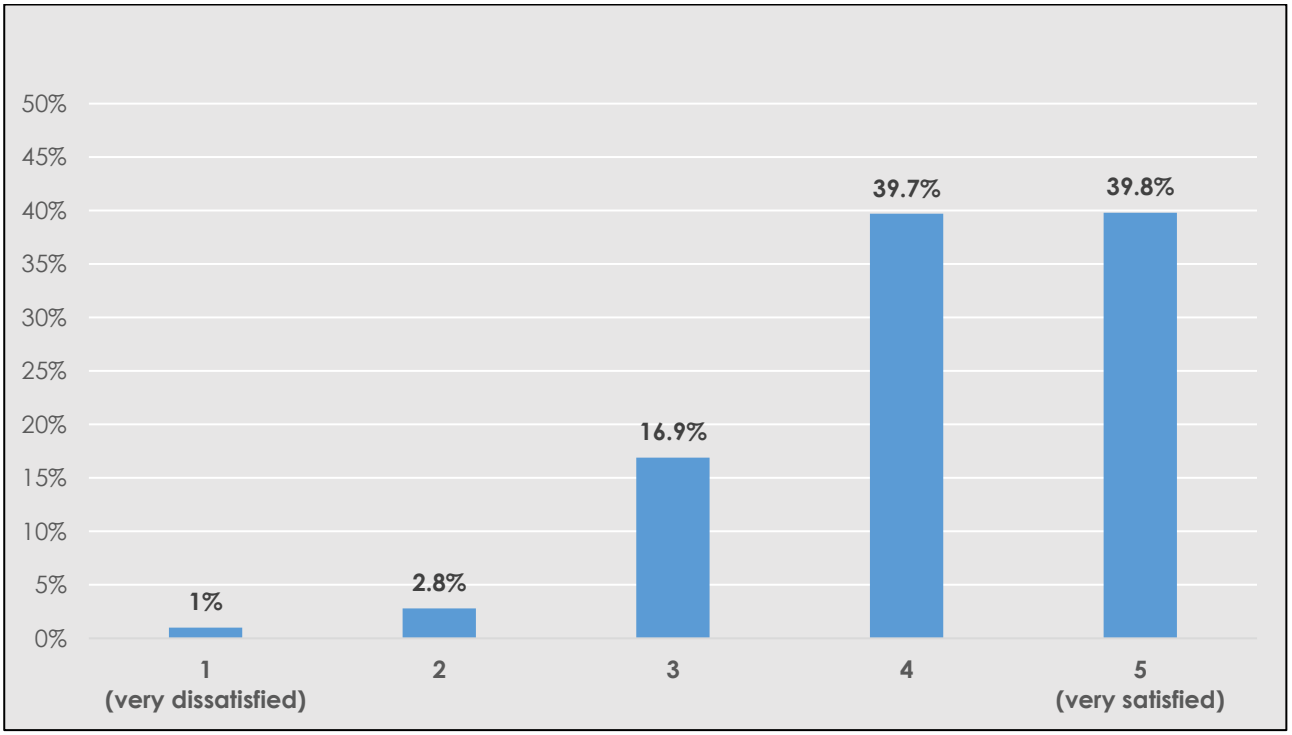


Figure 3-6: Overall satisfaction with GABS service quality

Source: Adapted from the GABS customer satisfaction survey presentation (September, 2022)

Furthermore, the survey results revealed that GABS customers were moderately satisfied (27%) with the feature of highest importance (i.e. affordability).

The study concluded and recommended that the areas where intervention is required include the level of safety from crime; the condition of bus stops/shelters; levels of overcrowding on bus; timetabling (hours when bus service is available); punctuality; and the adherence to the timetables.

In addition, the features where customers showed highest satisfaction were the Gold Card fare payment system; the ease of getting on/off buses; and the reliability of buses not to break down.

3.2.3. Road safety

During 2022, 69 237 crashes occurred on the city's roads, leading to the loss of 776 lives. Sixty-five percent (65%) or 509 of total fatalities were pedestrians and 1,16% were cyclists. Figure 3-7 shows the trend of the total number of annual road crashes and fatalities from 2014 to 2023. There was a two-year dip in total number of crashes and fatalities due to the impact of Covid-19 lockdown regulations, which commenced in March 2020. Crash data for the year 2020 is omitted as it is currently being captured. 51 618 crashes were captured for the period Jan-Sep 2023 (Oct-Dec 2023 data are currently being captured).

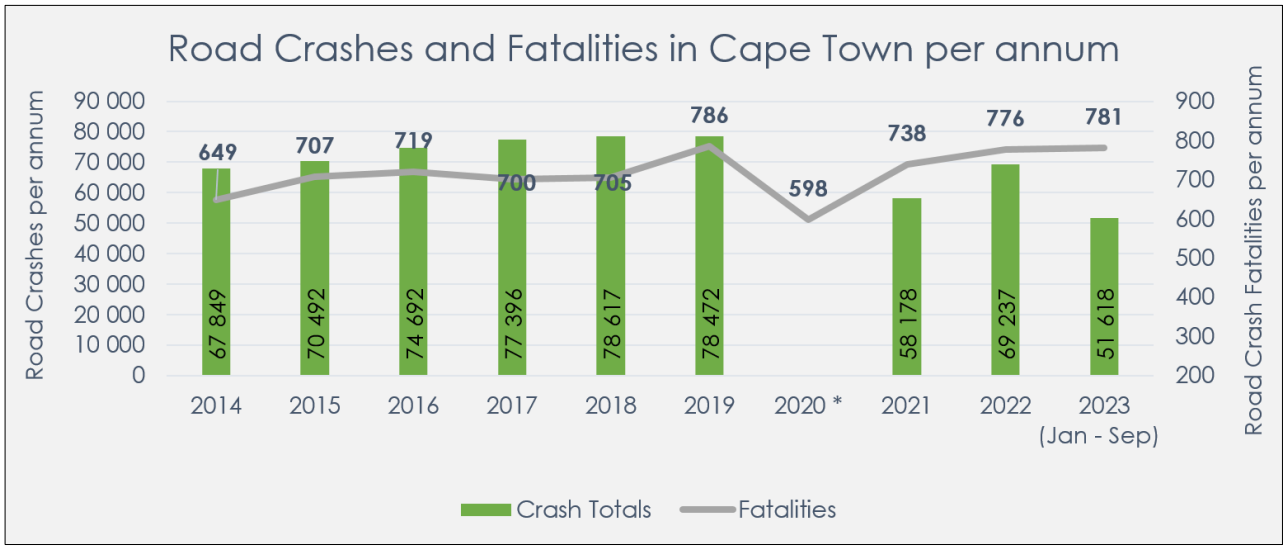


Figure 3-7: Number of road crashes and fatalities in Cape Town per annum (2014-2023)

Source: UM, Transport Network Information

Figure 3-8 depicts the trend of total number of road fatalities per year over a 10-year period. It is evident that the total number of road fatalities per year fluctuates but generally remains within the range of >600 to <800 fatalities a year. Fatalities peaked in 2019 with 786 annual road fatalities. The average number of fatalities over the 10-year period equates to 716 fatalities per annum.

Fatality rates for years 2014 and 2023 were 16 and 17 fatalities per 100 000 population respectively.

During 2023 (Jan-Sep), 70% or 548 of total fatalities comprised pedestrians, and 0,77% were cyclists.

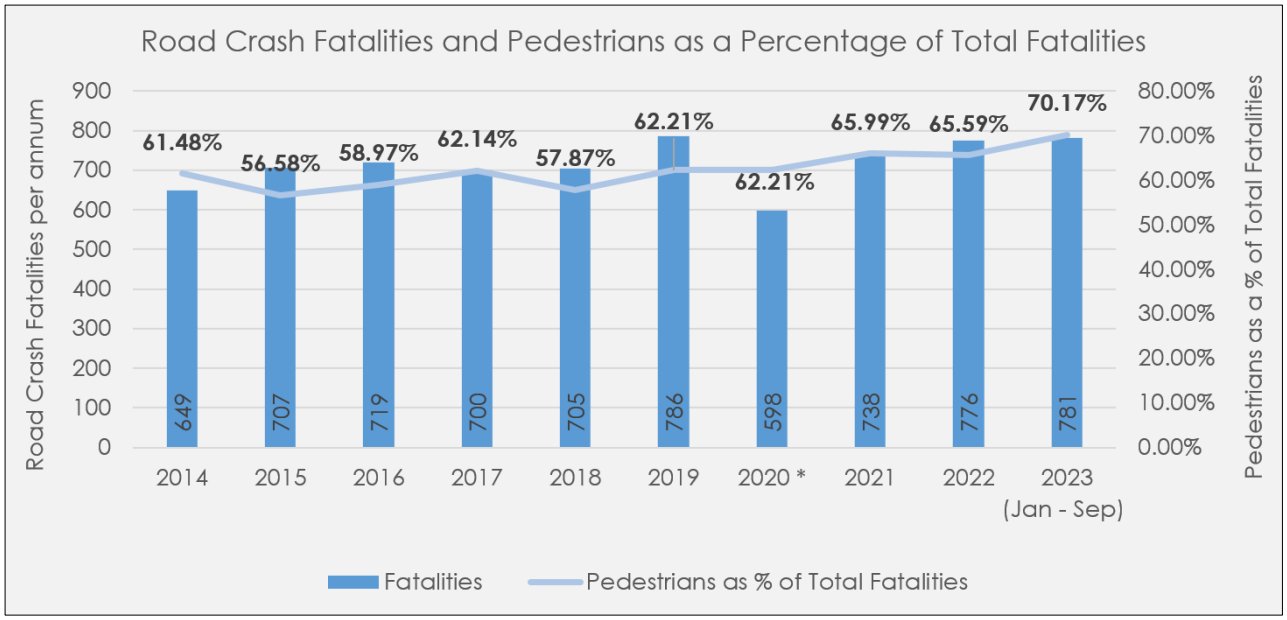


Figure 3-8: Number of road fatalities and proportion of pedestrian/cyclist fatalities per annum (2014-2023)

Source: UM, Transport Network Information

The updated road safety statistics for Cape Town are shown in Table 3-6.

Table 3-6: Road safety statistics for Cape Town

Year	Road crashes	Road fatalities	Pedestrian fatalities as a percentage of total fatalities	Cyclist fatalities as a percentage of total fatalities
2014	67 849	649	61%	0,62%
2015	70 492	707	56%	1,27%
2016	74 692	719	59%	1,53%
2017	77 396	700	62%	0,86%
2018	78 617	705	58%	1,99%
2019	78 472	786	62%	1,53%
2020	N/A	598	62%	2,01%
2021	58 187	738	66%	0,95%
2022	69 237	776	66%	1,16%
2023	50 195 (Jan–Sep)	781	70%	0,77%

Source: UM, Transport Network Information

3.3. Description of regular, daily public transport system

The latest information regarding the fares, supply and utilisation of public transport services in the city is described in this section. The section includes changes or updated information only.

It includes the following changes:

i. Road-based public transport infrastructure
ii. Public transport fares
iii. Road-based public transport service capacity and capacity utilisation

3.3.1. Road-based public transport including IPTN, BRT, bus and minibus taxi infrastructure

3.3.1.1. Bus rapid transit, bus and minibus taxi infrastructure and route information

Table 3-7 provides an updated way of categorising the different public transport facilities across Cape Town (i.e. from categories A-E to categories 1-5). The categorisation is based on the number of passengers departing daily. This categorisation is useful as it helps to easily determine facilities that serve the most passengers and is indicative of areas that may require more attention/improvements to improve public transport services.

Table 3-7: Categorisation of public transport facilities

CATEGORY	FACILITY DESCRIPTION	DAILY DEPARTING PASSENGERS
1	Super major	More than 35 000
2	Major	10 000 to 35 000
3	Medium	2 000 to 10 000
4	Minor	500 to 2 000
5	Very minor	0 to 500

Source: TDW, 2024

Table 3-8 provides the updated information on the number of ranks, stations, or stops for different services in Cape Town, based on the categorisation described in Table 3-7.

Table 3-8: Categories of public transport facilities for different public transport services

SERVICE TYPE	SUPER MAJOR	MAJOR	MEDIUM	MINOR	VERY MINOR	TOTAL
Local MBT ranks	2	7	52	69	69	199
Metered taxi ranks	0	0	0	0	39	39
GABS stations and stops	0	1	6	51	2 603	2 661
MyCiTi stations and stops	0	1	6	18	457	482
Rail stations and stops*	0	0	3	15	45	68

Source: TDW, 2024

*Note that rail data are relatively old (from 2012) compared to other data but are added to the list for a comparative analysis.

Table 3-9 below provides a more detailed description of Table 3-8 including the operator, facility category (1-5), coordinates and daily boardings and alightings occurring at each facility. Table 3-9 is a sample of all official routes, and a full list of facilities is available on request.

Table 3-9: Public transport facilities by location, operator, and passenger boarding/alightings (sample)

FACILITY NAME	TDW REFERENCE	FACILITY TYPE	OPERATOR	DESCRIPTION	LONGITUDE	LATITUDE	ALIGHTING PASSENGERS (DAILY)	BOARDING PASSENGERS (DAILY)	SURVEY YEAR
Bellville station	MBT019	Rank - Local minibus	Taxi associations	1. Super major	18.630914	-33.905269	95 091	50 636	2022
Khayelitsha - Nolungile station Site C	MBT085	Rank - Local minibus	Taxi associations	1. Super major	18.64848703	-34.01514461	29 490	40 305	2016
Table View	113	Station - MyCiTi	MyCiTi	2. Major	18.48912667	-33.82478333	10 778	10 109	2024
Langa	MBT100	Rank - Local minibus	Taxi associations	2. Major	18.53610002	-33.94589296	29 759	12 958	2023
Wynberg station west-south	MBT314	Rank - Local minibus	Taxi associations	2. Major	18.470815	-34.005067	20 274	10 844	2023
Cape Town station	MBT035	Rank - Local minibus	Taxi associations	2. Major	18.42672384	-33.92314335	126 470	31 220	2022
Dunoon	MBT051	Rank - Local minibus	Taxi associations	2. Major	18.537974	-33.816071	19 948	14 132	2022
Mfuleni south	MBT115	Rank - Local minibus	Taxi associations	2. Major	18.68022556	-34.00348098	22 702	12 918	2022
Mitchells Plain station east-north	MBT129	Rank - Local minibus	Taxi associations	2. Major	18.61931661	-34.04827228	26 307	15 334	2022
Nyanga Central	MBT142	Rank - Local minibus	Taxi associations	2. Major	18.583759	-33.993011	44 749	14 758	2022
Golden Acre	GABS008	Station - GABS	Golden Arrow	2. Major	18.42488631	-33.92408901	23 107	6 178	2016

Source: TDW, 2024 surveyed over various years (2016- 2024)

3.3.1.2. Public transport interchanges (PTIs)

Table 3-10 shows types and number of public transport facilities located within PTIs as well as those that stand alone.

Table 3-10: All public transport facilities and those within PTIs

TYPE	TOTAL	WITHIN PTIS	AS STAND-ALONE
GABS bus stations	28	20	8
Long-distance ranks	18	12	6
Metered taxi ranks	40	5	35
Minibus taxi ranks	199	66	133
MyCiTi stations	39	7	32
P&R areas	113	44	69
Rail stations	63	22	41

Source: TDW, 2024

Table 3-11 below shows the facilities at all of the 53 PTIs in Cape Town, as well as the categorisation (based on daily passenger volumes) and location of each PTI. The categorisation described in Table 3-7 applies for PTIs as well.

Table 3-11: PTI locations, category, and facilities therein (ranked alphabetically)

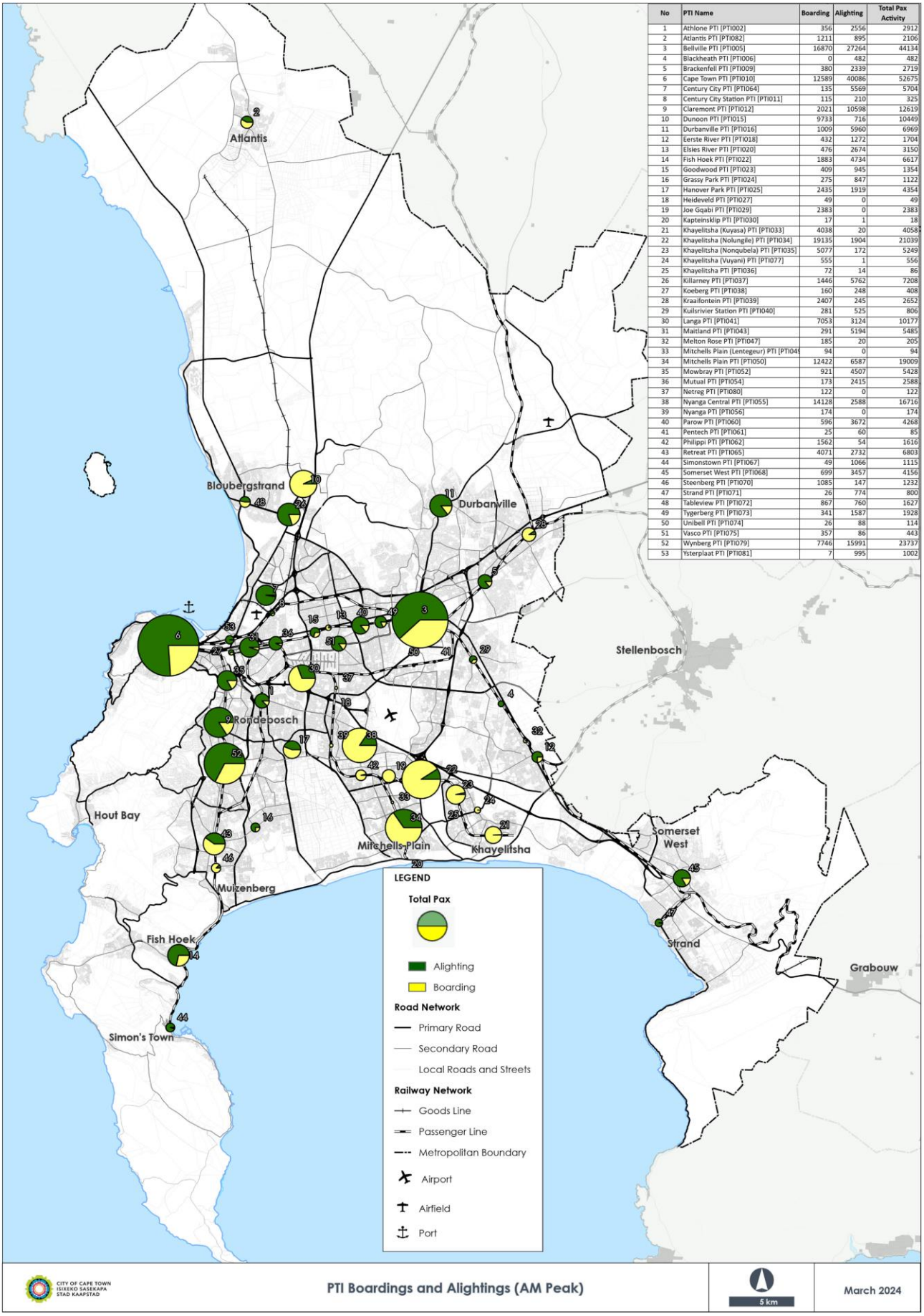
PTI NAME	TDW REF CODE	CATEGORY	DESCRIPTION	LONGITUDE	LATITUDE	RAIL STATION	RANK - LOCAL MINIBUS	STATION - GABS	STATION - MYCITI	RANK - LONG DISTANCE
Athlone PTI	PTI002	3	Medium	18.50281	-33.96151	1	1	0	0	0
Atlantis PTI	PTI082	3	Medium	18.49357	-33.56315	0	1	0	1	0
Bellville PTI	PTI005	1	Super major	18.62979	-33.90614	1	1	1	0	2
Blackheath PTI	PTI006	3	Medium	18.70075	-33.96417	0	1	0	0	0
Brackenfell PTI	PTI009	3	Medium	18.68776	-33.87979	1	3	0	0	0
Cape Town PTI	PTI010	1	Super major	18.42550	-33.92298	1	6	1	2	2
Century City PTI	PTI064	3	Medium	18.50644	-33.89117	0	1	1	1	0
Century City station PTI	PTI011	5	Very minor	18.51165	-33.90117	1	0	0	0	0
Claremont PTI	PTI012	2	Major	18.46693	-33.98138	1	1	1	0	0
Dunoon PTI	PTI015	2	Major	18.53777	-33.81591	0	1	0	0	1
Durbanville PTI	PTI016	3	Medium	18.65146	-33.82745	0	1	1	0	0
Eerste River PTI	PTI018	4	Minor	18.73073	-34.00092	0	1	0	0	0
Elsies River PTI	PTI020	3	Medium	18.56835	-33.91152	1	1	1	0	0
Fish Hoek PTI	PTI022	3	Medium	18.43247	-34.13670	1	1	1	0	0
Goodwood PTI	PTI023	4	Minor	18.54728	-33.91450	1	1	0	0	0
Grassy Park PTI	PTI024	4	Minor	18.49680	-34.04879	0	1	0	0	0
Hanover Park PTI	PTI025	3	Medium	18.52746	-33.99527	0	1	1	0	0
Heideveld PTI	PTI027	5	Very minor	18.56191	-33.96977	0	0	1	0	0
Joe Gqabi PTI	PTI029	3	Medium	18.60755	-34.01374	0	1	0	0	2

PTI NAME	TDW REF CODE	CATEGORY	DESCRIPTION	LONGITUDE	LATITUDE	RAIL STATION	RANK - LOCAL MINIBUS	STATION - GABS	STATION - MYCITI	RANK - LONG DISTANCE
Kapteinsklip PTI	PTI030	5	Very minor	18.62055	-34.06696	0	0	0	0	0
Khayelitsha (Kuyasa) PTI	PTI033	3	Medium	18.69396	-34.05463	0	1	0	0	0
Khayelitsha (Nolungile) PTI	PTI034	1	Super major	18.64973	-34.01609	0	1	0	0	1
Khayelitsha (Nonqubela) PTI	PTI035	3	Medium	18.66300	-34.02666	0	1	1	0	0
Khayelitsha PTI	PTI036	4	Minor	18.67108	-34.04759	0	1	0	0	0
Killarney PTI	PTI037	3	Medium	18.52567	-33.83305	0	1	0	0	1
Koeberg PTI	PTI038	3	Medium	18.47832	-33.92525	0	1	1	1	0
Kraaifontein PTI	PTI039	4	Minor	18.72421	-33.84748	1	0	1	0	0
Kuilsriver station PTI	PTI040	3	Medium	18.67780	-33.93360	1	1	0	0	0
Langa PTI	PTI041	5	Very minor	18.53597	-33.94610	0	1	0	0	0
Maitland PTI	PTI043	2	Major	18.48664	-33.92448	0	1	0	0	1
Melton Rose PTI	PTI047	3	Medium	18.72075	-33.98983	1	1	0	0	0
Mitchells Plain (Lentegeur) PTI	PTI049	5	Very minor	18.61041	-34.03497	0	1	0	0	0
Mitchells Plain PTI	PTI050	4	Minor	18.61975	-34.04936	0	1	0	0	0
Mowbray PTI	PTI052	2	Major	18.47393	-33.94737	0	3	1	1	0
Mutual PTI	PTI054	3	Medium	18.51438	-33.92184	1	3	1	0	0
Netreg PTI	PTI080	3	Medium	18.56424	-33.95281	1	2	0	0	0
Nyanga Central PTI	PTI055	5	Very minor	18.58340	-33.99249	0	0	1	0	0

PTI NAME	TDW REF CODE	CATEGORY	DESCRIPTION	LONGITUDE	LATITUDE	RAIL STATION	RANK - LOCAL MINIBUS	STATION - GABS	STATION - MYCITI	RANK - LONG DISTANCE
Nyanga PTI	PTI056	2	Major	18.56002	-33.99242	0	1	1	0	2
Parow PTI	PTI060	4	Minor	18.58592	-33.90976	0	1	0	0	0
Pentech PTI	PTI061	3	Medium	18.64570	-33.93496	0	2	0	0	0
Philippi PTI	PTI062	5	Very minor	18.58451	-34.01311	1	1	0	0	0
Retreat PTI	PTI065	4	Minor	18.46259	-34.05998	0	1	0	0	0
Simon's Town PTI	PTI067	3	Medium	18.42532	-34.18643	1	2	1	0	0
Somerset West PTI	PTI068	5	Very minor	18.85028	-34.08477	0	1	0	0	0
Somerset West station PTI	PTI069	3	Medium	18.84177	-34.08426	0	2	1	0	0
Steenberg PTI	PTI070	4	Minor	18.46401	-34.07663	1	1	0	0	0
Strand PTI	PTI071	4	Minor	18.83120	-34.11549	0	2	0	0	0
Table View PTI	PTI072	2	Major	18.48948	-33.82426	0	0	0	1	0
Tygerberg PTI	PTI073	3	Medium	18.60129	-33.90743	1	2	1	0	0
Unibell PTI	PTI074	4	Minor	18.62857	-33.93734	1	1	0	0	0
Vasco PTI	PTI075	4	Minor	18.55803	-33.91128	1	1	0	0	0
Wynberg PTI	PTI079	2	Major	18.47154	-34.00460	1	3	1	0	0
Ysterplaat PTI	PTI081	4	Minor	18.47631	-33.91928	1	1	0	0	0
				TOTAL =		**22**	**66**	**20**	**7**	**12**

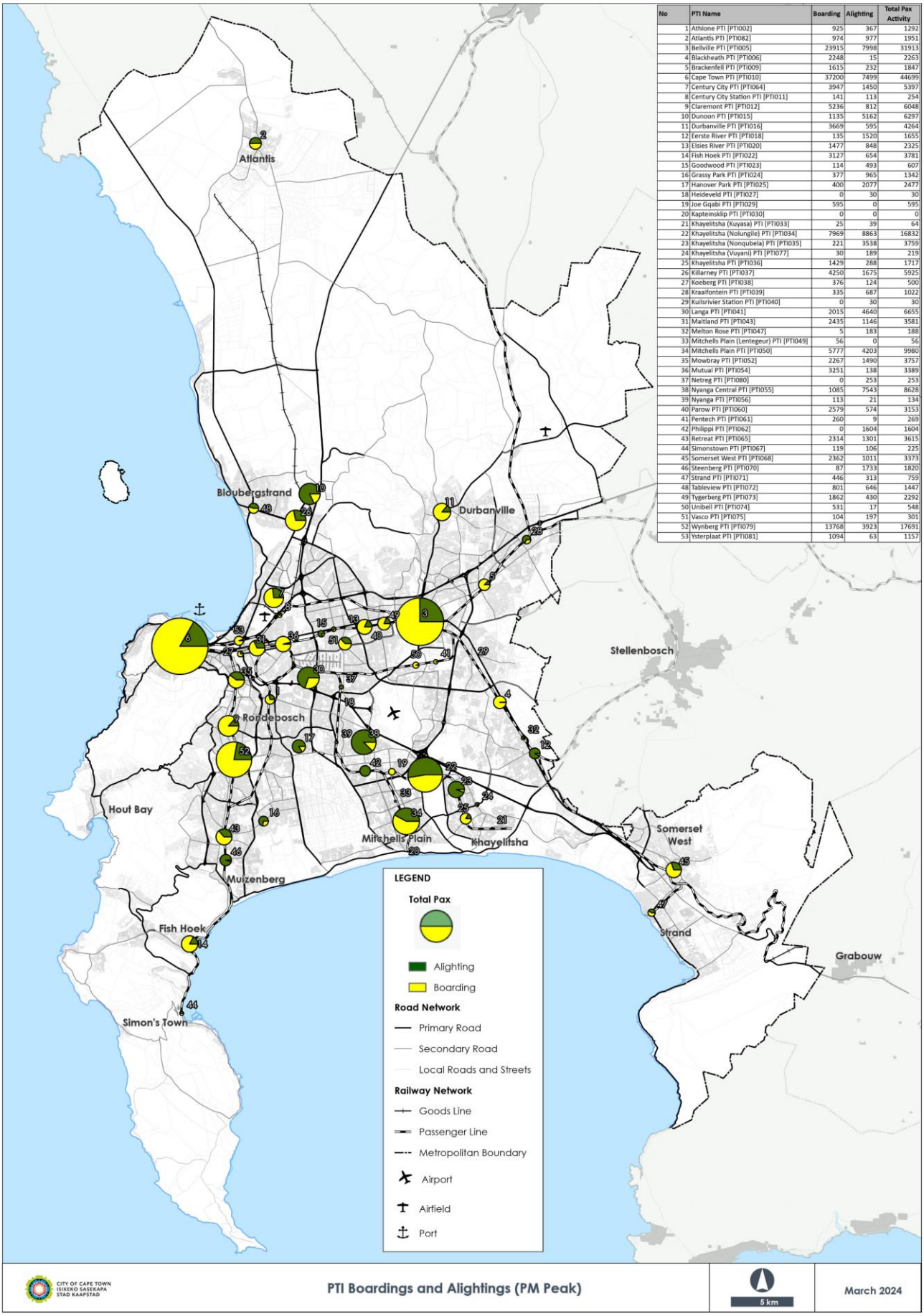
Source: TDW, 2024

In order to provide an understanding of the passenger volumes at the different PTIs, refer to Figure 3-9 and Figure 3-10, which show the passenger departures and arrivals at PTIs. The morning and evening peaks are 06:00-09:00 and 16:00-19:00 respectively. Data for other time periods (pre-morning peak, interpeak and post-evening peak) are omitted for visual clarity and can be provided in a tabular format on request.



No	PTI Name	Boarding	Alighting	Total Pax Activity
1	Athlone PTI [PTI002]	356	2556	2912
2	Atlantis PTI [PTI082]	1211	895	2106
3	Bellville PTI [PTI005]	16870	27264	44134
4	Blackheath PTI [PTI006]	0	482	482
5	Brackenfell PTI [PTI009]	380	2339	2719
6	Cape Town PTI [PTI010]	12589	40086	52675
7	Century City PTI [PTI064]	135	5569	5704
8	Century City Station PTI [PTI011]	115	210	325
9	Claremont PTI [PTI012]	2021	10598	12619
10	Dunoon PTI [PTI015]	9733	716	10449
11	Durbanville PTI [PTI016]	1009	5960	6969
12	Eerste River PTI [PTI018]	432	1272	1704
13	Elsies River PTI [PTI020]	476	2674	3150
14	Fish Hoek PTI [PTI022]	1883	4734	6617
15	Goodwood PTI [PTI023]	409	945	1354
16	Grassy Park PTI [PTI024]	275	847	1122
17	Hanover Park PTI [PTI025]	2435	1919	4354
18	Heideveld PTI [PTI027]	49	0	49
19	Joe Gqabi PTI [PTI029]	2383	0	2383
20	Kapteinsklip PTI [PTI030]	17	1	18
21	Khayelitsha (Kuyasa) PTI [PTI033]	4038	20	4058
22	Khayelitsha (Nolungile) PTI [PTI034]	19135	1904	21039
23	Khayelitsha (Nonqubela) PTI [PTI035]	5077	172	5249
24	Khayelitsha (Vuyani) PTI [PTI077]	555	1	556
25	Khayelitsha PTI [PTI036]	72	14	86
26	Killarney PTI [PTI037]	1446	5762	7208
27	Koeberg PTI [PTI038]	160	248	408
28	Kraaifontein PTI [PTI039]	2407	245	2652
29	Kuilsrivier Station PTI [PTI040]	281	525	806
30	Langa PTI [PTI041]	7053	3124	10177
31	Maitland PTI [PTI043]	291	5194	5485
32	Melton Rose PTI [PTI047]	185	20	205
33	Mitchells Plain (Lentegeur) PTI [PTI049	94	0	94
34	Mitchells Plain PTI [PTI050]	12422	6587	19009
35	Mowbray PTI [PTI052]	921	4507	5428
36	Mutual PTI [PTI054]	173	2415	2588
37	Netreg PTI [PTI080]	122	0	122
38	Nyanga Central PTI [PTI055]	14128	2588	16716
39	Nyanga PTI [PTI056]	174	0	174
40	Parow PTI [PTI060]	596	3672	4268
41	Pentech PTI [PTI061]	25	60	85
42	Philippi PTI [PTI062]	1562	54	1616
43	Retreat PTI [PTI065]	4071	2732	6803
44	Simonstown PTI [PTI067]	49	1066	1115
45	Somerset West PTI [PTI068]	699	3457	4156
46	Steenberg PTI [PTI070]	1085	147	1232
47	Strand PTI [PTI071]	26	774	800
48	Tableview PTI [PTI072]	867	760	1627
49	Tygerberg PTI [PTI073]	341	1587	1928
50	Unibell PTI [PTI074]	26	88	114
51	Vasco PTI [PTI075]	357	86	443
52	Wynberg PTI [PTI079]	7746	15991	23737
53	Ysterplaat PTI [PTI081]	7	995	1002

Figure 3-9: Passenger activity during the morning peak at PTIs



No	PTI Name	Boarding	Alighting	Total Pax Activity
1	Athlone PTI [PTI002]	925	367	1292
2	Atlantis PTI [PTI082]	974	977	1951
3	Bellville PTI [PTI005]	23915	7998	31913
4	Blackheath PTI [PTI006]	2248	15	2263
5	Brackenfell PTI [PTI009]	1615	232	1847
6	Cape Town PTI [PTI010]	37200	7499	44699
7	Century City PTI [PTI064]	3947	1450	5397
8	Century City Station PTI [PTI011]	141	113	254
9	Claremont PTI [PTI012]	5236	812	6048
10	Dunoon PTI [PTI015]	1135	5162	6297
11	Durbanville PTI [PTI016]	3669	595	4264
12	Eerste River PTI [PTI018]	135	1520	1655
13	Elsies River PTI [PTI020]	1477	848	2325
14	Fish Hoek PTI [PTI022]	3127	654	3781
15	Goodwood PTI [PTI023]	114	493	607
16	Grassy Park PTI [PTI024]	377	965	1342
17	Hanover Park PTI [PTI025]	400	2077	2477
18	Heideveld PTI [PTI027]	0	30	30
19	Joe Gqabi PTI [PTI029]	595	0	595
20	Kapteinsklip PTI [PTI030]	0	0	0
21	Khayelitsha (Kuyasa) PTI [PTI033]	25	39	64
22	Khayelitsha (Nolungile) PTI [PTI034]	7969	8863	16832
23	Khayelitsha (Nonqubela) PTI [PTI035]	221	3538	3759
24	Khayelitsha (Vuyani) PTI [PTI077]	30	189	219
25	Khayelitsha PTI [PTI036]	1429	288	1717
26	Killarney PTI [PTI037]	4250	1675	5925
27	Koeberg PTI [PTI038]	376	124	500
28	Kraaifontein PTI [PTI039]	335	687	1022
29	Kuilsrivier Station PTI [PTI040]	0	30	30
30	Langa PTI [PTI041]	2015	4640	6655
31	Maitland PTI [PTI043]	2435	1146	3581
32	Melton Rose PTI [PTI047]	5	183	188
33	Mitchells Plain (Lentegeur) PTI [PTI049]	56	0	56
34	Mitchells Plain PTI [PTI050]	5777	4203	9980
35	Mowbray PTI [PTI052]	2267	1490	3757
36	Mutual PTI [PTI054]	3251	138	3389
37	Netreg PTI [PTI080]	0	253	253
38	Nyanga Central PTI [PTI055]	1085	7543	8628
39	Nyanga PTI [PTI056]	113	21	134
40	Parow PTI [PTI060]	2579	574	3153
41	Pentech PTI [PTI061]	260	9	269
42	Philippi PTI [PTI062]	0	1604	1604
43	Retreat PTI [PTI065]	2314	1301	3615
44	Simonstown PTI [PTI067]	119	106	225
45	Somerset West PTI [PTI068]	2362	1011	3373
46	Steenberg PTI [PTI070]	87	1733	1820
47	Strand PTI [PTI071]	446	313	759
48	Tableview PTI [PTI072]	801	646	1447
49	Tygerberg PTI [PTI073]	1862	430	2292
50	Unibell PTI [PTI074]	531	17	548
51	Vasco PTI [PTI075]	104	197	301
52	Wynberg PTI [PTI079]	13768	3923	17691
53	Ysterplaat PTI [PTI081]	1094	63	1157

Figure 3-10: Passenger activity during the afternoon peak at PTIs

3.3.2. Summary and analysis of public transport fares

The following public transport service fares have changed since the CITP 2023–2028 was developed:

i. MyCiTi distance-based fares
ii. Golden Arrow Bus Services fares
iii. Minibus taxi fares
iv. Dial-a-Ride fares

3.3.2.1. MyCiTi

There has not been a change to MyCiTi's fare structure, but the tariffs changed on 1 July 2023. The updated tariffs are shown in Table 3-12 below.

Table 3-12: MyCiTi distance-based fares (as at July 2023)

DISTANCE BAND	MOVER	
	PEAK FARE (SPENDER)	OFF-PEAK (SAVER)
0-5 km	R11,90	R8,90
5-10 km	R15,90	R11,90
10-20 km	R20,90	R16,90
20-30 km	R23,90	R19,90
30-40 km	R27,90	R21,90
40-50 km	R29,90	R25,90
50-60 km	R31,90	R27,90
60 km+	R34,90	R29,90
Airport premium surcharge	R50,90	R50,90

OTHER PRODUCTS	
Single trip	R30,00
Premium single trip	R100,00
1-day	R88,00
3-day	R202,00
7-day	R290,00
Monthly	R990,00

Price of card	R35,00
Min. mover load	R20,00

Notes:

i. The peak fare period refers to journeys that start on weekdays from 06:45 to 08:00 and 16:15 to 17:30.
ii. The saver fare period refers to all day on weekends and public holidays, and on weekdays outside the peak fare period of 06:45 to 08:00 and 16:15 to 17:30.
iii. Loading amount options: R20/ R50/ R60/ R80/ R100/ R150/ R300/ R400/ R600

3.3.2.2. Golden Arrow Bus Service

Table 3-13 shows a sample of the latest fares (1 April 2024) for routes serviced by Golden Arrow Bus Services. Fares vary depending on the distance travelled, per single trip, and by payment using cash or clipcard.

Table 3-13: Golden Arrow peak fares per route

ROUTE	CLIPCARD (R PER TRIP)	CASH (R PER TRIP)	MONTHLY (R PER TRIP)
Atlantis to Cape Town	41,40	50,50	37,96
Atlantis to Koeberg Power Station/Melkbos	20,65	40,00	18,94
Bellville to Cape Town	20,65	39,00	18,94
Bellville to Hanover Park	22,00	31,00	20,16
Bellville to Welgemoed	12,80	16,50	11,73

ROUTE	CLIPCARD (R PER TRIP)	CASH (R PER TRIP)	MONTHLY (R PER TRIP)
Blue Downs to Claremont/Rondebosch	23,90	40,00	21,92
Blue Downs to Cape Town	25,25	40,00	23,15
Blue Downs to Wynberg	23,90	40,00	21,92
Bothasig to Cape Town	20,40	34,00	18,71
Cape Town to Heideveld	20,65	29,00	18,94
Cape Town to Langa	20,40	31,50	18,71
Cape Town to Mitchells Plain	23,90	42,50	21,92
Cape Town to Strandfontein	22,50	40,00	20,63
Cape Town To Wynberg	18,65	23,00	17,10
Darling to Cape Town	41,40	81,50	37,96
Dassenberg to Atlantis	22,50	33,00	20,63
Durbanville to Cape Town	22,50	42,50	20,63
Elsies River to Century City / Montague Gardens	20,65	29,00	18,94
Elsies River to Tygerberg Hospital	13,65	18,50	12,52
Hanover Park to Maitland	20,40	34,00	18,71
Khayelitsha to Cape Town	23,90	43,50	21,91
Pensioner	7,55	Nil	Nil

Source: GABS, 2024

3.3.2.3. Minibus taxis

Table 3-14 below shows a sample of minibus taxi fares per route.

Table 3-14: Minibus taxi fares per route (sample)

ROUTE CODE	MODE	OPERATOR (TAXI ASSOCIATION)	ROUTE ORIGIN	ROUTE DESTINATION	ROUTE DISTANCE	SINGLE TRIP FARE	SURVEY DATE
C16	MBT	CATA Eyona	Gugulethu	Cape Town	17,5 km	R20,00	17/03/22
1	MBT	CATA Bellville	Bellville	Durbanville	23,2 km	R14,00	23/03/22
F26	MBT	Dunoon TA	Dunoon	Maitland	20 km	R17,00	04/05/22
M6	MBT	Dunoon TA	Dunoon	Cape Town	23,6 km	R19,00	04/05/22
J64	MBT	CATA Langa	Langa	Gugulethu	17 km	R17,00	06/04/22

Source: TDW, 2024 and Rank Survey 2022

A full list of fares per route is available on the Transport Data Warehouse (TDW).

3.3.2.4. Dial-a-Ride (DAR)

Dial-a-Ride (DAR) is a dedicated kerb-to-kerb service for people with disabilities who are unable to access mainstream public transport services. The service transports about 350 regular users and 2 000 users on an ad-hoc basis. The fleet consists of 10 wheelchair-adapted vehicles, with the ability to subcontract additional vehicles as required and dependant on budget availability. It is planned to have the Dial-a-Ride service integrated with that of MyCiTi, which is also capable of accommodating passengers in wheelchairs.

The City is, however, implementing various strategies, systems and developing platforms (web-based and mobile apps) aimed at improving safety, efficiencies and the overall sustainability of the service. This is to ensure that the City provides a Dial-a-Ride service to serve as many eligible users (whose impairments render them unable to access mainstream public transport) as possible.

Fares are determined by the City during the annual budget process after a comprehensive public participation procedure. The recent Dial-a-Ride fares are shown in Table 3-15.

Table 3-15: Dial-a-Ride fares 2023/24

DISTANCE BAND	DIAL-A-RIDE FARE
0-5 km	R10,00
5-10 km	R14,00
10-20 km	R19,00
20-30 km	R22,00
30-40 km	R25,00
40-50 km	R28,00
50-60 km	R30,00
60 km+	R33,00

Source: MyCiTi website accessed on 29-11-2023

3.3.3. Road-based public transport service capacity and capacity utilisation per route in the peak period

The latest analysis of the supply related to public transport and utilisation of public transport modes is provided in this section. Most of the information is obtained from the detailed data collated in the Transport Data Warehouse (TDW).

3.3.3.1. Supply and utilisation of MyCiTi buses

Table 3-16 below shows the MyCiTi supply and utilisation for the morning peak period (06:00-09:00) as at 6 December 2023 per area. Refer to Table 3-17, which provides the supply and utilisation per route.

Table 3-16: MyCiTi supply and utilisation summary per area in the morning peak period (both forward and reverse directions)

Area	ROUTE NO	VEHICLE TRIPS	AVG PRACTICAL CAPACITY	PRACTICAL SERVICE CAPACITY	NO OF PASSENGERS	% UTILISATION
Atlantis	231	23	48	1 050	770	73%
	232	13	42	546	200	37%
	233	11	42	462	122	26%

Area	ROUTE NO	VEHICLE TRIPS	AVG PRACTICAL CAPACITY	PRACTICAL SERVICE CAPACITY	NO OF PASSENGERS	% UTILISATION
	234	12	42	539	251	47%
	235	10	54	516	108	21%
	236	29	42	1 218	241	20%
	237	22	42	924	226	24%
	244	13	42	546	370	68%
	245	16	42	672	186	28%
	246	7	66	462	34	7%
Atlantis total		**156**	**462**	**6 935**	**2 508**	**36%**
Century City	260	16	42	672	295	44%
	261	59	42	2 478	2 092	84%
	262	16	42	672	322	48%
Century City total		**91**	**126**	**3 822**	**2 709**	**71%**
Civic Centre	101	7	42	294	134	46%
	102	30	42	1 260	620	49%
	103	11	42	462	201	44%
	104	9	42	378	146	39%
	105	30	42	1 260	726	58%
	106	37	42	1 554	749	48%
	107	40	42	1 680	953	57%
	108	24	42	1 008	991	98%
	109	46	42	1 932	874	45%
	111	6	42	252	54	21%
	113	5	42	210	56	27%
Civic Centre total		**245**	**462**	**10 290**	**5 504**	**53%**
Table View	213	5	42	210	209	100%
	215	37	42	1 554	757	49%
	216	35	42	1 470	431	29%
	223	5	42	210	105	50%
	214A	70	42	2 940	1 470	50%
	214B	11	42	462	257	56%
	214C	17	42	714	475	67%
Table View total		**180**	**294**	**7 560**	**3 704**	**49%**
Direct	D01	23	96	2 208	326	15%
	D02	27	96	2 592	312	12%
	D03	13	96	1 248	164	13%
	D04	13	96	1 248	124	10%
	D05	6	66	396	696	176%
	D08	17	66	1 122	458	41%
Direct total		**99**	**516**	**8 814**	**2 080**	**24%**
Trunk	T01	69	96	6 525	5 126	79%
	T01X	10	96	960	265	28%
	T02	18	66	1 188	1 387	117%
	T02X	16	66	1 056	650	62%
	T03	72	66	4 752	4 756	100%

Area	ROUTE NO	VEHICLE TRIPS	AVG PRACTICAL CAPACITY	PRACTICAL SERVICE CAPACITY	NO OF PASSENGERS	% UTILISATION
	T04	13	66	858	476	55%
Trunk total		**198**	**456**	**15 339**	**12 660**	**83%**

Source: TDW, 2024 (data as at 6 December 2023)

Table 3-17: MyCiTi supply and utilisation per route

ROUTE NO	DIRECTION	ROUTE NAME	VEHICLE TRIPS	AVG PRACTICAL CAP	SERVICE CAPACITY (PRACTICAL CAPACITY* VEHICLE TRIPS)	PASSENGERS	% UTILI-SATION
101	F	Vredehoek - Gardens - Civic Centre (clockwise)	4	42	168	89	53%
101	R	Vredehoek - Gardens - Civic Centre (clockwise)	3	42	126	45	36%
102	R	Salt River Rail - Walmer Estate - Civic Centre	14	42	588	371	63%
102	F	Salt River Rail - Walmer Estate - Civic Centre	16	42	672	249	37%
103	F	Oranjezicht - Gardens - Civic Centre	6	42	252	142	56%
103	R	Oranjezicht - Gardens - Civic Centre	5	42	210	59	28%
104	F	Oranjezicht - Gardens - Adderley - Waterfront	5	42	210	102	49%
104	R	Oranjezicht - Gardens - Adderley - Waterfront	4	42	168	44	26%
105	F	Sea Point - Fresnaye - Civic Centre	16	42	672	585	87%
105	R	Sea Point - Fresnaye - Civic Centre	14	42	588	141	24%
106	F	Camps Bay (clockwise) - Civic Centre	21	42	882	598	68%
106	R	Camps Bay (clockwise) - Civic Centre	16	42	672	151	22%
107	F	Camps Bay (anticlockwise) - Civic Centre	22	42	924	783	85%
107	R	Camps Bay (anticlockwise) - Civic Centre	18	42	756	170	22%
108	F	Hangberg - Hout Bay Harbour - Sea Point	12	42	504	630	125%

ROUTE NO	DIRECTION	ROUTE NAME	VEHICLE TRIPS	AVG PRACTICAL CAP	SERVICE CAPACITY (PRACTICAL CAPACITY* VEHICLE TRIPS)	PASSENGERS	% UTILI-SATION
108	R	Hangberg - Hout Bay Harbour - Sea Point	12	42	504	361	72%
109	R	Adderley - Hout Bay	24	42	1 008	628	62%
109	F	Hout Bay - Adderley	22	42	924	246	27%
111	F	Vredehoek - Gardens - Civic Centre (anticlockwise)	3	42	126	29	23%
111	R	Vredehoek - Gardens - Civic Centre (anticlockwise)	3	42	126	25	20%
113	R	Upper Kloof Street - Adderley - Waterfront	2	42	84	25	30%
113	F	Upper Kloof Street - Adderley - Waterfront	3	42	126	31	25%
213	R	Sunningdale - Parklands - Table View - Sunningdale	5	42	210	209	100%
215	R	Sunningdale - Gie Road - Wood Station	20	42	840	478	57%
215	F	Sunningdale - Gie Road – Wood Station	17	42	714	279	39%
216	R	Sunningdale - Wood Drive – Wood Station	19	42	798	280	35%
216	F	Sunningdale - Wood Drive – Wood Station	16	42	672	151	22%
223	F	Sunningdale - West Beach - Table View - Sunningdale	5	42	210	105	50%
231	R	Atlantis Industria east - Atlantis	14	48	672	553	82%
231	F	Atlantis Industria east - Atlantis	9	42	378	217	57%

ROUTE NO	DIRECTION	ROUTE NAME	VEHICLE TRIPS	AVG PRACTICAL CAP	SERVICE CAPACITY (PRACTICAL CAPACITY* VEHICLE TRIPS)	PASSENGERS	% UTILI-SATION
232	F	Atlantis Industria West - Protea Park	6	42	252	107	42%
232	R	Atlantis Industria West - Protea Park - Atlantis	7	42	294	93	32%
233	R	Saxonsea - Atlantis	6	42	252	107	42%
233	F	Saxonsea - Atlantis	5	42	210	15	7%
234	R	Mamre (Crown) - Atlantis	5	42	210	180	86%
234	F	Mamre (Crown) - Atlantis	7	47	329	71	22%
235	R	Pella - Atlantis	6	54	324	98	30%
235	F	Pella - Atlantis	4	48	192	10	5%
236	R	Sherwood - Atlantis	15	42	630	218	35%
236	F	Sherwood - Atlantis	14	42	588	23	4%
237	R	Robinvale - Atlantis	11	42	462	189	41%
237	F	Robinvale - Atlantis	11	42	462	37	8%
244	F	Avondale - Protea Park - Atlantis Industria	6	42	252	191	76%
244	R	Avondale - Protea Park - Atlantis Industria	7	42	294	179	61%
245	R	Saxonsea - Goedehoop - Atlantis	8	42	336	148	44%
245	F	Saxonsea - Goedehoop - Atlantis	8	42	336	38	11%
246	R	Mamre (Frans) - Atlantis	2	66	132	23	17%
246	F	Mamre (Frans) - Atlantis	5	66	330	11	3%
260	F	Summer Greens - Woodbridge Island	8	42	336	262	78%
260	R	Summer Greens - Woodbridge Island	8	42	336	33	10%
261	R	Century City Rail -	30	42	1 260	1 253	99%

ROUTE NO	DIRECTION	ROUTE NAME	VEHICLE TRIPS	AVG PRACTICAL CAP	SERVICE CAPACITY (PRACTICAL CAPACITY* VEHICLE TRIPS)	PASSENGERS	% UTILI-SATION
		Omuramba - Salt River					
261	F	Century City Rail - Omuramba - Salt River	29	42	1 218	839	69%
262	F	Summer Greens - Century City - Woodbridge	9	42	378	264	70%
262	R	Summer Greens - Century City - Woodbridge	7	42	294	58	20%
214A	F	Parklands - Table View	36	42	1 512	1 082	72%
214A	R	Parklands - Table View	34	42	1 428	388	27%
214B	F	Table View - Melkbosch Village	5	42	210	118	56%
214B	R	Table View - Melkbosch Village	6	42	252	139	55%
214C	F	Table View - Melkbosstrand - Duynefontein	9	42	378	347	92%
214C	R	Table View - Melkbosstrand - Duynefontein	8	42	336	128	38%
D01	F	Khayelitsha east - Civic Centre	14	96	1 344	279	21%
D01	R	Khayelitsha east - Civic Centre	9	96	864	47	5%
D02	F	Khayelitsha west - Civic Centre	15	96	1 440	260	18%
D02	R	Khayelitsha west - Civic Centre	12	96	1 152	52	5%
D03	F	Mitchells Plain east - Civic Centre	8	96	768	151	20%
D03	R	Mitchells Plain east - Civic Centre	5	96	480	13	3%
D04	F	Kapteinsklip - Mitchells Plain Town Centre	8	96	768	97	13%
D04	R	Kapteinsklip - Mitchells Plain Town Centre	5	96	480	27	6%
D05	R	Dunoon - Parklands -	6	66	396	696	176%

ROUTE NO	DIRECTION	ROUTE NAME	VEHICLE TRIPS	AVG PRACTICAL CAP	SERVICE CAPACITY (PRACTICAL CAPACITY* VEHICLE TRIPS)	PASSENGERS	% UTILI-SATION
		Table View – Civic Centre					
D08	F	Dunoon - Montague Gardens - Century City	9	66	594	357	60%
D08	R	Dunoon - Montague Gardens - Century City	8	66	528	101	19%
T01	R	Dunoon - Table View - Civic Centre - Waterfront	36	96	3 456	3 153	91%
T01	F	Dunoon - Table View - Civic Centre - Waterfront	33	93	3 069	1 973	64%
T01X	R	Dunoon - Table View - Civic Centre	7	96	672	252	38%
T01X	F	Dunoon - Table View - Civic Centre	3	96	288	13	5%
T02	F	Atlantis - Civic Centre	15	66	990	1 172	118%
T02	R	Civic Centre - Atlantis	3	66	198	215	109%
T02X	F	Atlantis - Civic Centre	13	66	858	594	69%
T02X	R	Civic Centre - Atlantis	3	66	198	56	28%
T03	R	Atlantis - Melkbosstrand - Table View – Century City	39	66	2 574	2 968	115%
T03	F	Atlantis - Melkbosstrand - Table View – Century City	33	66	2 178	1 788	82%
T04	F	Dunoon - Omuramba - Century City	6	66	396	281	71%
T04	R	Dunoon - Omuramba - Century City	7	66	462	195	42%

Source: TDW, 2022 (data as at 13 April 2022)

*Practical capacity is defined as the number of passengers that can fit comfortably into a vehicle, compared to legal capacity, which is the legal number of passengers the vehicle is permitted to carry.

3.3.3.2. Supply and utilisation of minibus taxis

Table 3-18 shows the recent minibus taxis supply and utilisation for the morning peak period (06:00-09:00). Note that Table 3-18 indicates suburb-to-suburb movements for MBTs. Note that the average morning peak utilisation is based on the time at which passengers boarded an MBT, i.e. passengers may have arrived at their destinations at a time outside of the morning peak period even if they boarded during the peak period. Also, note that the seating capacity is a function of the amount of vehicles available during the peak period and it is used in relation to the number of passengers using the services to determine the average utilisation. The recent supply and utilisation data per route are provided in Table 3-19.

Table 3-18: MBT supply and utilisation summary per origin to destination (O-D) suburb

ORIGIN SUBURB	DESTINATION SUBURB	ROUTES	SERVICE TYPE	SEATING CAPACITY	PASSENGERS	VEHICLE TRIPS	AVERAGE PEAK UTILISATION	YEARS SURVEYED
Bellville	Cape Town	Q1, K17, Q2, N91, 124, 255	Local minibus taxi	1 620	1 605	108	99%	2022
Bellville	Khayelitsha	3, AA89, 132	Local minibus taxi	569	225	37	40%	2022
Bellville	Mitchells Plain	F77, A84, H86	Local minibus taxi	89	83	5	93%	2022
Cape Town	Bellville CBD	243, 101, 624, 20	Local minibus taxi	330	313	22	95%	2022
Cape Town	Khayelitsha	607	Local minibus taxi	315	315	21	100%	2022
Cape Town	Mitchells Plain	Q1, K17, Q2, N91, 124, 255	Local minibus taxi	90	26	6	29%	2022
Cape Town	Wynberg CBD	N31, 118, M71, S34, M33, 258, S31, 116, S32, 117, 260, N32, N30, M72, S33, N29, 261, 259, 99, 452	Local minibus taxi	418	423	28	101%	2022
Khayelitsha	Bellville CBD	607	Local minibus taxi	445	345	25	78%	2021
Khayelitsha	Cape Town CBD	3, AA89, 132	Local minibus taxi	817	802	54	98%	2021
Khayelitsha	Wynberg CBD	18, G27, Y85, 7, I45	Local minibus taxi	495	495	35	100%	2021
Khayelitsha	Mitchells Plain	E47, E48, E49, C94, E53, E54, E50, E51	Local minibus taxi	30	30	2	100%	2018
Mitchells Plain	Bellville CBD	N31, 118, M71, S34, M33, 258, S31, 116, S32, 117, 260, N32, N30, M72, S33, N29, 261, 259, 99, 452	Local minibus taxi	435	525	35	121%	2022
Mitchells Plain	Cape Town CBD	8, F82, Z39, F81, 234	Local minibus taxi	882	992	65	112%	2022
Mitchells Plain	Wynberg CBD	F77, A84, H86	Local minibus taxi	525	527	36	100%	2022
Wynberg	Cape Town	243, 101, 624, 20	Local minibus taxi	1 695	1 580	113	93%	2023

Source: TDW, 2024 (data ranges from 2018 to 2023)

Table 3-19: MBT supply and utilisation per route summarised by route origin

Facility No.	Origin	Unique vehicles	Vehicle trips	Passenger departures	Capacity	% utilisation	Survey year
MBT011	Atlantis - Wesfleur	31	7	55	101	54%	2023
MBT025	Brackenfell - Old Paarl east	83	23	200	344	58%	2023
MBT039	Charlesville	9	11	132	165	80%	2023
MBT041	Constantia - Constantia Village	13	2	2	30	7%	2023
MBT042	Crossroads	20	41	599	615	97%	2023
MBT044	Delft - Katanga	93	79	174	1 185	15%	2023
MBT053	Edgemead	16	3	6	45	13%	2023
MBT068	Groote Schuur	201	59	159	869	18%	2023
MBT074	Highbury Park	8	12	139	180	77%	2023
MBT076	Imizamo Yethu - Wynberg Route	74	114	1 710	1 710	100%	2023
MBT078	Joe Slovo Park 2	103	132	1 914	1 978	97%	2023
MBT100	Langa	290	468	7 038	7 037	100%	2023
MBT114	Melton Rose station	19	25	177	375	47%	2023
MBT139	N1 City Shopping Centre	9	6	52	88	59%	2023
MBT1410	Mitchells Plain - Swartklip Road	7	4	19	60	32%	2023
MBT1414	Samora Machel - Oliver Tambo Drive	178	328	4 790	4 936	97%	2023
MBT1415	Samora Machel - Weltevreden Park Way	34	29	435	435	100%	2023
MBT173	Steenberg station	14	9	47	133	35%	2023
MBT175	Summer Greens - 7-11	8	7	97	105	92%	2023
MBT177	Table View - Bayside Mall	38	4	51	60	85%	2023
MBT178	Tokai - Blue Route Mall	73	4	39	60	65%	2023
MBT189	Wynberg - Main Road	66	43	645	645	100%	2023
MBT190	Wynberg station east	178	131	429	1 913	22%	2023
MBT199	Bishop Lavis - Myrtle Road	32	20	53	298	18%	2023
MBT205	Capegate Shopping Centre	146	8	44	120	37%	2023
MBT247	Sir Lowry's Pass	7	2	2	30	7%	2023
MBT257	Vangate Mall	52	1	7	15	47%	2023
MBT258	Vrygrond	76	259	3 887	3 887	100%	2023
MBT259	Welgemoed	53	63	163	945	17%	2023
MBT263	Atlantis - Witsand	67	92	1 353	1 392	97%	2023
MBT265	Silversands	28	43	670	639	105%	2023

Facility No.	Origin	Unique vehicles	Vehicle trips	Passenger departures	Capacity	% utilisation	Survey year
MBT270	Karl Bremer	20	1	4	5	80%	2023
MBT314	Wynberg station west-south	257	406	5 933	6 078	98%	2023
MBT324	Belhar - Alabama Drive	16	29	402	435	92%	2023
MBT846	Constantia - Spaanschemat River Road	18	3	10	45	22%	2023
MBT909	Klipheuwel	7	8	120	120	100%	2023
MBT915	Capricorn Pick n Pay Centre	34	2	5	30	17%	2023
MBT018	Bellville South	19	15	225	225	100%	2022
MBT019	Bellville station	1 773	1 134	13 961	17 044	82%	2022
MBT023	Bloekombos	193	247	3 662	3 690	99%	2022
MBT032	Cape Town - Corporation Street	13	62	919	916	100%	2022
MBT033	Cape Town - Heerengracht Street	24	92	1 338	1 338	100%	2022
MBT034	Cape Town - Plein Street	30	80	1 122	1 122	100%	2022
MBT035	Cape Town station	961	241	3 297	3 634	91%	2022
MBT040	Claremont station	326	174	1 381	2 580	54%	2022
MBT043	Delft - south	297	458	6 754	6 730	100%	2022
MBT047	Delft - Suburban Bliss east	51	10	150	150	100%	2022
MBT049	Delft - Voorbrug	141	173	2 562	2 595	99%	2022
MBT051	Dunoon	367	646	9 733	9 728	100%	2022
MBT052	Durbanville	250	67	824	995	83%	2022
MBT054	Eerste River station	37	34	432	520	83%	2022
MBT056	Elsies River station	78	8	120	120	100%	2022
MBT058	Fisantekraal	89	106	1 359	1 379	99%	2022
MBT059	Fish Hoek station	219	89	1 126	1 241	91%	2022
MBT063	Gordon's Bay	26	29	17	431	4%	2022
MBT069	Gugulethu - Eyona	246	417	6 354	6 242	102%	2022
MBT070	Gugulethu - SAPS	39	2	22	30	73%	2022
MBT072	Happy Valley	45	92	1 321	1 350	98%	2022
MBT073	Heideveld station west	28	59	876	873	100%	2022
MBT096	Kuils River CBD	183	4	10	59	17%	2022
MBT097	Kuils River station west	12	20	281	300	94%	2022
MBT102	Mitchells Plain - Lentegeur Merrydale Road	29	10	94	150	63%	2022
MBT104	Lwandle	54	36	525	533	98%	2022

Facility No.	Origin	Unique vehicles	Vehicle trips	Passenger departures	Capacity	% utilisation	Survey year
MBT105	Macassar	59	72	1 061	1 060	100%	2022
MBT106	Maitland station	101	3	17	45	38%	2022
MBT1074	Greenlands	7	6	68	90	76%	2022
MBT108	Malibu Village	13	23	321	345	93%	2022
MBT111	Manenberg	39	58	859	870	99%	2022
MBT112	Masiphumelele - Site 5	124	252	3 750	3 759	100%	2022
MBT115	Mfuleni south	423	490	7 291	7 402	99%	2022
MBT117	Mitchells Plain - Lentegeur Clocktower	32	27	394	400	99%	2022
MBT129	Mitchells Plain station east-north	530	386	5 194	5 325	98%	2022
MBT131	Mitchells Plain station west	13	6	85	85	100%	2022
MBT134	Mowbray station east	260	79	61	1 165	5%	2022
MBT136	Mowbray station west	159	91	601	1 334	45%	2022
MBT1381	Bellville - Glenhaven	13	14	175	210	83%	2022
MBT1382	Eerste River - Forest Drive and Bobs Way	50	66	966	1 004	96%	2022
MBT141	Nomzamo	156	269	3 891	3 947	99%	2022
MBT142	Nyanga Central	498	717	11 164	11 164	100%	2022
MBT145	Ocean View - Aries Road	37	48	713	714	100%	2022
MBT146	Ocean View - Gemini Road	48	45	434	1 070	41%	2022
MBT150	Parow station north	183	40	596	593	101%	2022
MBT152	Parow station south	31	5	0	14	0%	2022
MBT154	Philippi - Joburg Stores Lansdowne Road	47	61	915	915	100%	2022
MBT156	Philippi station north	59	105	1 562	1 711	91%	2022
MBT159	Retreat station east	88	166	14	1 399	1%	2022
MBT160	Retreat station west	107	196	2 812	2 878	98%	2022
MBT167	Simon's Town station	33	19	33	285	12%	2022
MBT168	Somerset Mall	36	4	40	60	67%	2022
MBT169	Somerset West Shoprite	64	15	189	224	84%	2022
MBT170	Somerset West	47	32	504	478	105%	2022
MBT174	Strand	89	113	26	1 569	2%	2022
MBT176	Sun Valley - Longbeach Mall	36	16	0	240	0%	2022

Facility No.	Origin	Unique vehicles	Vehicle trips	Passenger departures	Capacity	% utilisation	Survey year
MBT181	Tygerberg station north	89	6	60	90	67%	2022
MBT185	Vasco station	11	12	180	180	100%	2022
MBT186	Wallacedene	369	456	6 669	6 825	98%	2022
MBT187	Wesbank	97	169	2 382	2 505	95%	2022
MBT195	Wynberg station west-north	370	77	552	1 126	49%	2022
MBT206	Cape Town - Adderley Street Woolworths	56	121	1 813	1 813	100%	2022
MBT213	Epping	149	1	2	15	13%	2022
MBT217	Kalkfontein	78	115	1 718	1 725	100%	2022
MBT246	Simon's Town - Red Hill	10	8	120	120	100%	2022
MBT264	Zola	32	34	498	510	98%	2022
MBT289	Philippi - Luzuko	38	15	225	225	100%	2022
MBT290	Cape Town - Strand Street	180	14	141	210	67%	2022
MBT304	Athlone	84	10	2	15	13%	2022
MBT305	Athlone - Klipfontein Road	344	116	149	1 735	9%	2022
MBT309	Philippi - Joe Gqabi north	94	155	2 383	2 325	102%	2022
MBT311	Mfuleni north	154	231	3 498	3 493	100%	2022
MBT321	UWC - Robert Sobukwe	93	57	221	855	26%	2022
MBT322	UWC and Pentech - Symphony Way	65	38	57	555	10%	2022
MBT323	2nd Mango Rank	40	24	360	360	100%	2022
MBT369	Mowbray - Main Road north	61	31	89	465	19%	2022
MBT718	Eerste River - Grand Central Centre	83	107	1 554	1 588	98%	2022
MBT722	Ottery - Hector Avenue	15	3	15	45	33%	2022
MBT881	Stikland station	14	2	30	30	100%	2022
MBT894	Bridgetown - Klipfontein Road	200	86	75	1 021	7%	2022
MBT935	Mfuleni Extension 3	37	73	1 095	1 035	106%	2022
MBT942	Delft - Eindhoven	174	281	4 168	4 168	100%	2022
MBT090	Khayelitsha Mall	110	4	53	60	88%	2021
MBT098	Khayelitsha - Kuyasa station	182	270	3 847	3 962	97%	2021
MBT307	Grassy Park - Busy Corner	43	28	260	411	63%	2021
MBT587	Mitchells Plain - Beacon Valley	37	19	30	278	11%	2021
MBT017	Driftsands	2	3	45	45	100%	2018

Facility No.	Origin	Unique vehicles	Vehicle trips	Passenger departures	Capacity	% utilisation	Survey year
MBT020	Makhaza west	12	22	323	328	98%	2018
MBT024	Bonteheuwel Town Centre	4	2	14	29	48%	2018
MBT071	Hanover Park	123	160	2 288	2 363	97%	2018
MBT080	Khayelitsha - Harare	7	10	122	150	81%	2018
MBT084	Khayelitsha - Makhaza	82	117	1 736	1 751	99%	2018
MBT087	Khayelitsha - Nonqubela station Site B	197	272	4 069	4 104	99%	2018
MBT089	Khayelitsha - Vuyani	24	37	555	555	100%	2018
MBT143	Nyanga station east	272	123	174	771	23%	2018
MBT163	Samora Machel south - Robert Sobukwe	138	308	4 718	4 610	102%	2018
MBT218	Kenilworth Centre	76	8	27	120	23%	2018
MBT366	Wolwerivier/Morning Star	7	10	119	150	79%	2018
MBT368	Mitchells Plain - District Hospital	38	5	16	36	44%	2018
MBT370	Mowbray railway station	11	9	0	140	0%	2018
MBT014	Belhar - Chestnut Way	11	15	152	217	70%	2017
MBT015	Belhar - Symphony Way	74	137	1 378	2 068	67%	2017
MBT045	Delft - Leiden	310	459	3 355	6 895	49%	2017
MBT048	Delft - Suburban Bliss west	161	275	1 790	4 117	43%	2017
MBT057	Factreton	81	97	825	1 455	57%	2017
MBT075	Hout Bay - Karbonkel Road	22	23	179	342	52%	2017
MBT077	Joe Slovo Park 1	41	66	1 037	903	115%	2017
MBT109	Mamre - Cnr Main and Enon Street	16	20	174	287	61%	2017
MBT165	Farm - Môrelig	39	42	295	627	47%	2017
MBT203	Brentwood Park	6	7	45	105	43%	2017
MBT220	Khayelitsha - Enkanini	74	81	307	1 200	26%	2017
MBT241	Pella - Dassenberg Street	2	2	10	30	33%	2017
MBT262	Willowbridge	65	98	621	1 417	44%	2017
MBT308	Joe Gqabi south	154	251	3 903	3 753	104%	2017
MBT317	Hout Bay SAPS	31	38	540	555	97%	2017
MBT318	Klipheuwel station	4	7	143	133	108%	2017

Facility No.	Origin	Unique vehicles	Vehicle trips	Passenger departures	Capacity	% utilisation	Survey year
MBT320	Delft - The Hague	126	164	1 501	2 441	61%	2017
MBT325	Eisleben - Sheffield Road	56	22	285	330	86%	2017
MBT013	Belgravia Road	83	112	1 293	1 682	77%	2016
MBT028	Bridgetown - Heide Street	51	116	1 238	1 710	72%	2016
MBT050	Devon Park - Caltex Garage	73	116	198	1 740	11%	2016
MBT060	Forest Heights	64	107	1 042	1 554	67%	2016
MBT062	Goodwood station north	6	16	215	232	93%	2016
MBT085	Khayelitsha - Nolungile station Site C	1 220	1 235	17 829	18 696	95%	2016
MBT103	Lotus River	104	163	1 158	2 401	48%	2016
MBT110	Mitchells Plain - Mandalay	49	58	168	870	19%	2016
MBT124	Mitchells Plain - Westgate Mall	44	1	0	15	0%	2016
MBT140	Netreg station	24	36	100	520	19%	2016
MBT164	Samora Machel north - Chris Hani Crescent	46	27	382	405	94%	2016
MBT079	Kensington	70	117	1 453	1 573	92%	2013
MBT158	Retreat - 12th Avenue	88	157	951	2 289	42%	2011

Source: TDW 2024 (data for various years as indicated in table) Rank Surveys.
Note: Some locations have not been surveyed due to safety concerns for the surveying team, low activity in those areas, and other related factors.

3.3.3.3. Long-distance minibus taxis and buses

The latest long-distance transport survey in Cape Town was undertaken 15-23 December 2022.

Table 3-20 shows the recent minibus and midibus passenger arrivals and departures at the different long-distance ranks. Recent long-distance bus passenger arrivals and departures are provided in Table 3-21. Blank cells mean that there were not any surveyed trips at that location during the survey period.

Table 3-20: Minibus and midibus departures and arrivals at 10 long-distance facilities in Cape Town

LOCATION	DEPARTURES				ARRIVALS			
	NO. OF VEHICLES	CAPACITY	PASSENGERS	UTILISATION	NO OF VEHICLES	CAPACITY	PASSENGERS	UTILISATION
Bellville station - north	313	11 712	8 933	76%	328	12 682	839	7%
Bloekombos	152	3 376	3 270	97%	200	5 015	3 291	66%
Cape Town station deck	76	2 804	2 383	85%	89	3 539	2 453	69%
Cape Town station	1	22	8	36%				
Dunoon	133	3 261	2 946	90%	136	3 366	291	9%
Khayelitsha Site C	66	1 025	986	96%	95	1 582	80	5%
Langa	83	1 980	1 890	95%	102	2 744	129	5%
Masiphumelele	44	802	788	98%	44	862	45	5%
Nyanga	27	607	415	68%	28	727	270	37%
Philippi, Joe Gqabi	165	8 470	8 303	98%	201	13 310	320	2%

Source: TDW, 2024 (data for December 2022)

Table 3-21: Bus departures and arrivals at four long-distance facilities in Cape Town

LOCATION	DEPARTURES				ARRIVALS			
	NO OF VEHICLES	CAPACITY	PASSENGERS	UTILISATION	NO OF VEHICLES	CAPACITY	PASSENGERS	UTILISATION
Bellville Mabel Street	218	26 452	9 686	36%	219	29 734	8 899	29%
Bellville Mispel Street	54	6 109	1 169	19%	35	4 296	852	19%
Cape Town station	285	38 706	26 418	68%	321	68 989	11 925	17%
Philippi, Joe Gqabi	54	9 752	8 936	92%	60	10 575	55	1%

Source: TDW, 2024 (data for December 2022)

3.3.3.4. Summary of area-to-area movements

Travel demand for selected areas in Cape Town is summarised based on the latest cordon count information for the morning peak period (06:00 to 09:00). The information includes all modes except for rail for twelve areas, namely Bellville, Cape Town CBD, Mitchells Plain, Khayelitsha, Epping, Montague Gardens, Claremont, Wynberg, Delft, Nyanga, Retreat and Killarney Gardens. Refer to Figure 3-11 for the location of the cordons.

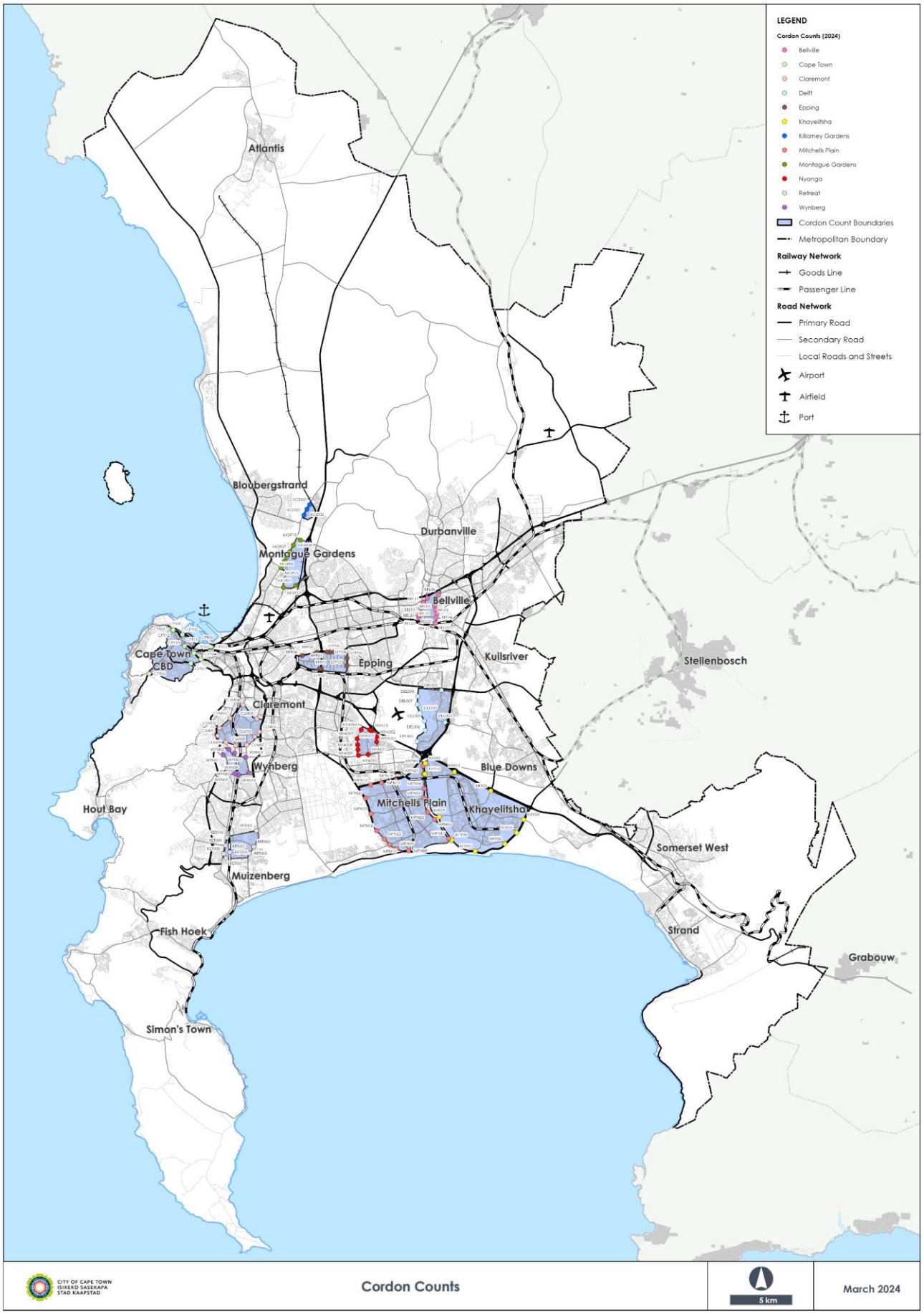


Figure 3-11: Location of Cordon Counts (2024)

Figure 3-12 depicts the latest total passenger demand for the abovementioned selected twelve areas. The areas with the highest passenger activity for private and public transport (boarding and alighting) are Cape Town (about 165 000 passengers in morning peak period) followed by Mitchells Plain (about 115 000 passengers) and Khayelitsha (about 101 000 passengers).

The proportional share for inbound and outbound travel mirrors the predominant land use in those areas (refer to Figure 3-13). Areas that are mainly residential, such as Khayelitsha and Mitchells Plain, show significantly more outbound travel in the morning peak period, whereas areas that offer employment opportunities receive more inbound travel such as Cape Town CBD, Bellville and Claremont. No up-to-date information about rail is available.

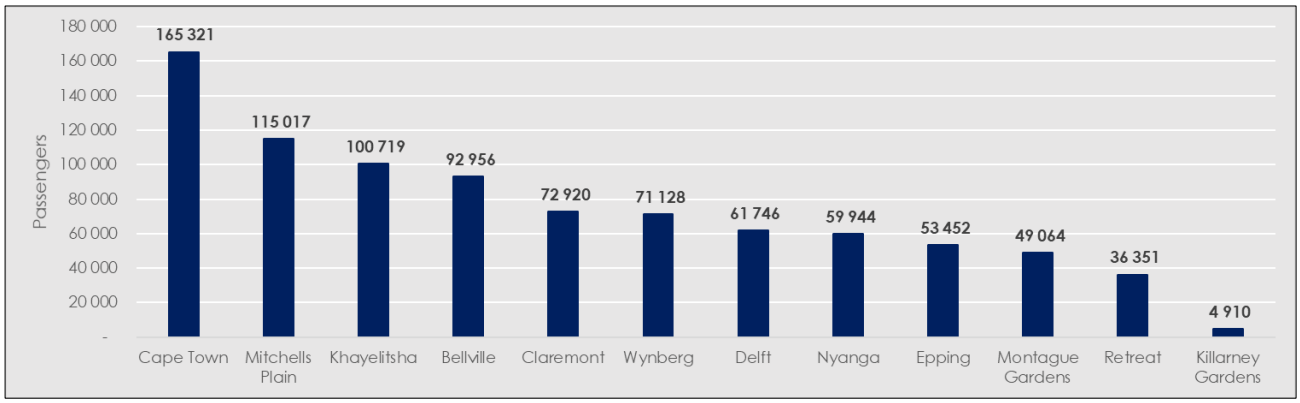


Figure 3-12: Total passenger travel demand for major origins and destinations in morning peak period for private, GABS, MBT and BRT.

Source: Cordon Counts, 2023

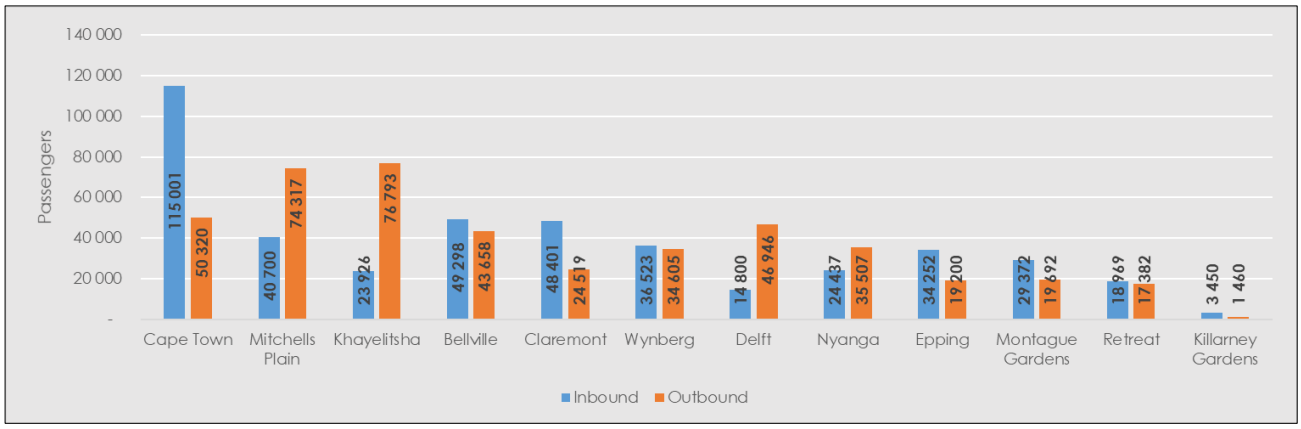


Figure 3-13: Total passenger travel demand for major origins and destinations – inbound and outbound in morning peak period (includes private, GABS, MBT, BRT)

Source: Cordon Counts, 2023 (includes private, GABS, MBT, BRT)

Overall, road-based public transport accounts for 51% across all twelve areas and private transport for 49%, excluding rail. Areas where road-based public transport travel is specifically significant are Cape Town and Khayelitsha, with Cape Town CBD having close to 90 000 passengers boarding and alighting in the morning peak period. Refer to Figure 3-14.

The majority of passengers are transported by MBTs, particularly in the CBD, Khayelitsha, Bellville and Nyanga. The overall share for all twelve areas is 67% for MBT with GABS buses accounting for 26% and BRT for 6% within the road-based public transport segment. Please note that MyCiTi does not service all areas. Refer to Figure 3-15.

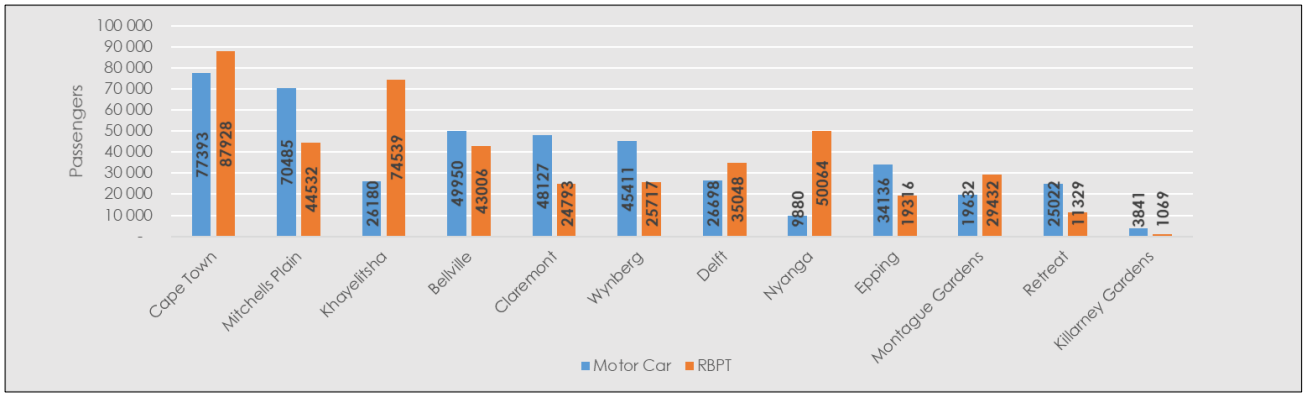


Figure 3-14: Total passenger travel demand per RBPT and private transport for major origins and destinations (total boarding and alighting in morning peak period)

Source: Cordon Counts, 2023 (includes RBPT, GABS, MBT, BRT)

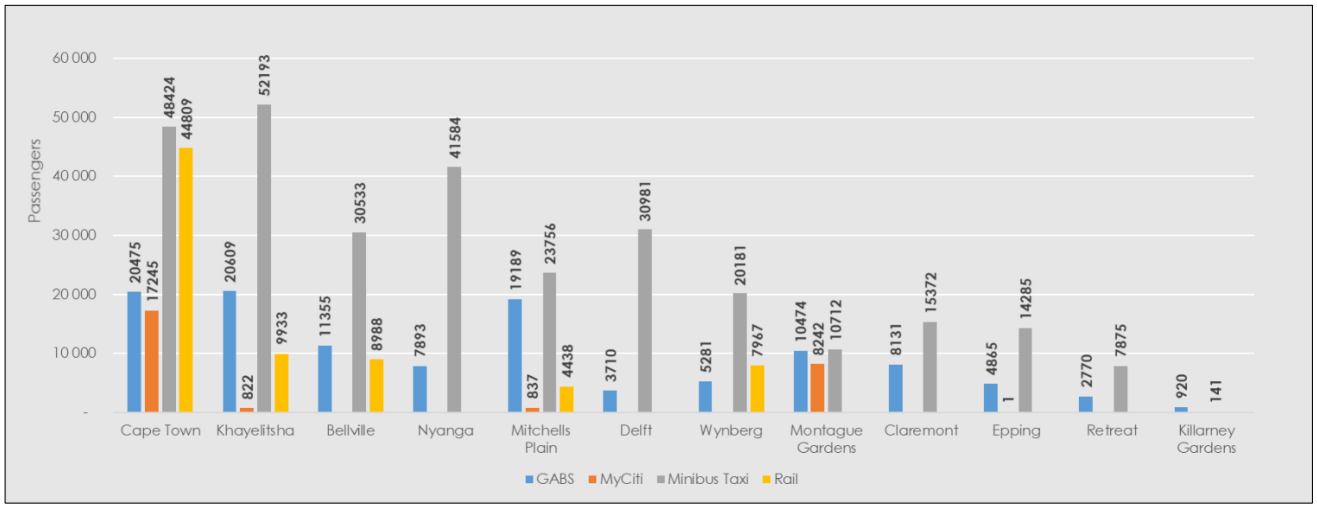


Figure 3-15: Public transport travel demand per mode for major origins and destinations (total boarding and alighting in morning peak period)

Source: Cordon Counts, 2023

The above information is also detailed in Table 3-22, including utilisation per mode. It is important to note that utilisation is an estimate only, as vehicle model is not known. The following vehicle capacities were assumed: GABS (60), MBT (16) and MyCiTi (70).

It is evident that for the peak direction, GABS utilisation is highest with 64% versus minibus taxis with 52% and MyCiTi with 49%.

Table 3-22: Road-based public transport area movements for major origins and destinations – passengers and utilisation

PASSENGER BOARDINGS – MORNING PEAK PERIOD									
AREA	GABS			MBT			MyCiTi		
	Total trips	Total passengers	Utilisation	Total trips	Total passengers	Utilisation	Total trips	Total passengers	Utilisation
Cape Town (CBD) - Inbound	426	18 115	71%	3 356	38 341	76%	214	8 378	56%
Cape Town (CBD) - Outbound	345	2 360	11%	3 063	10 083	22%	256	8 867	49%
Bellville - Inbound	199	6 749	57%	1 890	16 579	58%			
Bellville - Outbound	139	4 606	55%	1 959	13 954	47%			
Claremont - Inbound	177	6 280	59%	1 129	11 033	65%			
Claremont - Outbound	78	1 851	40%	897	4 339	32%			
Epping - Inbound	82	2 632	53%	1 036	9 560	62%			
Epping - Outbound	75	2 233	50%	695	4 725	45%			
Khayelitsha - Inbound	363	2 177	10%	3 154	11 903	25%	18	220	17%
Khayelitsha - Outbound	394	18 432	78%	3 856	40 290	70%	27	602	32%
Killarney Gardens - Inbound	28	802	48%	10	38	25%			
Killarney Gardens - Outbound	32	118	6%	11	103	62%			
Mitchells Plain - Inbound	297	3 622	20%	1 728	10 875	42%	14	64	7%
Mitchells Plain - Outbound	408	15 567	64%	1 881	12 881	46%	13	773	85%
Montague Gardens - Inbound	190	6 598	58%	853	6 264	49%	125	4 126	47%
Montague Gardens - Outbound	154	3 876	42%	869	4 448	34%	149	4 116	39%
Wynberg - Inbound	102	2 946	48%	1 248	12 190	65%			
Wynberg - Outbound	76	2 335	51%	1 330	7 991	40%			
Delft - Inbound	74	389	9%	2 232	5 470	16%			

PASSENGER BOARDINGS – MORNING PEAK PERIOD									
AREA	GABS			MBT			MyCiTi		
	Total trips	Total passengers	Utilisation	Total trips	Total passengers	Utilisation	Total trips	Total passengers	Utilisation
Delft - Outbound	81	3 321	68%	2 445	25 511	70%			
Nyanga - Inbound	163	2 380	24%	6 816	17 636	17%			
Nyanga - Outbound	171	5 513	54%	7 403	23 948	22%			
Retreat - Inbound	45	908	34%	738	4 955	45%			
Retreat - Outbound	53	1 862	59%	729	2 920	27%			
TOTAL	**4 152**	**115 672**	**46%**	**49 328**	**296 037**	**40%**	**817**	**27 147**	**47%**
PEAK - DIRECTION	**2 311**	**88 817**	**64%**	**25 846**	**201 655**	**52%**	**421**	**14 368**	**49%**

Source: Cordon Counts, 2023

3.4. Description of other road-based services and modes of transport

3.4.1. Long-distance and cross-border transport

3.4.1.1. Size of operations

The latest Long-distance Public Transport Survey (December 2022) shows a total of 75 000 departing passengers and 30 000 arriving passengers at bus, minibus and midibus terminals between 15 and 23 December 2022 (nine days surveyed).

Table 3-23 shows the total departures and arrivals as per the survey.

Table 3-23: Long-distance Transport Survey 2022 – Total passenger departures and arrivals

LOCATION	DEPARTURES	ARRIVALS
Bellville Mabel Street	9 686	8 899
Bellville Mispel Street	1 169	852
Bellville station - north	8 933	839
Bloekombos	3 270	3 291
Cape Town station deck	2 383	2 453
Cape Town station	26 426	11 925
Dunoon	2 946	291
Khayelitsha Site C	986	80
Langa	1 890	129
Masiphumelele	788	45
Nyanga	415	270
Philippi, Joe Gqabi	17 239	375

Source: TDW 2024 (data for December 2022)

Table 3-24 below shows the split between the three vehicle types.

Table 3-24: Total departures by type of vehicle

VEHICLE TYPE	TOTAL VEHICLES	CAPACITY	PASSENGERS	UTILISATION
Bus	573	74 910	45 040	60%
Midibus	177	8 932	8 682	97%
Minibus	849	25 127	21 240	85%

Source: TDW, 2024 (data for December 2022 – nine-day survey)

Additional data from the survey provides the top destinations for long-distance travellers. Table 3-25 and Table 3-26 show the top 15 destinations for minibus and midibus passengers and bus passengers respectively.

Table 3-25: Minibus and midibus festive season 2022 top 15 long-distance destinations

DESTINATION	PASSENGERS	CAPACITY	VEHICLES
Mthatha	3 446	3 543	130
Worcester	2 092	2 130	87
Vredenburg	2 045	2 265	59
Paarl	1 652	3 780	39
Hermanus	1 545	1 565	70
Ceres	1 492	1 515	65
Mount Fletcher	1 342	1 354	69
Ngcobo	1 299	1 451	60
Mount Frere	1 090	1 100	27
Tsolo	1 076	1 142	47
Robertson	922	922	45
Qumbu	919	933	20
Dutywa	899	926	45
Willowvale	868	868	29
East London	837	871	41

Source: TDW, 2024 (data for December 2022)

Table 3-26: Bus festive season 2022 top 15 long-distance destinations

DESTINATION	PASSENGERS	CAPACITY	VEHICLES
Johannesburg	8 672	11 983	122
Mthatha	7 211	9 070	88
Dutywa	4 521	4 979	40
East London	3 180	4 537	48
Durban	2 332	3 838	47
Pretoria	2 314	3 752	48
Queenstown	1 885	2 650	31
Port Elizabeth	1 415	2 303	25
Mount Frere	690	771	4
King William's Town	493	665	9
Harare	484	688	10
Cape Town	356	739	11
Bloemfontein	279	431	6
Sterkspruit	267	284	1
Butterworth	259	329	5

Source: TDW, 2024 (data for December 2022)

3.5. Description of institutional and organisational make-up of the PT industry

This section provides updated details of the companies and associations making up the bus rapid transit (BRT), bus and minibus-taxi industries.

3.5.1. BRT industry: MyCiTi Phase 1 and N2 Express VOCs

In May 2011, the trunk service between Civic and Table View stations started operating together with a number of feeder services in the central city and Table View areas. This was referred to as Milestone 0. The feeder services-made use of available high-floor trunk vehicles, with kerbside boarding making use of the left front door and steps into the bus interior.

There are currently four existing contracts operated by VOCs under the MyCiTi banner. Three of the VOCs have a 12-year contract, as determined through a negotiated process. The fourth contract is for the N2 Express Service, operating under a three-year interim contract by the N2 Express JV, which is comprised of three parties namely CODETA, Route 6 Taxi Association and GABS.

The current Phase 1 services are being provided by three VOCs, namely TBRT, Kidrogen, and Transpeninsula Investments, constituted out of existing operators in the areas from the formal bus sector as well as minibus taxi operators as shown in Figure 3-16 below. The City supplied the initial fleet required to provide the services at no cost to the VOCs.

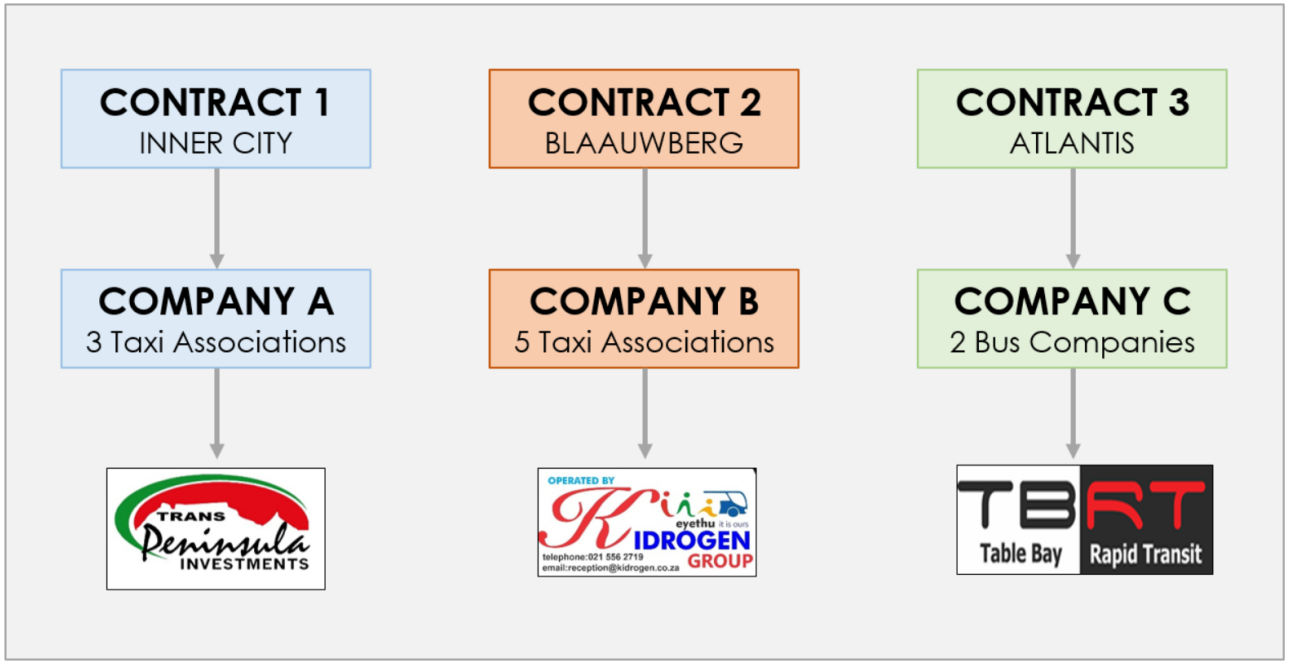


Figure 3-16: MyCiTi vehicle operating companies for Phase 1 services

In each VOC contract, initial feeder and trunk trips were allocated in line with that VOC's market share. No VOC has exclusive rights to any of the routes or a right to any specific route, which means that more than one VOC could be required to operate vehicles on any route. Additional trips, services and routes identified by the MyCiTi Operations Management Service may be added during the contract period, and the relevant kilometres will be allocated on a basis set out in the VOC contracts. The City is not limited in terms of moving kilometres to or from VOCs, other than by the general principle of operational efficiency and the kilometres guaranteed in the contract, which were set at 75% of the projected kilometres required to allow flexibility regarding services rendered.

The N2 Express services started operating on 4 July 2014. They operate under an interim contract by

the N2 Express Joint Venture (JV) that comprises three parties namely CODETA, Route 6 Taxi Association and GABS. Four routes are currently in operation, i.e. two in Khayelitsha and two in Mitchells Plain. As with the Phase 1 appointments, the City supplied the initial fleet required to provide the services at no cost to the N2 Express JV.

Table 3-27 represents the current institutional and organisational make-up of the BRT industry in Cape Town in terms of the fleet composition of each operator.

Table 3-27: Institutional and organisational make-up of the BRT industry

NAME OF COMPANY/ ASSOCIATION	FLEET COMPOSITION	NUMBER OF VEHICLES OF EACH TYPE	AVERAGE AGE OF VEHICLES	AREAS OR CORRIDORS IN WHICH SERVICES ARE RENDERED
Transpeninsula Investments Kidrogen TBRT	12m rigid 18m articulated 9m low entry	81 x 12m rigid 30 x 18m articulated 211 x low entry	8-13 years	Phase 1 Corridor
N2 Express JV	12m rigid low-floor 18m articulated low-floor	18 x 12m rigid low-floor 13 x 18m articulated low-floor	8-9 years	N2 Express Corridor

3.5.2. Bus industry

Golden Arrow Bus Services (GABS) is the major public transport bus service operator for Cape Town. Sibanye Bus Services is another operator of public transport bus services based in Cape Town.

As at February 2024, GABS had a total of 1 081 buses (four of which are battery electric buses (BEBs)) in its fleet and Sibanye owns a total of 50 buses (of which none are electric). Details of the fleet composition for both operators are not known. Table 3-28 shows the districts/corridors or areas in which services are rendered by one or both operators. GABS provides bus services throughout a large part of the Cape Town metropolitan area, as well as into the functional region. Of the 17 corridors/districts or areas in which they operate in the functional area, GABS operates in 16 while Sibanye operates in six.

Table 3-28: Districts/corridors or areas in which services are rendered by GABS and Sibanye

DISTRICTS/CORRIDORS	AREAS	GABS	SIBANYE
Cape Town	Cape Town, Artscape, Waterfront, Sea Point, Heere Street, Woodstock, **Tollgate depot**, Salt River, Observatory, Maitland, Ndabeni, Mowbray, Koeberg station, Somerset Hospital, Groote Schuur Hospital, Alexandra Hospital, HJ Kronenburg School	√	√
Southern Suburbs	Rondebosch, Claremont, Kenilworth, Wynberg, Athlone, Ottery, Wetton Circle, Lansdowne, Philippi, Sunset Park, Hout Bay	√	

DISTRICTS/CORRIDORS	AREAS	GABS	SIBANYE
Southern Peninsula	Retreat, Steenberg, Blue Route, Westlake, Plumstead, Grassy Park, Lotus River, Diep River, Southfield, Busy Corner, Lavender Hill, Muizenberg	√	√
Fish Hoek and Simon's Town	Fish Hoek, Simon's Town, **Simon's Town depot**, Jubilee Square, Sea Forth School, Ocean View, Murdoch Valley, Noordhoek, Sun Valley Mall, Kommetjie, Perdekloof, Da Gama Park, Top Stones Factory	√	
West Coast	Bloubergstrand, Blaauwberg, Milnerton, Link Road, Killarney, Richwood, Atlas Gardens, Dunoon	√	√
N1 corridor	N1City, Summer Greens, Century City, Panorama Mediclinic, Edgemead, Karl Bremer Hospital	√	
Swartland	Darling, Atlantis, **Atlantis depot**, Mamre, Malmesbury, Chatsworth, Dassenberg, Saxonsea, Melkbosstrand, Koeberg Power Station		√
Northern Suburbs	Bellville, Tyger Valley, Tygerberg Hospital, Sanlam Centre, Kenridge, Eversdal, Durbanville, Fisantekraal, Clara Anna Fontein, Uitzicht, Vredekloof, Kraaifontein, Cape Gate	√	√
Kuils River and Brackenfell	Kuils River, Cilmor, Brackenfell, Bloekombos, North Pine, Scottsdene	√	
Northern Cape Flats	Elsies River, Bonteheuwel, Epping, Belhar, Delft, Airport, **Arrowgate depot**, **Multimech**, Netreg, The Hague, Eindhoven, Sacks Circle, Stellenbosch Arterial, Symphony Way, UWC, Bishop Lavis, PEPCOR factory	√	√
Southern Cape Flats	Hanover Park, Manenberg, Heideveld, Gatti Factory, Turfhall Road, Bridgetown, Langa, St Francis Centre	√	
Blue Downs	Eerste River, Mfuleni, Melton Rose, Malibu, Wesbank, Blackheath, **Eastgate depot**, Electric City, Brentwood Park, Wembley Park, Silversands	√	
Mitchells Plain	Mitchells Plain, Kapteinsklip, Town Centre, Tafelsig Lost City, Westgate Mall, Westridge, Wespoort, Rocklands, Spine Road, Eastridge, Lentegeur, (The) Leagues, Clocktower, Bayview, Strandfontein	√	
Nyanga	Nyanga, Crossroads, Gugulethu, Luzuko, **Philippi depot, Southgate depot,** Eisleben Telkom Building	√	
Khayelitsha	Harare, Site C, Elitha Park, Makhaza, J Block, Monwabisi, Village 3, Makhaya, SAKK Army	√	
Winelands	Paarl, Mbekweni, Wellington, Stellenbosch	√	
Somerset West and Strand	Firgrove, Helderberg Village, Lwandle, Macassar, Somerset Mall, Somerset West, Strand, Temperance Town	√	

Source: GABS, 2024

3.5.3. Minibus taxi industry

Table 3-29 is an update of minibus taxi industry associations registered in Cape Town. Some associations belong to larger umbrella organisations or mother bodies such as CODETA and CATA as indicated. In summary, there are 18 857 licences as at February 2024, comprising 17 892 active licences and 965 suspended licences. This is an increase of 2 117 OLs since the approved CITP 2023-2028 (data for 2022 shows 16 740 total OLs).

Table 3-29: Taxi associations registered in Cape Town

MINIBUS TAXI ASSOCIATION NAME	ACTIVE LICENCES	SUSPENDED LICENCES	VALID LICENCES
CATA Bellville (Bellta) Taxi Association	728	13	741
Uncedo Mossel Bay Taxi Association	532	13	545
CATA Seawater Taxi Association	406	28	434
Mossel Bay Taxi Association	378	20	398
Bloekombos / Wallacedene Taxi Association	372	5	377
CATA Wynberg / Claremont Taxi Association	371	16	387
CODETA Khayelitsha / Claremont / Wynberg Taxi Association	337	22	359
Worcester United Taxi Association	329	18	347
Bellville Owners Taxi Association	287	11	298
Delft / Bellville Taxi Association	287	45	332
CATA Eyona Taxi Association	281	22	303
Saldanha Taxi Association	260	9	269
Delft / Cape Town Taxi Association	254	46	300
CODETA Khayelitsha / Bellville Taxi Association	253	17	270
CODETA Khayelitsha / Killarney Taxi Association	238	21	259
Uncedo George Taxi Association	233	7	240
Peninsula Taxi Association	221	5	226
CATA Lwandle Taxi Association	205	7	212
Delft / Belhar / Parow Taxi Association	201	12	213
Retreat Taxi Association	192	9	201
Elsies River and Environs Taxi Association	192	9	201
Uncedo Knysna Taxi Association	187	13	200
Delft Taxi Association	186	28	214
Manenberg Taxi Association	178	3	181
CATA Kiki Murray (sedan) Taxi Association	175	8	183
CODETA Khayelitsha / Cape Town Taxi Association	175	19	194
CODETA Mfuleni / Bellville Taxi Association	175	10	185
CODETA Mowbray / Khayelitsha Taxi Association	171	10	181
Somerset West and District Taxi Association	166	6	172
CODETA Khayelitsha / Mitchells Plain Taxi Association	166	3	169
Route 7 Transport Service Taxi Association	162	2	164
CODETA Delft / Epping / Bonteheuwel Taxi Association	160	18	178
CODETA Mfuleni / Cape Town Taxi Association	160	3	163

MINIBUS TAXI ASSOCIATION NAME	ACTIVE LICENCES	SUSPENDED LICENCES	VALID LICENCES
CODETA Khayelitsha / Elsies River Taxi Association	157	15	172
Grabouw Taxi Association	153	13	166
Overstrand Taxi Association	142	2	144
CODETA Khayelitsha / Nyanga Taxi Association	137	1	138
Bonteheuwel Taxi Association	135	5	140
Main Road Taxi Route (green cabs) Taxi Association	135	6	141
Seventh Avenue and District Taxi Association	132	5	137
CODETA Khayelitsha Station Taxi Association	128	3	131
Kuilsriver Taxi Association	128	9	137
Knysna Taxi Association	125	3	128
Uncedo Plettenberg Bay Taxi Association	125	3	128
CATA Elsies River Taxi Association	125	4	129
Wynberg / Hout Bay Taxi Association	125	7	132
Beacon Valley Taxi Association	123	10	133
Masiphumelele Taxi Association	122	8	130
United Taxi Association Paarl	121	1	122
CODETA Vuyani / Mfuleni Taxi Association	121	8	129
Route 6 Taxi Association	120	1	121
Melton Rose Taxi Association	118	1	119
Wynberg / Grassy Park Taxi Association	115	1	116
Malmesbury Taxi Association	114	8	122
De Doorns Taxi Association	112	5	117
Paarl Alliance Taxi Association	112	3	115
Delft / Elsies River Taxi Association	112	12	124
Lotus River Taxi Association	111		111
Steenberg Taxi Association	111	5	116
Olifantsrivier Taxi Vereniging	107	3	110
CATA Langa / Mowbray Taxi Association	106	4	110
Hazeldene Shuttle Service Taxi Association	105	8	113
CATA Langa Intertownship Taxi Association	105	3	108
CODETA Khayelitsha / Somerset West Taxi Association	105	10	115
CODETA Mfuleni / Elsies River / Parow Taxi Association	101	2	103
Mowbray Taxi Association	100	5	105
Rusthof Amalgamated Taxi Association	100	4	104
Belhar Taxi Association	99	33	132
Kenfacta Taxi Association	96	4	100
Twelfth Avenue Retreat Station Taxi Association	95	6	101
Dunoon Taxi Association	94	1	95
CATA Wynberg / Constantia Taxi Association	93	7	100
Busy Corner / Mitchells Plain / Hanover Park Taxi Association	92		92

MINIBUS TAXI ASSOCIATION NAME	ACTIVE LICENCES	SUSPENDED LICENCES	VALID LICENCES
Paarl Huurmotor Vereniging	92	1	93
Heideveld / Cathkin Taxi Association	89	4	93
Stellenbosch Taxi Association	89	1	90
CODETA Khayelitsha Site B Taxi Association	85	4	89
Busy Corner / Retreat Steenberg Taxi Association	84		84
Durbanville Taxi Association	83	3	86
CODETA Mfuleni / Wynberg / Claremont Taxi Association	80	5	85
Wellington United Taxi Association	78		78
CATA Boland Taxi Association	77		77
Ceres District Taxi Association	76		76
Park City Taxi Operators Association	74	3	77
CATA Nyanga / Mitchells Plain Taxi Association	74		74
Plain-Park Taxi Association	73	3	76
CATA Langa / Cape Town / Sea Point Taxi Association	73	6	79
Franschhoek Taxi Vereniging	72		72
CODETA Mfuleni / Lakhanya Taxi Association	71	4	75
Route JJ Daniels Taxi Association	71	6	77
Blackheath / Malibu Taxi Association	69	2	71
Wynberg Century City Taxi Association	69	2	71
Hanover Park Taxi Association	69	2	71
Westlake Taxi Association	68	2	70
Huguenot Taxi Association	68		68
Silversands Taxi Association	68	10	78
Bonnievale / Swellendam Taxi Association	67	7	74
Villiersdorp Taxi Association	67	1	68
Clanwilliam Taxi Association	66	1	67
CODETA Khayelitsha / Langa Taxi Association	66	17	83
Claremont Taxi Association	66	2	68
Surran Road / Cape Town Taxi Association	66		66
Wellington Taxi Union	65		65
Wesbank Taxi Association	65	1	66
Uncedo Oudtshoorn Taxi Association	64	1	65
Vrygrond Taxi Association	63	2	65
Eerste Rivier Taxi Association	63	2	65
CATA Delft / Nyanga Taxi Association	62	4	66
Protea Taxi Association	61	2	63
Parkwood / Wynberg Taxi Association	59	3	62
CATA Nyanga / Khayelitsha Taxi Association	58	1	59
Moorreesburg and District Taxi Association	57	2	59
Khayamandi Taxi Association	57	2	59
CODETA Mfuleni / Killarney Taxi Association	57	5	62
United Mandalay Taxi Association	56	9	65

MINIBUS TAXI ASSOCIATION NAME	ACTIVE LICENCES	SUSPENDED LICENCES	VALID LICENCES
Fish Hoek / Ocean View Taxi Association	55	3	58
Maitland Amalgamated Taxi Association	54	2	56
Mitchells Plain / Century City Taxi Association	53	5	58
CODETA Mfuleni / Happy Valley Taxi Association	53	6	59
Plain-bell Taxi Association	52	6	58
Calta Transport Services Taxi Association	51		51
Piketberg Taxi Association	49		49
Athlone and Districts Taxi Association	49	1	50
Garden Route Taxi Association	47	6	53
Wynberg / Hanover Park Taxi Association	46		46
Hout Bay (sedan) Taxi Association	45	2	47
Ladismith Zoar Taxi Association	44	5	49
Cape Coast Transport Taxi Association	44	3	47
Strandfontein Taxi Association	44	5	49
Beaufort West Taxi Association	43	1	44
Norwich Oudtshoorn Taxi Association	43	1	44
Hessequa Taxi Association	43	1	44
George Huurmotor Vereniging	41	10	51
Town Centre Johannes Meintjies Taxi Association	41	1	42
Plettenberg Bay Taxi Association	40	2	42
CODETA Witzenberg Taxi Association	40	3	43
Ravensmead Taxi Association	40	7	47
CATA Saxonworld Taxi Association	40	4	44
Sir Lowry's Pass Taxi Association	39	2	41
Unity Taxi Association	38		38
Norwood Taxi Association	38	7	45
Ashton Taxi Association	37	1	38
Swartberg Taxi Association	36	2	38
Proteaville Taxi Association	35	1	36
Ocean Valley Taxi Association	33	5	38
Northwood Taxi Association	32	2	34
Montagu Taxi Association	31	3	34
Bredasdorp Taxi Association	30		30
Robertson Taxi Association	28		28
Uitsig Taxi Association	26	11	37
Atlantis / Blaauwberg Taxi Association	26	3	29
London Village / Colorado Taxi Association	23	2	25
United Taxi Association (Koeberg / Blaauwberg / Maitland)	21	4	25
Tygerberg Hospital Taxi Association	21	7	28
Overberg Taxi Association	20	2	22
Ysterplaat Taxi Association	19	1	20
George Taxi Owners Front	18	4	22
N1 City / Vasco Taxi Association	17	2	19
Citrusdal Taxi Association	17	1	18

MINIBUS TAXI ASSOCIATION NAME	ACTIVE LICENCES	SUSPENDED LICENCES	VALID LICENCES
JJ Daniels Taxi Association	17	2	19
Groot Brakrivier Huurmotor Vereniging (coastline)	14	1	15
Central Unity Taxi Association	5	1	6
Cecils Transport Services (Pty) Ltd	2		2
GRAND TOTAL	**17 892**	**965**	**18 857**

Source: TDW, 2024

3.6. Roads and traffic

Table 3-30 below provides detail of the major road network and a classification of roads in relation to ownership (road authority), including national (SANRAL), provincial (Western Cape Government) and municipal (City of Cape Town) roads. It also gives detail of the length of road by functional class of road.

The total road network length under the control of the City of Cape Town is 10 304 km (with class 5 being the longest (8 009 km)). Other entities that own and control roads in the city limits are the Western Cape Government (917 km), SANRAL (185 km) and private (608 km).

In terms of road authority, as at December 2023, the information is as indicated in Table 3-30.

Table 3-30: Major road network and classification in relation to road authority (GIS Road Centre Line)

ROAD AUTHORITY	LENGTH (km)						PERCENTAGE					
	Class 1	Class 2	Class 3	Class 4	Class 5	TOTAL	Class 1	Class 2	Class 3	Class 4	Class 5	TOTAL
City of Cape Town	132	535	781	847	8 009	**10 304**	22	59	95	95	93	**86%**
Western Cape Government	284	363	218	32	20	**917**	47	40	4	4	0	**8%**
SANRAL	183	2	0	0	0	**185**	31	0	0	0	0	**2%**
Private	0	5	1	13	588	**608**	0	1	1	1	7	**5%**
TOTAL	**599**	**905**	**999**	**893**	**8 618**	**12 014**	**5%**	**8%**	**8%**	**7%**	**72%**	**100%**

As per the public right of way[9] (PROW Plan, 2023), Table 3-31 below indicates the total planned future expansion of the road network, by road class.

Table 3-31: Unbuilt arterial roads (class 1-3) (PROW Plan, 2023)

	EXISTING (km)	UNBUILT (km)	TOTAL (km)	% UNBUILT
Class 1 - Principal Arterial	599	280	879	32%
Class 2 - Major Arterial	905	384	1289	30%
Class 3 - Minor Arterial	999	292	1 291	23%
TOTAL (arterial roads)	**2 503**	**956**	**3 459**	**28%**

Figure 3-17 is the latest map showing the classification of the road network in Cape Town.

[9] The PROW term is used as an inclusive term to describe the full transport network plan, as it describes a set of corridors and public thoroughfares through which various transport modes are planned. These PROWs could include multi-transport modes but could also only include a single mode. This term was chosen to describe the traditional road reserve, while attempting to clarify that the corridor space is not only for roads for mixed traffic, but can be exclusively for public transport or NMT.

Figure 3-17: Public right of way road network classification

3.7. Freight transport

The information on freight transport has not been updated since the development and approval of the CITP 2023-2028.

3.8. Financial information

The recent sources and amounts of income received by the Urban Mobility Directorate as well as the items of expenditure in relation to all transport services and infrastructure are set out in Table 3-32 below.

Table 3-32: Income in relation to all transport services and infrastructure (MYFIN 2022/23)

INCOME IN RELATION TO ALL TRANSPORT SERVICES AND INFRASTRUCTURE (2023/24) in R'million		
ITEM	**SOURCE**	**AMOUNT**
Public transport capital and operating income	PTNG	1 044
IRT operating income	Fare revenue	303
Public transport for direct operating income	Rates contribution (direct)	498
Public transport for indirect operating income	Rates contribution (indirect)	314
IRT capital income	BFI	874
Public transport capital and operating income	Other funding sources	90
TOTAL		**R3 123**

4. MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

4.1. Introduction

The Municipal Development Framework (MSDF) is the overarching framework that sets out the City's longer-term spatial vision, policy objectives and desired outcomes in accordance with the IDP. It is supported by more detailed and neighbourhood-level District Spatial Development and Environmental Management Frameworks (DSDFs-EMFs) of which there is one document for each of the eight districts in the city. All these documents work together to guide and manage Cape Town's long-term physical growth and urban development over the next 10 to 20 years.

These documents were in final draft form at the time of writing of the CITP (2023-2028), and were subsequently approved in January 2023. The input given at the time was broadly focusing on the role of the MSDFs, its principles, policy statements and strategies. Below is a summary of the content of the MSDF that is most relevant to the CITP.

4.2. MSDF investment rationale

The MSDF aims to promote and facilitate sustainable spatial transformation in Cape Town using a targeted approach (spatial targeting[10]) to guide development that benefits Cape Town's citizens and its environment. Equally importantly, the MSDF provides practical policy guidance for decision makers to achieve the right spatial balance between sectors and interests. It does this by giving direction of 'where', 'when' and 'how' appropriate land use development can and should be facilitated, with the support of targeted investment and effective land use management. To do this, it identifies four main spatial transformation areas (STAs) to guide the prioritised investment and growth namely;

i. An urban inner core,
ii. incremental growth and consolidation areas,
iii. discouraged growth area and
iv. critical natural asset areas.

Refer to the table in Figure 4-1 and the map in Figure 4-2 below.

[10] "Spatial targeting is the deliberate act of focusing government and private sector interventions, services, infrastructure development or policy responses into a specific geographical area. This area-based approach generally seeks to maximise the impact of an urban or regional policy initiative, and can be applied at a range of scales" (p. 51).

STA	INVESTMENT PARTNERSHIP	INVESTMENT PRIORITY	PUBLIC EXPENDITURE	GRANT PRIORITISATION	PRIVATE SECTOR OPPORTUNITIES
URBAN INNER CORE (UIC)	Public sector investment priority. Areas of co-investment between public and private sector (development charges and City budget allocations cover capital and operational cost of infrastructure).	Future proofing of UIC through bulk infrastructure prioritisation. Cross-sectoral collaboration, maintenance and upgrade of bulk engineering infrastructure and social infrastructure.	Priority: Implementation of key public sector interventions associated with bulk and social infrastructure, including existing and planned public transport network.	Urban development zone. Special economic zones. Manufacturing incentives. Social housing restructuring zones. Prioritised human settlement areas.	Spatially targeted mechanisms, incentives and facilitation to support urban regeneration and spatial integration, increase access to affordable housing opportunities and drive sustainable and inclusive economic growth.
INCREMENTAL GROWTH AND CONSOLIDATION AREAS (IGSAs)	Public sector investment priority. Areas of co-investment between public and private sector.	Serving existing developments and communities. Subject to capacity of existing services. Alternatively, financially feasible inclusion in utilities master planning with co-financing.	Priority for phased bulk engineering infrastructure, subject to the City's engineering masterplan.	Full suite of grant funding in support of new development areas and development focus areas. Restructuring zone, where aligned to TOD imperatives.	Development permitted, subject to network capacity. Spatially targeted cross-subsidised social infrastructure. Limited incentives.
DISCOURAGED GROWTH AREA (DGA)	Self-funded areas for private sector land development. City and the public sector will not co-finance the provision of bulk engineering and social infrastructure beyond the City's master planning and urban development edge.	Zero priority for public sector funding for land development beyond that permitted within agriculture and rural zonings.	May include funding by government of bulk infrastructure of regional importance. National government grant funding/ permitted financing programmes and incentives to support agriculture as economic sector.	Bulk, link and reticulation engineering and social infrastructure self-funded and subject to determination of engineering services as per sections 65(3) and (5) of the MPBL.	Preferred activities include those related to agriculture and rural zonings. In the event of land development approval(s), will be subject to determination of financial implications on Council's engineering services masterplans.
CRITICAL NATURAL ASSETS (CNA)	Public sector priority and partnerships based on preservation and enhancement of natural assets.	Focused on enhancement, expansion and increasing accessibility to assets.	Priority	Partnership based on protection and enhancement of natural resources.	Limited tourism-related development opportunities that do not compromise assets.

Figure 4-1 Investment partnership for spatial transformation

The MSDF consolidated concept map provides development directive and must be read in conjunction with precautionary risk areas; biodiversity network and marine protected areas; agricultural significance and aquifers; climate change considerations/risks; heritage considerations; and tourism and green infrastructure maps.

This means that the STA investment designation of any site must be 'tempered' by the informants of all the other maps. This set of maps provides a useful and accessible informant to the development potential of any site, corridor or node.

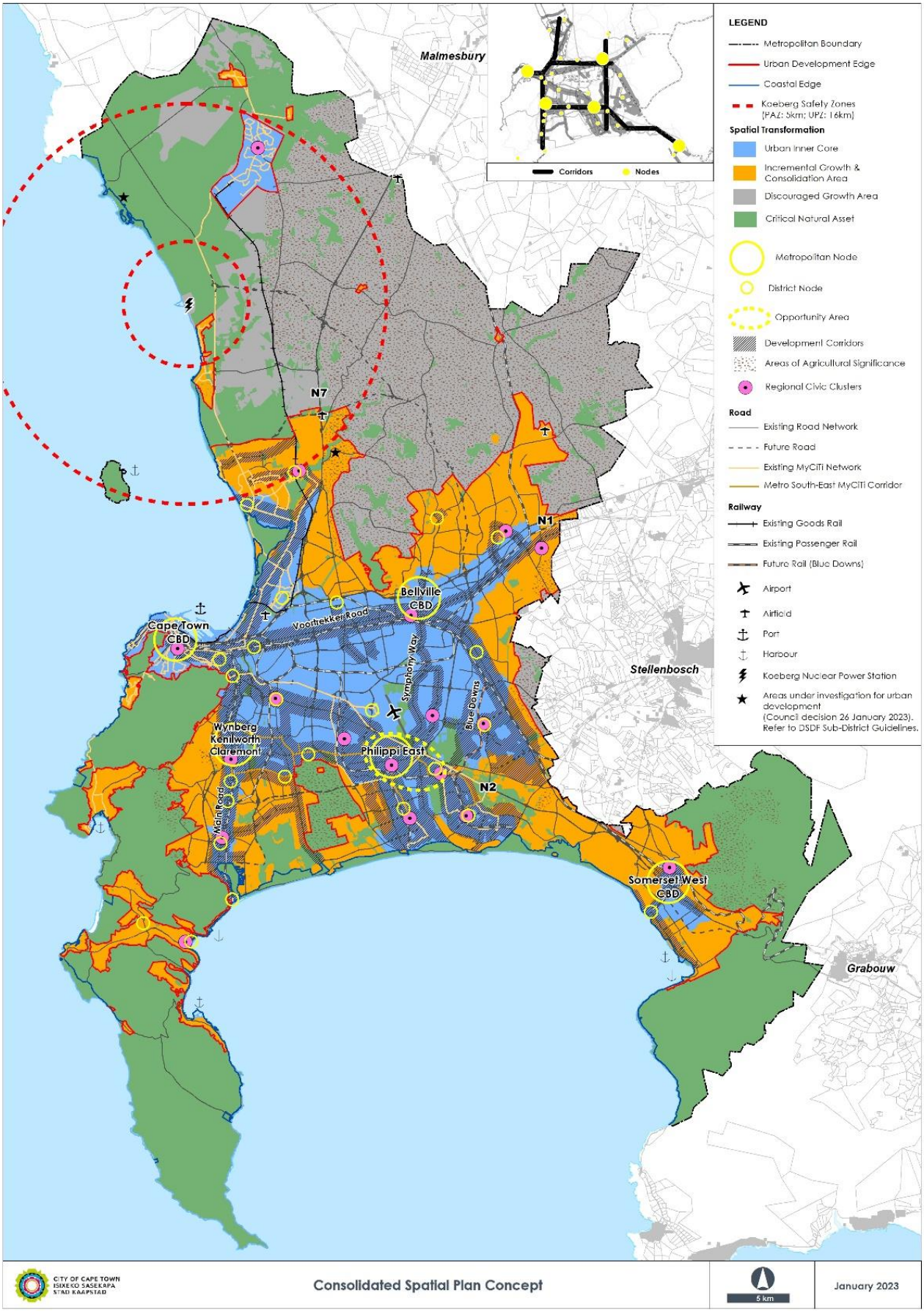


Figure 4-2 Consolidated spatial plan concept

4.3. Alignment of spatial and transport planning and implementation

Cape Town is growing rapidly due to a steady influx of people seeking a better life; the topography (land and oceans) means that available land for development in the city is limited. For this reason, the City's spatial vision is one of inward (and upward) growth and development, especially within the city's urban inner core.

Densifying living spaces, where possible and appropriate, not only limits the urban footprint and protects the city's valuable natural environment from over-development, but it also ensures that the City can provide the best possible public services – such as roads, electricity, water, and sewage – to the greatest number of people, at an affordable cost.

The MSDF draws heavily on the current IPTN (2015-2023): The current and future trunk routes (rail and BRT) inform the 'urban inner core' area phases, and directs where land use intensification should be targeted. However, it also recognises the subsequent shift towards an incremental approach to corridor development, which recognises the full ambit of public transport services. While this will be developed further in the new IPTN, it has already informed the MSDF in that: "Sub-metropolitan-scale planning initiatives, and the release of strategic land parcels for development along these routes, will further enhance opportunities to combine spatial and transportation planning opportunities and expand the development potential of these corridors" (p. 39).

The structuring components of the MSDF (refer to the figure below) are largely related to transport; these include:

i. Development corridors[11]
ii. Metropolitan and district nodes
iii. A network of transit-accessible precincts (TAPs)
iv. Key economic infrastructure (ports, harbours, employment-generating business and industrial areas)
v. A range of civic clusters (concentrations of social/community services)

The influence of the transport network in determining the urban inner core is clear from the diagram below. All the policy statements in the MSDF promote the greatest intensification of development in the development focus areas (DFAs), which largely follow the development corridors in the MSDF composite map above.

[11] "Development corridors are defined as urban areas of medium- to high-intensity (i.e. dense and diverse), mixed-use (i.e. residential and non-residential land uses), strip or nodal development, focused around a combination of rail and high-capacity road and trunk bus routes, and connecting major and minor nodes. The overarching intention with these corridors is to promote a dynamic, mutually supportive relationship between land use and the movement system along their full length" (p. 42). In reality, the nature of a development corridor will vary along its length, with areas of greater or lesser intensity, and varying land uses, which need to be considered when rolling out BRT.

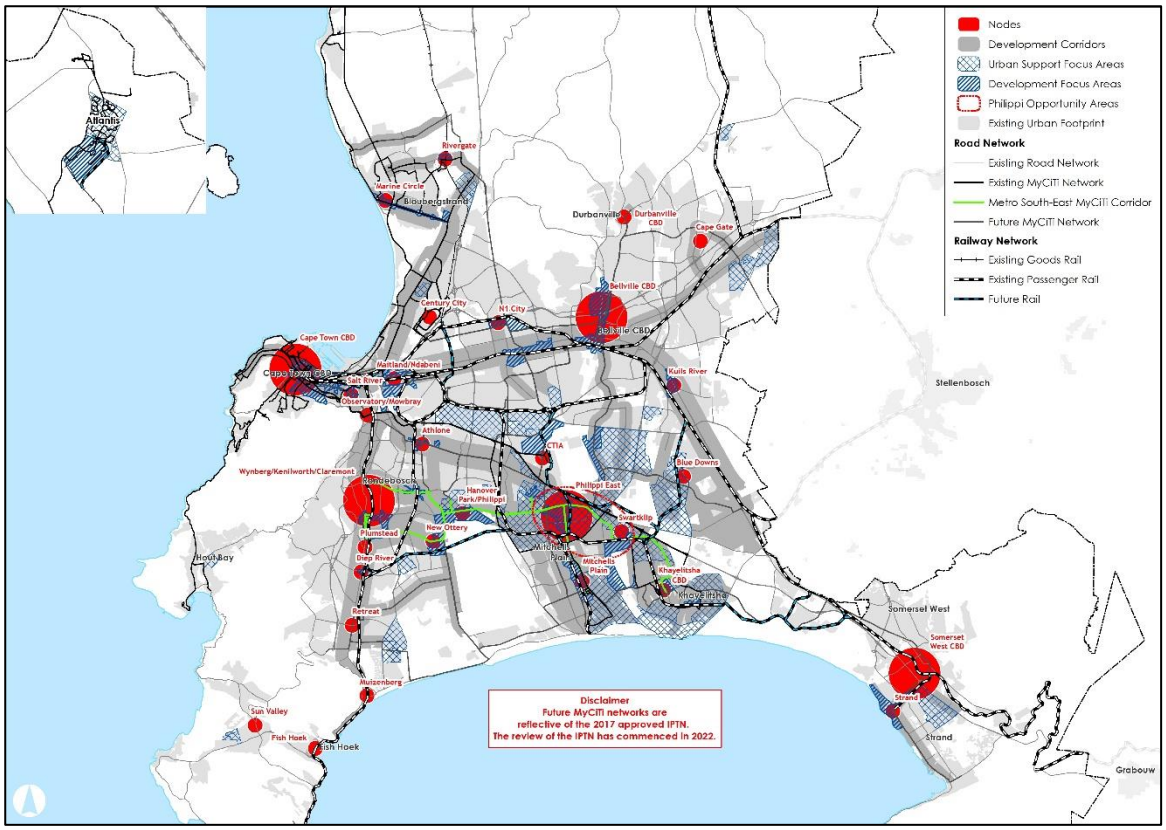


Figure 4-3 Development corridors and nodes

The MSDF, the CITP, and the IPTN align in terms of the identified and prioritised development corridors. The corridors provide opportunities for land use intensification and an efficient movement system according to the principles of the TOD Strategy. The corridors referred to include:

i. Voortrekker Road corridor
ii. Main Road/Southern corridor
iii. Blaauwberg corridor
iv. West-East/Southern corridor (Philippi east to Claremont / Wynberg to Somerset West)
v. Blue Downs / Symphony Way corridor
vi. Klipfontein corridor.

These corridors are anchored by a number of nodes (metropolitan and district) that offer integration opportunities where commuters have easy access to a variety of public transport modes and economic opportunities. These corridors also serve a broad spectrum of citizens and businesses due to the form, scale, and intensity of land uses and the functionality of the routes that anchor them. They are in different stages of maturity in relation to their public transport functionality and their associated role of supporting intensification and diversification of land use.

Future work will be carried out on these corridors as the IPTN process progresses.

4.4. Planning to support economic development at nodes in the Metro Southeast corridor

4.4.1. Claremont hub

The plans for the MyCiTi Metro Southeast corridor terminating at Claremont include significant opportunities for intensification of surrounding land use, and trading/commercial opportunities. In addition, an integrated transport hub for rail, MyCiTi, GABS and MBTs within a precinct plan is being undertaken to grow the economic and residential potential of the hub resulting from the improved public transport access. This is referred to as the 'Claremont Strategic Development Vision', and it will provide for significant public land release and private sector involvement in the development of air rights. It coincides with the work on major nodes under the planning for 'primary catalytic precincts of metropolitan significance' (see 12.5.2.2 below).

4.4.2. Wynberg hub

This hub is being planned for under two initiatives: the MyCiTi Metro SE corridor development that focuses on the MyCiTi station and surrounding land and the rail station; and the land investment work undertaken through the Cape Town Rail Feasibility Study (CTRFS) that focuses on Wynberg rail station and surrounding land holdings. The proposals in this study will be merely conceptual at this stage, as they include land owned by PRASA.

4.4.3. Other nodes along the MyCiTi Metro Southeast corridor

The Orio project, as well as the Philippi opportunity area node work and future planning for Stock Road station and Joe Gqabi PTI precinct all consider significant public land release, and maximise the economic development potential that MyCiTi brings to these nodes.

4.5. Cape Town Central Business District (CBD) planning

The Cape Town CBD has been identified as an area requiring specific planning attention, especially as its role evolves rapidly in a post-Covid era. To this end, work is currently being undertaken to develop a local spatial development framework, and a mobility and access plan, simultaneously, but as two separate processes. The ultimate goal is to make the CBD a better place to live, work, play and learn, which includes a more liveable and walkable urban environment. The intention of the mobility and access plan is to apply the CITP vision at a local scale.

5. TRANSPORT NEEDS ASSESSMENT

5.1. Introduction

This update of the CITP has updated a number of the critical needs, most particularly those regarding the Metro Southeast BRT corridor and road maintenance, to reflect current conditions and understanding of the challenges. It has also expanded on the process for road maintenance assessment, and budget needs for road maintenance.

5.2. Summary of critical transport needs

The current transport system in Cape Town faces significant challenges. Public transport services, particularly rail, require urgent attention. So too does the need to adequately fund public transport and infrastructure maintenance. The current situation demands that the Urban Mobility Directorate. with its limited mandate, focuses on priority issues facing the transport sector through a multisectoral approach. Whilst assisting with stabilising the transport sector, the situation further allows the application of strategies related to resilience, climate change and other sectors to adapt and enhance the current transport sector services. The following priority issues are reflective of the critical needs in the transport sector.

5.2.1. Need to reverse the decline of rail

No update to this, which remains a critical need.

5.2.2. Need to maintain and manage the road network

The condition of the roads as per the 2020 condition assessment shows 75% of the roads are in good condition but that the current maintenance programme and budgets are insufficient to keep them in good condition in the long term. Significantly, greater funding of approximately R1 billion per year is needed to maintain the roads in 'good' condition while reducing the existing backlog.

Furthermore, devolution of a number of provincial roads, and the broader needs of the road network, require the development of a locally relevant road classification scheme that responds to the City's management needs.

Midterm objective: To ensure that effective maintenance strategies are developed that provide the right balance of cost, performance and risk for sustaining the network in future.

Strategy: Reduce the priority of new roads that add to the maintenance burden, while prioritising increased road maintenance funding. Prioritise road maintenance by developing a planned road maintenance plan aligned to the Pavement Management System (PMS) for each class of road within the network. Rebalance capital and maintenance expenditure on roads and expand the latter in order to close the maintenance-funding gap. This would require a revision of the local road hierarchy classification that informs maintenance interventions.

5.2.3. Need to timeously implement the Metro Southeast BRT corridor

Rollout of the BRT corridor has not materialised within the timeframes planned in 2017.

The Phase 2A system is to be implemented and operationalised in stages referred to as milestones. These milestones are dependent on the construction programme (which is dependent on grant funding availability) and availability of buses. Further, these milestones are subject to the availability of infrastructure required to run the services. There are four main milestones, Milestone A to D, described in the approved Phase 2A System Plan Report.

Midterm objective: Complete the project Milestone A, B and C by 2027/28, and Milestone D in 2028/29 to deliver a high-quality, affordable dignified public transport system.

Strategy: A programme with project milestones was adopted in 2021 towards ensuring completion of the project and this programme has been consistent for the last four years. This includes the review of the Metro Southeast BRT corridor as per the capital programme via the Stage Gate process.

5.2.4. Need to apply a prioritised pipeline of projects to channel resources appropriately

The City is working with constrained resources to finance its capital programmes, operations, and maintenance. Work will be done to develop a prioritisation mechanism to align projects and programmes to the directorate's vison and objectives.

5.2.5. Need to manage travel demand to align with transport services and infrastructure

No update to this, which remains a critical need.

5.2.6. Need to enable a shift in mode through transit-oriented development

No update to this, which remains a critical need.

5.2.7. Need for more funding for public transport operations

Cape Town's accessibility needs are large, and the operational capacity required to meet them is extensive. More funding from more diverse funding sources is required to continue the capital programme as well as operate and maintain transport infrastructure and services.

The midterm objectives and strategy remain unchanged.

5.2.8. Need for MBT industry transition and transformation

No update to this, which remains a critical need.

5.2.9. Need to review the IPTN to reflect changing conditions

No update to this, which remains a critical need.

5.2.10. Need for regulatory reform to address inefficiencies

No update to this, which remains a critical need.

5.2.11. Need for the optimisation of PTIs for economic benefit

No update to this, which remains a critical need.

5.2.12. Need for an energy transition

No update to this, which remains a critical need.

5.3. Updates on road upgrades and maintenance needs

System-wide condition and lifecycle assessments of the road network and road structures, based on visual condition assessments, are conducted approximately every five years. A lifecycle analysis was completed in May 2020.

5.3.1. Total road network

The total road network length being maintained by the City of Cape Town Urban Mobility Directorate in terms of the 2020 Road Assets Lifecycle Management Plan is 10 420 km. This includes 481 km of Western Cape Government roads for which City is the maintenance agent.

There is an ongoing process to devolve certain Western Cape Government roads to the City. Therefore, the kilometres of roads for which the City is the authority are changing.

5.3.2. Asset management decision-making principles

Asset management decision making includes those to do with operations and maintenance as well as lifecycle value realisation. Given the scale and value of the road network, this is a critical activity within the City. The City needs to ensure that effective maintenance strategies are developed that provide the right balance of cost, performance and risk for sustaining the network in future. This entails reducing the existing maintenance backlog while reducing future maintenance needs through proactive maintenance.

The current prioritisation process used (which is subject to change or updating from time to time) for choosing metro roads that will be maintained within a given budget period includes:

i. Drawing a list of prioritised road segments from the Pavement Management System (PMS) using 'technical needs' determined from the visual assessments, with a minimum requirement in terms of technical needs being 'patching'.
ii. These sections are inspected by a panel of trained and calibrated RIM officials and rated in terms of the following weighted criteria: Rate of deterioration, strategic importance, asset protection, social engineering, committed projects, devolvement of assets/future capital projects
iii. Each of the criteria is rated in terms of impact and the impact score for each criteria for each road segment is summed to provide a prioritisation score.

It should be noted that the Pavement Management System (PMS)[12] works on segments (typically intersection to intersection) and not full road lengths. These segments, once prioritised, need to be rationalised into lengths of road that form logical resurfacing projects.

5.3.3. Preventative maintenance and rehabilitation needs of the road network

5.3.3.1. The 'do-nothing' funding scenario

The Road Assets Lifecycle Management Plan (a study carried out by Aurecon in 2020 based on the 2019 condition assessments) found that if funds are not found to do preventative maintenance and rehabilitation, the percentage of the road network in a poor or very poor condition will increase to 37%, and there will be a net loss in asset value of R17,2 billion over 10 years.

[12] The PMS assessments only include the roadway and not sidewalks and cycle lanes.

5.3.3.2. Technical needs funding scenario

The technical needs funding scenario quantifies the funding required to perform all the preventive maintenance and rehabilitation measures needed to restore assets that are in need of repair. The 2020 budget for maintenance and rehabilitation of the City's road network was approximately R450 million per annum. The allocation for metro roads is R316 million and for local roads it is R134 million. At that funding level, with an optimised maintenance strategy, the percentage of roads in good condition will have dropped to 60% after 10 years, with 25% being poor or very poor. If the budget is incrementally increase to R1 billion per year, the average condition can be maintained at good for 72% of the network, and the poor and very poor condition can be maintained at below 10% after 10 years of such funding.

5.3.4. Key risks and mitigation related to long-term asset performance for the road network

The optimisation analysis remains unchanged, and the plan to address this is illustrated below.

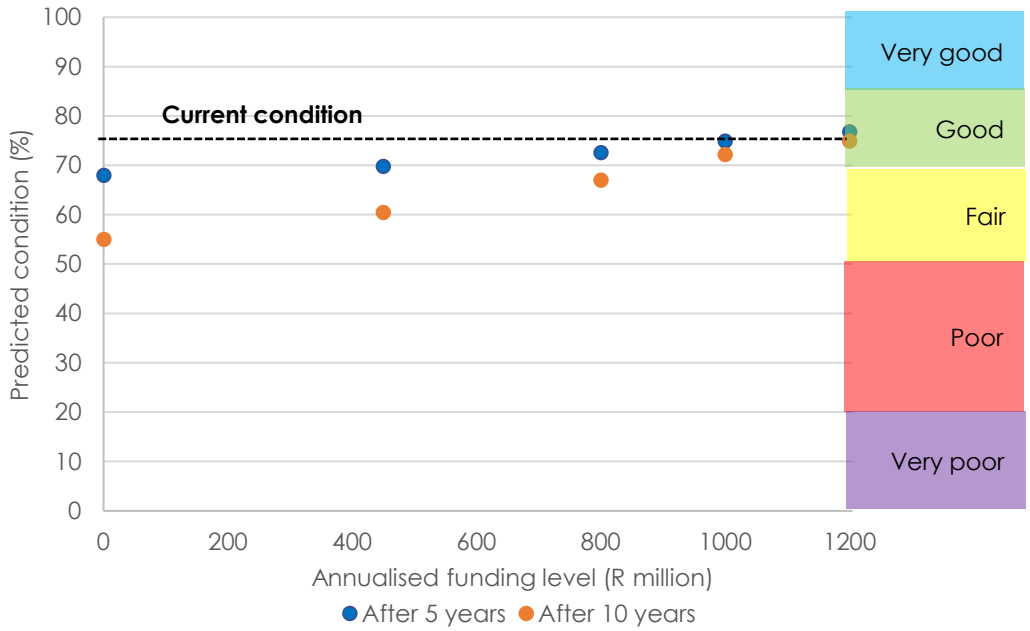


Figure 5-1: Predicted condition with different annualised funding levels

The City has considered a costed plan to eradicate these backlogs with two milestones. This costed plan takes into account incremental budget increases to allow the capacity of the department to grow and for the industry to gear up after an extended industry depression to be able to deliver.

The first milestone is to eradicate the backlog (around 2029) and the second milestone is to get in line with international industry standards.

Considering the challenges with maintaining the current road asset base, and associated funding shortfall, any expansion of that asset base must be subject to serious consideration.

5.3.5. Road structures

There is no change to the immediate need for preventive maintenance or rehabilitation on 193 general bridges, three cellular bridges, 16 gantries, 68 lesser culverts, 29 major culverts, 29 retaining walls, and 180 stairs, which will cost approximately R378 million using TMH22-based rates.

6. PUBLIC TRANSPORT PLAN

The new information regarding the Public Transport Plan (PTP), since the development and approval of the CITP 2023-2028, is provided in APPENDIX 6 – PUBLIC TRANSPORT PLAN. This is because of the intention to move towards reducing this chapter into a summary of the Public Transport Plan in the next CITP.

The appendix includes changes or updated information only. It includes new information on the introduction of battery electric buses (BEBs) as well as updates to the following:

i. Integrated Public Transport Network Programme 2032;
ii. Commuter Rail Plan;
iii. Policies, strategies and plans; and
iv. Public transport enforcement information.

7. TRANSPORT INFRASTRUCTURE STRATEGY

7.1. Introduction

The projects presently reflected in the Physical Infrastructure Implementation Plan (PIIP), and summarised below, are based on various programme plans and studies undertaken previously. As such, the PIIP does not reflect an overall plan for the Urban Mobility Directorate, as no such explicit plan has historically existed. The directorate is in the process of reviewing and updating the Integrated Public Transport Network (IPTN) Plan. Unlike the first iteration of the IPTN plan, the present process is a much wider-ranging, strategic planning process. It is based on detailed demand modelling of the city's entire transport system, public and private. It reflects the latest thinking, captured in the CITP 2023-2028, regarding the need for incrementalism in infrastructure investment and planning under conditions of deep uncertainty. Fundamentally, whereas the 2032 IPTN Plan may have been regarded as a network plan for a specific integrated rapid bus and rail transport investment, the forthcoming IPTN has the potential to inform a comprehensive plan for urban mobility in Cape Town.

Furthermore, a new integrated sector planning process is under development. This will involve the establishment of a single transport network plan, drawing on existing demand modelling, the IPTN network plan, and other existing plans. It may therefore be reasonably expected that the PIIP will change significantly to reflect the new single network plan. Some of the PIIP will remain, as it reflects principles and insights that are incorporated into the ongoing planning process, but much of it will indeed change. The following PIIP data, therefore, is a summary of the City's present mobility infrastructure programme, but should be read with the proviso that it is subject to significant change. The PIIP that results from the sector planning process, a more comprehensive, coherent and forward-looking planning process than has hitherto been conducted, can be expected to be much more robust (while obviously subject to revision as conditions change). With this new sector plan in place, articulating a coherent integrated urban mobility strategy, the City will revise this CITP accordingly.

Section 7.2 has been added to explain the necessary role of the City as planning authority for all transport infrastructure within its boundaries. Section 7.3 has been added to introduce current thinking of the impact of additional road infrastructure, and the policy implications thereof. Section 7.4 has been updated because the Physical Infrastructure Implementation Plan (PIIP) has been updated from 2021 to 2023, and extended to included desired projects until 2040.

7.2. The City's role as planning authority for transport infrastructure

In accordance with the constitutional principle of subsidiarity, the need for integrated and coherent transport planning, and international good practice for urban transport, the National Land Transport Act, 2009 (Act 5 of 2009) (NLTA) consolidates the planning of transport under the purview of municipalities as designated planning authorities. Furthermore, section 38(2) holds that "All persons, including the State and parastatal institutions, agencies and utilities" are bound by the approved integrated transport plan of municipalities as planning authorities.

However, in practice, while the City produces its CITP in accordance with the NLTA, it is unable to meaningfully act as planning authority or drive integration or coherence in transport. This is for at least three reasons:

i. While the NLTA requires all persons to abide by approved integrated transport plans, there is no meaningful mechanism that gives effect to this. As such, other implementing and

contracting authorities proceed with their own planning, without regard for the integrated transport plan (the CITP).

ii. There remain transport-related functions that should rightly be vested in the City, but remain assigned to other government spheres and agencies.

iii. Funding for transport functions remains fragmented, with grants and subsidies assigned to various institutions that are in practice free to prioritise and spend them as they see fit.

7.2.1. Advocacy actions

The City will undertake to correct the above challenges to its role as planning authority by advocating for a number of measures including:

i. for the City's CITP, developed in consultation with other spheres of government and relevant institutions, to be binding on transport planning, within its jurisdiction, with appropriate mechanisms to give effect to this;

ii. for all transport functions, including planning, implementation, and operations of all infrastructure and services, to be assigned according to the principle of subsidiarity; and

iii. for funding to follow these functions in order for the City to implement its planning, or contract with other institutions to do so.

In addition, while recognising the vital role played by national policy, the City requires sufficient policy autonomy to design locally relevant solutions to its transport challenges. This would require the loosening of unnecessarily restrictive policy, as well as grant conditions, that forces the City into one-size-fits-all approaches.

7.3. Induced demand and traffic congestion

Historically, transport planning has treated demand for transport infrastructure as essentially fixed with respect to population distribution and land use. People want to get from their residences to work, school, or other destinations, and then choose the best mode of transport to do so. Everyone who wants to travel does so, and if more people choose to use private vehicles than there is road capacity for, then the result is traffic congestion. The implication of this is that congestion is the result of 'undersupply' of roads relative to demand, and therefore that increasing supply – by increasing road capacity – can alleviate congestion.

It is now known, however, that this is not an accurate or useful account of the causes of congestion. It is especially unhelpful when planning interventions to reduce congestion. Since at least the 1990s, it has been observed across the world that increasing road capacity for mixed traffic seldom if ever alleviates congestion to the anticipated degree, because the volume of cars using the roads increases in response to the intervention. This has come to be called 'induced demand' or 'induced traffic'; that is to say, demand for road capacity that is induced by increases in road capacity. Induced demand has been recognised in South African policy for at least a quarter of a century:

> *"With traffic congestion in certain areas set to increase dramatically over the [next] 20-year[s]... building more roads in already well served metropolitan areas is not the solution to congestion. Experience internationally has shown that more roads attract more traffic, which in turn generates demand for even more roads. Instead, this strategy advocates managing car use in these congested areas, pricing mechanisms and incentives whilst at the same time investing behind the core public transport network as the emerging alternative".* (National Department of Transport, Action Agenda, 1999)

Induced demand has a number of causes, but it fundamentally derives from the economic principle of demand elasticity. The delays and frustration represented by congestion are part of the total cost of travel. If a road capacity upgrade temporarily relieves congestion, that cost diminishes, and more people are willing to travel. Demand therefore increases until equilibrium levels of congestion are again reached. Although the specific elasticities of travel demand vary based on context, the phenomenon of induced demand is consistent.

The longer-term relationship between road capacity upgrades and demand is more severe, and damaging on urban form. The bid-rent curve for property (essentially, an index of prices and rentals) is a function of travel time to economic hubs, among other factors. It is naturally highest at a CBD and rapidly falls as travel time to the CBD increases. This is one of the primary drivers of urban agglomeration and the origin of dense city centres. Any increase in travel speeds, caused particularly but not only by highways and by large arterial roads, produces a corresponding decrease in travel time and flattening of the bid-rent curve. The result is urban sprawl, the underlying forces of which intensify with each additional road capacity increase. This picture is complicated in South Africa by the 'artificial' sprawl of apartheid spatial planning. Nevertheless, Cape Town is not a singular exception to the underlying dynamics of urban form. It should be resisting the self-fulfilling prophecy of road capacity increases 'meeting' the demands of a sprawling city.

This has broad implications for how transport is planned. It suggests that road capacity increases for mixed traffic are likely to be less effective – potentially much less effective – than previously thought. They may even be counterproductive, by encouraging urban sprawl that is a primary driver of congestion, as well as having other large social costs. On the other hand, it implies that other approaches to improving urban mobility are likely to be more effective. Fundamentally, these will involve adjusting the relative total costs of travel – costs measured in time, effort, and safety as well as money – of high-efficiency modes such as public transport, compared to low-efficiency modes such as private vehicles. A powerful tool for shifting costs in this way is road capacity increases that are reserved for public transport: in this way, costly road infrastructure is targeted where it is likely to make a large and lasting difference, rather than simply inducing more congestion.

7.3.1. Policy implications of induced demand

The fact of induced demand, and general principles of contemporary transport planning, require the City and other institutions to rethink their historical approach to road infrastructure to 'address congestion'. That approach may be loosely summarised as adding road capacity (usually in the form of additional lanes) in order to meet current and projected future demand. Rather, infrastructure planning must acknowledge that road capacity increases play a significant, not to say primary, role in *creating the demand they purport to meet*.

The City is in the process of evaluating previous road capacity increases to inform future projects. Future road capacity increases, by any implementing institution, must be evaluated with due consideration paid to induced demand. In general, additional road capacity for mixed traffic should be considered only when unquestionably necessary, providing that it can be shown to be unlikely to induce additional demand. Rather, road capacity increases dedicated exclusively to public transport should be strongly, if not always, preferred. This accords both with the City's experience of transport planning; its need to maximise the benefits of transport infrastructure within resource constraints; and established good practice.

Fundamentally, the phenomenon of induced demand supports the broad objectives and approach of the City and this CITP: To support, invest in, and encourage quality public and non-motorised transport as the primary means of mobility around Cape Town.

7.4. Physical Infrastructure Implementation Plan (PIIP)[13]

The PIIP is an internal tool to provide an overview of all capital projects at some stage of planning or in implementation, until 2040. It therefore contains all envisaged projects, though any project planned for three years hence is still unfunded, so may well change. The PIIP therefore reflects the full suite of projects identified as necessary to construct, comprising both imminent and funded projects in the short term and necessary but as-yet unfunded infrastructure projects in the medium and long term. The advantage is that it does give full transparency of the Urban Mobility Directorate's current investments and future intentions, while 'skewing' the total data towards the future, unfunded projects.

Figure 7-1 summarises the PIIP by number of projects, and total required budget, per project category, and illustrates the table below that categorises and summarises all projects that could be included in the PIIP.

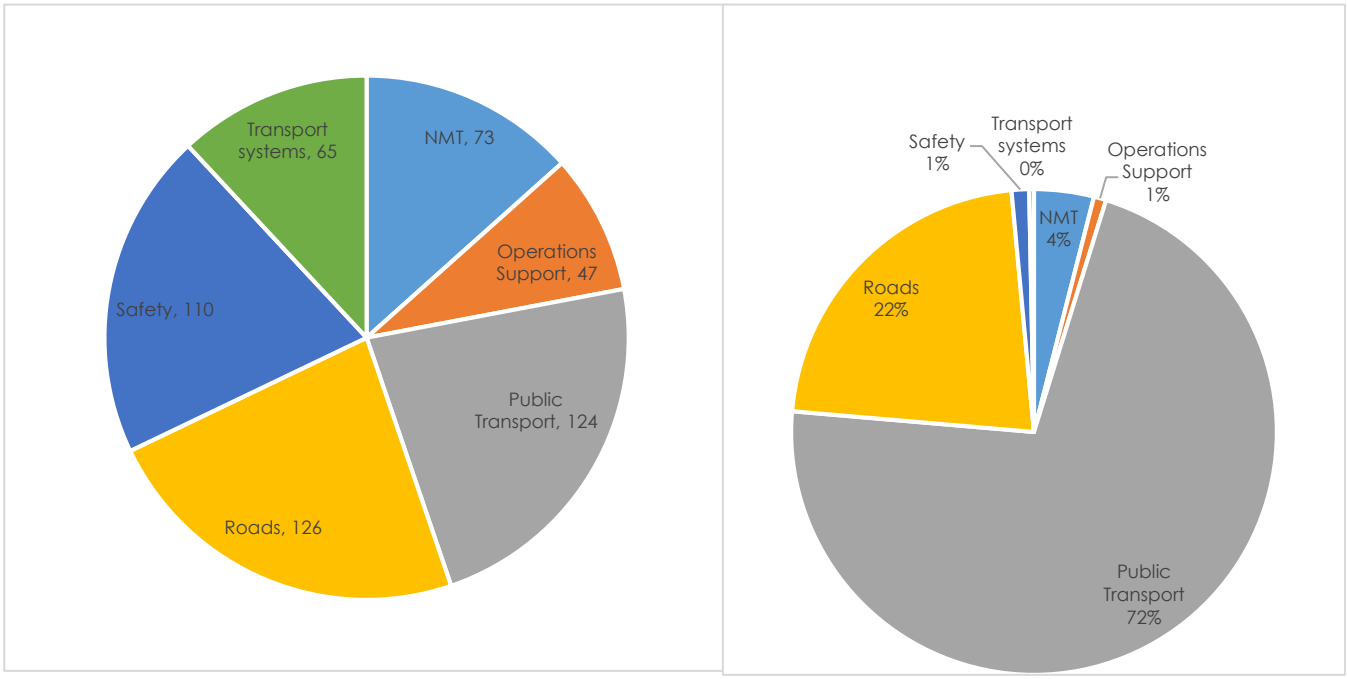


Figure 7-1: Overview of transport project types by number of projects (left) and total required budget (right) (PIIP, 2023)

Table 7-1 Overview of planned capital projects

CATEGORY AND PROGRAMME	NO. OF PROJECTS	TOTAL PROJECT COST
NMT	**73**	**R1 263 643 140,79**
Non-motorised Transport Programme	73	R1 263 643 140,79
Operations support	**47**	**R260 917 689,92**
Plant, tools and equipment	41	R242 584 865,00
Property acquisition	6	R18 332 824,92
Public transport	**136**	**R23 213 222 279,30**
Integrated Public Transport Network	57	R19 617 135 730,88
Miscellaneous public transport (e.g. shelters, embayments, signage)	32	R311 905 668,60

[13] The PIIP presented here was compiled in 2023. The PIIP and infrastructure planning process are undergoing revision, and future versions of this section may be structured differently.

CATEGORY AND PROGRAMME	NO. OF PROJECTS	TOTAL PROJECT COST
Public Transport Interchanges Programme	35	R1 911 130 879,82
Public Transport Priority Measures Programme	1	R1 331 450 000,00
Public Transport Systems Management	11	R41 600 000,00
Roads	**114**	**R6 551 614 439,15**
Catalytic Land Development Support Programme	2	R539 800 000,00
Congestion Relief Programme	32	R3 998 646 002,65
Human Settlements Support Programme	1	R179 100 000,00
Rail Level Crossing Elimination Programme	2	R349 708,00
Roads asset management	64	R1 649 104 738,50
Stormwater	13	R184 613 990,00
Safety	**110**	**R370 923 919,00**
Other safety (subways, fencing, guardrails)	26	R13 470 064,00
Rail Level Crossing Elimination Programme	2	R307 664 526,00
Traffic Calming Programme	82	R49 789 329,00
Transport systems	**65**	**R99 782 712,00**
Various transport systems upgrades	65	R99 782 712,00
GRAND TOTAL	**545**	**R31 760 104 180,16**

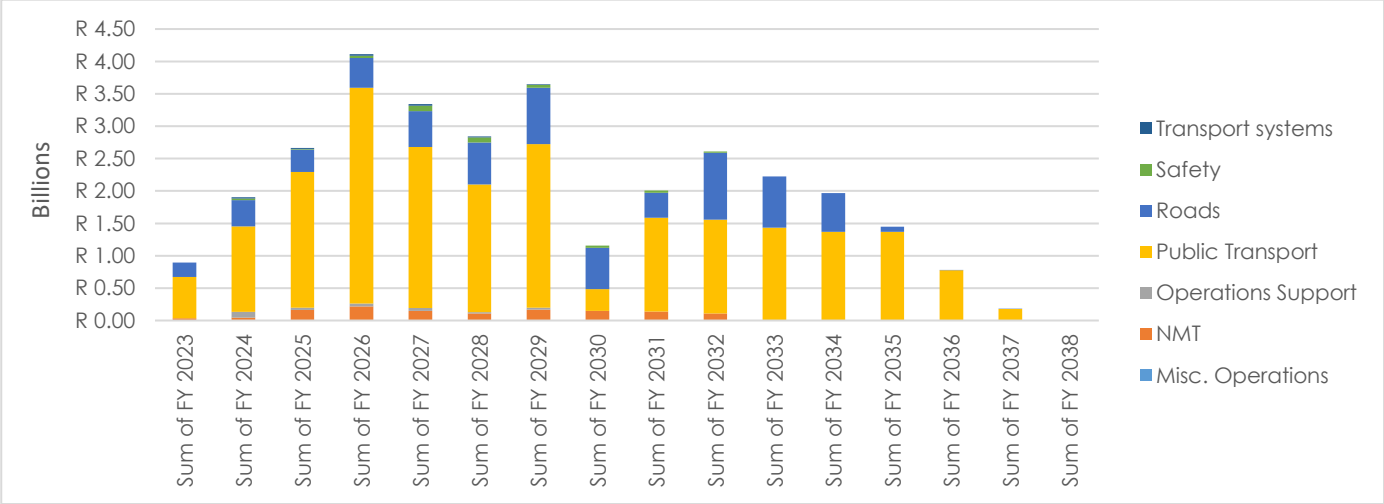


Figure 7-2: Planned projects to 2040

The PIIP reflects projects planned until 2040, and annual planned spend is illustrated above. For this section, projects are categorised as short-term over the next five years and longer-term projects planned to follow the five-year rollout. Projects listed under the five-year timeframe are relatively certain. However, projects listed in the outer years are yet to be funded and may change depending on available budgets; changes in transport demands over time; and future transport scenarios. These projects are therefore indicative and subject to changes and updates.

7.5. Proposals for new facilities and improvement of existing facilities

7.5.1. Public transport

The sections below show the existing and planned projects, grouped as either major or minor projects, per programme as identified in Table 7-1.

7.5.1.1. IPTN Programme

The Metro Southeast corridor infrastructure implementation continues. Updates will be available in the next update.

The map below indicates the location of the route sections referred to above, followed by tables of the capex items involved. The tables below indicate the planned start date for future initiatives (one project may have more than one initiative), and the type of capital intervention.

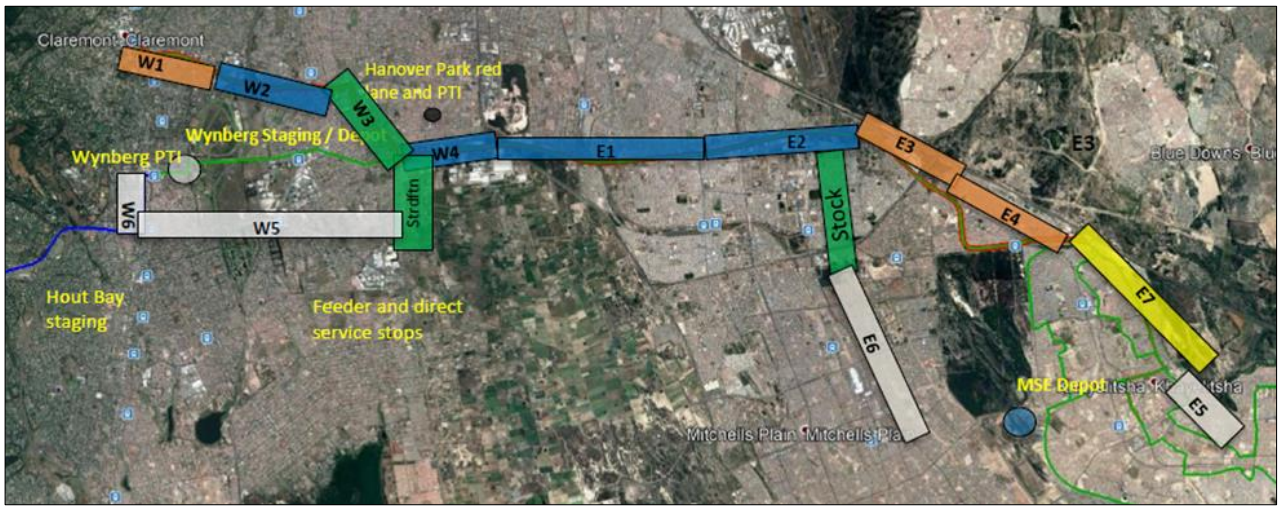


Figure 7-3: Metro Southeast IPTN sections

Major projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	IRT Phase 2A	IRT Phase 2A: East	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Phase 2A: West	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:Land&Property Acquisition	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:Trunk-E1-M9 Heinz - Dnfntn Rlwy	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:Trunk-E2-M9 Dnfntn Rlwy-Intskzi	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:Trunk-E3-M9 Intsikizi-MorningSt	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:Trunk-E4-M9 Morning Star-Mew Wy	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:Trunk-E6-AZ Berm Stock-MtchplTC	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:W1-Roadwy-Imam Haron/Chichester	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:W2-Roadway-Turfhall Road	EXPAND/DEVELOP CITY ASSET

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	IRT Phase 2A	IRT Ph2A:W4-Roadway-Govan Mbeki	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:APTMS-Infrastructure&Equipment	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:Depot Bld Works-Mitchl&Khayelit	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	MyCiTi buses: Additional FY27	EXPAND/DEVELOP CITY ASSET
2024	IRT Phase 2A	IRT Ph2A: Station const: Clrmnt-MtchsPln	EXPAND/DEVELOP CITY ASSET
2027	IRT Phase 2A	MyCiTi buses: Additional FY28	EXPAND/DEVELOP CITY ASSET
2027	Khayelitsha - Century City corridor	Civil infrastructure	UPGRADE ASSET
2027	TMC expansion - Phase 2B and 3	TMC expansion - Phase 2B and 3	EXPAND/DEVELOP CITY ASSET
2028	Integrated Bus Rapid Transit System	MyCiTi buses: Replacement FY29	REPLACE ASSET
2028	IRT Phase 2A	MyCiTi buses: Additional FY29	EXPAND/DEVELOP CITY ASSET

Minor projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	IRT: Control Centre	IRT: Control Centre	EXPAND/DEVELOP CITY ASSET
Current	IRT: Fare collection	IRT: Fare collection	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Phase 2A: Depots	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Phase 2A: Stations	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:AFC-Consultants	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:AFC-Infrastructure&Equipment	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A:APTMS-Consultants	EXPAND/DEVELOP CITY ASSET
Current	Integrated Bus Rapid Transit System	IRT formalising bus stops	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Phase 2A: Pedestrian bridges	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Phase 2A: Project management	EXPAND/DEVELOP CITY ASSET
Current	Public Transport Interchange Programme	MyCiTi Ph1 IRT Station Rebuilds	UPGRADE ASSET
Current	Integrated Bus Rapid Transit System	MyCiTi buses: Refurbishment	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Phase 2A: Kassel Kerbs	EXPAND/DEVELOP CITY ASSET
2024	IRT Phase 2A	IRT Ph2A: Station const: Wynbg-Khaya	EXPAND/DEVELOP CITY ASSET
2025	Integrated Bus Rapid Transit System	MyCiTi buses: Replacement FY26	REPLACE ASSET
2026	IRT Phase 2A	IRT Ph2A:E9-Feeders	EXPAND/DEVELOP CITY ASSET

7.5.1.2. Public Transport Interchange Programme

The value of Public Transport Interchanges (PTIs) in supporting public transport has been motivated previously, and is not in dispute. However, the building of new PTIs and expansion and upgrading of existing PTIs require capital funding that is beyond the capacity of the City, even if it is only addressing current backlogs.

The City is engaging the National Department of Transport on the use of existing capital grants to fund PTIs, in support of the projects listed below.

Major projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	IRT Phase 2A	IRT Ph2A: Nyanga PTI precinct	UPGRADE ASSET
Current	Mfuleni urban node	Mfuleni taxi rank	UPGRADE ASSET
Current	Public Transport Interchange Programme	Wynberg: Public transport hub	UPGRADE ASSET
Current	IRT Phase 2A	IRT Ph2A: Nolungile PTI precinct	UPGRADE ASSET
2024	Public Transport Interchange Programme	Inner city: Public transport hub	UPGRADE ASSET

Minor projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Public Transport Interchange Programme	Somerset West PTI	EXPAND/DEVELOP CITY ASSET
Current	Public Transport Interchange Programme	Durbanville PTI upgrade	UPGRADE ASSET
Current	Public Transport Interchange Programme	Retreat public transport interchange	UPGRADE ASSET
Current	Public Transport Interchange Programme	Public Transport Fclt:Makhaza:M Bus Taxi	EXPAND/DEVELOP CITY ASSET
Current	Public Transport Interchange Programme	Parow PTI	EXPAND/DEVELOP CITY ASSET
Current	Public Transport Interchange Programme	Public Transport Fclt:Makhaza:Bus Fclt	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	Samora Machel PTI	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	IRT Ph2A: Vuyani PTI precinct	UPGRADE ASSET
Current	IRT Phase 2A	Manenberg PTI	EXPAND/DEVELOP CITY ASSET
Current	IRT Phase 2A	Nonkqubela PTI	EXPAND/DEVELOP CITY ASSET
Current	Public Transport Interchange Programme	Legacy shelter replacement	REPLACE ASSET
Current	Public Transport Interchange Programme	MyCiTi Maitland BRT station	REHAB/REFURBISH ASSET
Current	Public Transport Interchange Programme	Wesbank PTI upgrade	UPGRADE ASSET
Current	Public Transport Interchange Programme	Bellville: Public transport hub	EXPAND/DEVELOP CITY ASSET
Current	Public Transport Interchange Programme	Macassar public transport interchange	EXPAND/DEVELOP CITY ASSET

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Public Transport Interchange Programme	Vrygrond public transport facility upgrade	UPGRADE ASSET
Current	Public Transport Interchange Programme	Bloekombos PTI	EXPAND/DEVELOP CITY ASSET
Current	Rail-based park-and-ride facilities	Rail-based park-and-ride facilities FY24	UPGRADE ASSET
Current	Smart technologies at PTIs	Smart technologies at PTIs FY24	EXPAND/DEVELOP CITY ASSET
2024	Public Transport Interchange Programme	Happy Valley PTI	UPGRADE ASSET
2024	Public Transport Interchange Programme	Westlake PTI	UPGRADE ASSET
2024	Rail-based park-and-ride facilities	Rail-based park-and-ride facilities FY25	UPGRADE ASSET
2024	Smart technologies at PTIs	Smart technologies at PTIs FY25	EXPAND/DEVELOP CITY ASSET
2025	Rail-based park-and-ride facilities	Rail-based park-and-ride facilities FY26	UPGRADE ASSET
2025	Smart technologies at PTIs	Smart technologies at PTIs FY26	EXPAND/DEVELOP CITY ASSET
2026	Rail-based park-and-ride facilities	Rail-based park-and-ride facilities FY27	UPGRADE ASSET
2027	Rail-based park-and-ride facilities	Rail-based park-and-ride facilities FY28	UPGRADE ASSET
2028	Rail-based park-and-ride facilities	Rail-based park-and-ride facilities FY29	UPGRADE ASSET

7.5.1.3. Priority measures for public transport

The purpose of this programme is to identify and rank road-based public transport routes with high passenger demand profiles that are impacted by operational constraints and to identify interventions that would positively affect the most public transport users while possibly contributing to a modal shift towards public transport.

Peak period bus and minibus taxi passenger volumes were determined, and average link speeds mapped across the city. These were used to determine the road links with the greatest delays for the greatest number of public transport users. A total of 40 locations (see map below) were thus identified, of which most were already under consideration by existing programmes.

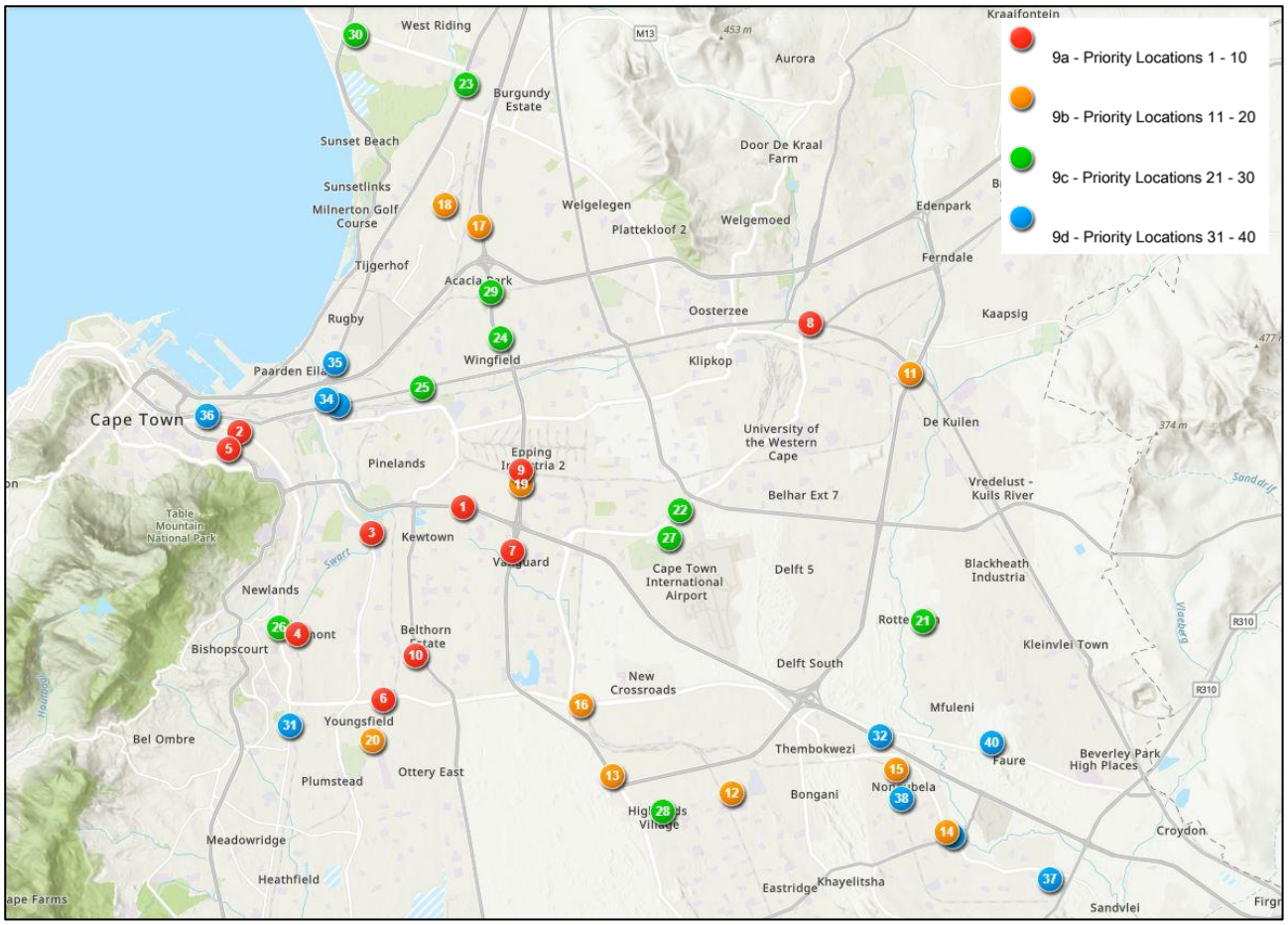


Figure 7-4: Locations of greatest delay for public transport users

The five locations responsible for the greatest public transport passenger delay – together 50% more than all the other locations combined – were identified as not able to be remedied with local interventions. Rather, they require systemic intervention involving greater efficiency of the transport network; travel demand management; and modal shift from private vehicles. These sites were:

i. N2 inbound – from Borcherds Quarry to Liesbeek Parkway
ii. Main Road through Woodstock and Salt River
iii. Klipfontein Road inbound – Main Road to Calendula Road
iv. Imam Haron Road – Stanhope Road to Chichester Road
v. Nelson Mandela Boulevard (N2) outbound – between Strand Street and Main Road

Not including these locations as part of any immediate solution list should not detract from the absolutely critical nature of the delays and congestion experienced by public transport users.

Eleven sites were identified as priority locations based on severity of delay, amenable to local intervention but with no existing plans to remedy that delay. Project concepts were developed for these 11 locations.

Table 7-2: Additional priority public transport projects with high-level costing at time of study

	LOCATION	IMPROVEMENT MEASURES	
		NO	SHORT DESCRIPTION
1	Wetton Road (M9)	C1.1	Queue-jump lane EB
		C1.2	Rail bridge widening WB
2	Jakes Gerwel Drive (M7)/Viking Road	C2	Interchange
3	R300 Freeway/Strand Road interchange	C3.1	Loop ramp
		C3.2	Left-turn lane
4	R300 Freeway/AZ Berman Drive interchange	C4.1	Loop ramp
		C4.2	Left-turn lane
5	R300 freeway/Jakes Gerwel Drive (M7) - includes Oliver Tambo Drive	C5.1	Triple WB RT lane
		C5.2	Directional WB ramp
		C5.3	Seagull-type intersection
6	N7 Freeway/Bosmansdam Road interchange	C6	Directional SB ramp
7	Hindle Road (M54)	C7	Dualling
8	Robert Sobukwe Road (M19)/Stellenbosch Arterial (M12)	C8	Interchange
9	Jakes Gerwel Drive (M7)/Voortrekker Road	C9	Interchange
10	Robert Sobukwe Road (M19)/Borcherds Quarry Road	C10.1	Close north leg
		C10.2	Grade separation
11	Koeberg Road, north of Section Street	C11	Queue-jump lane SB

These are represented by a single combined project budget in the table below.

Table 7-3: Major project

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
2028	Public Transport Priority Measures Programme	Public transport priority measures projects	EXPAND/ DEVELOP CITY ASSET

7.5.1.4. Other public transport infrastructure

This section includes public transport infrastructure that is not part of the IRT Metro Southeast corridor programme. Hence, the challenge is to source adequate funding for this programme as it is not currently covered by grant funding. The table below lists these necessary projects.

Table 7-4: Other public transport infrastructure projects (PIIP, 2023)

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Public Transport Systems Management Programme	PTSM: Intelligent Facility Management	EXPAND/DEVELOP CITY ASSET
Current	Public Transport Systems Management Programme	PTSM: Transport Intelligence Project	EXPAND/DEVELOP CITY ASSET
Current	Public Transport Systems Management Programme	PTSM: Electronic Enablement of TOCs	EXPAND/DEVELOP CITY ASSET
Current	Embayment construction - Cradock Road	Embayment construction - Cradock Road	UPGRADE ASSET

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Embayment construction - Sullivan Street	Embayment construction - Sullivan Street	UPGRADE ASSET
Current	Provision of PT shelters, embayments and signage	PT shelters and embayments FY24	EXPAND/DEVELOP CITY ASSET
Current	Provision of PT shelters, embayments and signage	PT signage FY24	EXPAND/DEVELOP CITY ASSET
Current	Public Transport Systems Management Project	Public Transport Systems Management: Equipment FY24	EXPAND/DEVELOP CITY ASSET
Current	Public Transport Systems Management Project	Public Transport Systems Management: Installation FY24	EXPAND/DEVELOP CITY ASSET
Current	Public Transport Systems Management Project	Public Transport Systems Management: Reactive FY24	EXPAND/DEVELOP CITY ASSET
Current	Taxi embayments - Westlake Drive	Taxi embayments - Westlake Drive	UPGRADE ASSET
Current	Transport facilities upgrades	Transport facilities upgrades FY24	UPGRADE ASSET
2024	Provision of PT shelters, embayments and signage	PT shelters and embayments FY25	EXPAND/DEVELOP CITY ASSET
2024	Provision of PT shelters, embayments and signage	PT signage FY25	EXPAND/DEVELOP CITY ASSET
2024	Public Transport Systems Management Project	Public Transport Systems Management: Equipment FY25	EXPAND/DEVELOP CITY ASSET
2024	Public Transport Systems Management Project	Public Transport Systems Management: Installation FY25	EXPAND/DEVELOP CITY ASSET
2024	Public Transport Systems Management Project	Public Transport Systems Management: Reactive FY25	EXPAND/DEVELOP CITY ASSET
2024	Transport facilities upgrades	Transport facilities upgrades FY25	UPGRADE ASSET
2025	Provision of PT shelters, embayments and signage	PT shelters and embayments FY26	EXPAND/DEVELOP CITY ASSET
2025	Provision of PT shelters, embayments and signage	PT signage FY26	EXPAND/DEVELOP CITY ASSET
2025	Public Transport Systems Management Project	Public Transport Systems Management: Equipment FY26	EXPAND/DEVELOP CITY ASSET
2025	Public Transport Systems Management Project	Public Transport Systems Management: Installation FY26	EXPAND/DEVELOP CITY ASSET
2025	Public Transport Systems Management Project	Public Transport Systems Management: Reactive FY26	EXPAND/DEVELOP CITY ASSET
2025	Transport facilities upgrades	Transport facilities upgrades FY26	UPGRADE ASSET
2026	Provision of PT shelters, embayments and signage	PT shelters and embayments FY27	EXPAND/DEVELOP CITY ASSET
2026	Provision of PT shelters, embayments and signage	PT signage FY27	EXPAND/DEVELOP CITY ASSET
2026	Public Transport Systems Management Project	Public Transport Systems Management: Installation FY27	EXPAND/DEVELOP CITY ASSET
2026	Public Transport Systems Management Project	Public Transport Systems Management: Reactive FY27	EXPAND/DEVELOP CITY ASSET
2026	Transport facilities upgrades	Transport facilities upgrades FY27	UPGRADE ASSET
2027	Provision of PT shelters, embayments and signage	PT shelters and embayments FY28	EXPAND/DEVELOP CITY ASSET
2027	Provision of PT shelters, embayments and signage	PT signage FY28	EXPAND/DEVELOP CITY ASSET
2027	Public Transport Systems Management Project	Public Transport Systems Management: Installation FY28	EXPAND/DEVELOP CITY ASSET
2027	Public Transport Systems Management Project	Public Transport Systems Management: Reactive FY28	EXPAND/DEVELOP CITY ASSET
2027	Transport facilities upgrades	Transport facilities upgrades FY28	UPGRADE ASSET
2028	Provision of PT shelters, embayments and signage	PT shelters and embayments FY29	EXPAND/DEVELOP CITY ASSET
2028	Provision of PT shelters, embayments and signage	PT signage FY29	EXPAND/DEVELOP CITY ASSET

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
2028	Public Transport Systems Management Project	Public Transport Systems Management: Installation FY29	EXPAND/DEVELOP CITY ASSET
2028	Public Transport Systems Management Project	Public Transport Systems Management: Reactive FY29	EXPAND/DEVELOP CITY ASSET
2028	Transport facilities upgrades	Transport facilities upgrades FY29	UPGRADE ASSET

7.5.2. Roads

The Roads Programme consists of various relief, reconstruction and supporting programmes to alleviate existing traffic conditions, with consideration to support public transport and NMT. These programmes include the following:

i. Road Congestion Relief Programme
ii. Metro roads: Reconstruction (Capex)
iii. Catalytic Land Development Support Programme
iv. Social Housing Support Programme
v. Safety
vi. Transport systems

7.5.2.1. Road congestion relief programme

Congestion on Cape Town roads is at an all-time high and is costly for travellers in terms of both time and money, and harmful to the environment. This requires a comprehensive strategy, looking beyond infrastructure interventions alone. Therefore, the road congestion relief project entails operational, behavioural and infrastructure components.

While this section details the infrastructural component, let it be noted that in terms of operations, the City will continue to manage public transport strategically. This includes the setting of different tariffs for peak and off-peak periods (including investigating the feasibility for the introduction of a congestion charge, or parking levy regime in targeted TOD locations) in an attempt to encourage more off-peak travel and significantly reduce single-occupancy ridership. Behavioural change has been introduced through TDM, with flexible working now more acceptable than pre-2020.

For infrastructure upgrading, the City has made capital funding available to address major pressure points by way of infrastructure projects over the next five years.

Major projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Congestion relief projects	Congestion relief - Erica Drive	UPGRADE ASSET
Current	Congestion relief projects	Road dualling:BerkleyRd:M5-RygerStr	EXPAND/DEVELOP CITY ASSET
Current	Congestion relief projects	Road upgrade: Voortrekker Rd:SaltRrC-JakGrDr	UPGRADE ASSET
2027	Congestion relief projects	Blaauwberg Rd Ext:Koeberg-N7-TygerbergVR	UPGRADE ASSET
2027	Congestion relief projects	Church Str widening:Albert-FW de Klerk	UPGRADE ASSET

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
2027	Congestion relief projects	Constantia-Main Rd Realignment:M3-Main	UPGRADE ASSET
2029	Congestion relief projects	Foreshore Freeway:Eastern-Western Link	UPGRADE ASSET

Descriptions of these major congestion relief projects follow:

i. Erica Drive extension from Belhar Main Road, Highbury over R300 to Belhar Drive, will complete an important missing link in the road network and alleviate congestion by redistributing traffic from the adjacent road network in the Belhar and Highbury areas.
ii. Dualling of Berkley Road and a portion of Jan Smuts Drive with the provision of cycle lanes and adequate sidewalks, includes TSM upgrades at Sunrise Circle and M5 interchange. This expansion project will alleviate congestion by improving both link and intersection capacity.
iii. The dualling of Voortrekker Road and widening of Koeberg Road with the provision of cycle lanes and adequate sidewalks will increase the link capacity and alleviate congestion.
iv. Extension of Blaauwberg Road from west to east to meet up with a new interchange on N7. This extension will complete an important missing link in the road network and will alleviate congestion by redistributing traffic from the adjacent road network. It will also provide arterial access to the new Annandale Housing Development.
v. Dualling of Church Street and Beach Road between Albert Road and FW de Klerk Boulevard with NMT facilities to the IRT bus station. This widening will improve the link capacity between Albert Road and the ultimate FW de Klerk Boulevard upgrade with collector/distributor roads to provide improved access to the Culemborg (via Beach Road) and the Cape Town Port precinct.
vi. Part of the regional Constantia Road - South Road - Ottery Road Scheme providing for east-west movement between the M3, M5 and M17. The realignment of Constantia Road to South Road Extension (part of the IRT Phase 2 route to Wynberg) will complete an important regional missing link in the road network and will alleviate congestion through the redistribution of traffic from the adjacent road network, particularly reducing rat-runs through Plumstead and Wynberg as a result of the missing link.
vii. The Foreshore Freeway project[14] is discussed below.

Foreshore Freeway

In the Congestion Management Programme, there are large turnkey projects with multiple partners. The Foreshore Freeway completion project is included here, though it now falls under a broader Foreshore Precinct study. This project dates back to the 1940s when the current freeway was built, but the completion of the remaining fly-overs could not be justified, until there was sufficient demand, and funding.

In 2003, as part of the design of the Cape Town International Convention Centre (CTICC), the completion was redesigned using a smaller footprint, enabling some land to be released (this has formed the basis for the current cost estimate seen below, which has been adjusted for inflation). This created the conditions for the request for proposals (RFP) launched for the 'Foreshore Freeway Precinct', with the vision "for the development of the Foreshore Freeway Precinct, and particularly the core development envelope, to complete the CBD's foreshore axis, while also providing an

[14] This falls under the broader Foreshore Precinct study, which assesses a range of land use and transport options to guide further plans.

access solution for currently constrained and congested movement in and out of the city centre". (Prospectus, 2016). The intention was to link the financial and transport solutions to be self-financing.

Since the Covid-19 pandemic hit, the City has embarked on a programme focused on the recovery and reinvention of the Cape Town CBD, which has been hardest hit, with the exodus of office workers and high levels of business closures. One of the programmes centres around the Foreshore area with the aim of creating a link along the Foreshore corridor with a focus on creating a link between the CBD and the harbour area, through developing a more liveable environment. It includes the packaging and release of City-owned Foreshore properties to unlock a revenue stream for other social housing and citywide projects.

"Much of the Foreshore area is occupied by transport infrastructure for the port, overpass or elevated highway system and Cape Town railway station. The City-owned Foreshore properties were the subject of a development process in 2018 that was not concluded. Significant work was undertaken at this time and must be considered in future work. The Foreshore represents a rare opportunity to materially impact the quality of the urban place-making of the Foreshore and indeed the CBD with a potentially iconic intervention." [Page 27 – CBD and Surrounds Recovery Programme Plan v1.6 (04.03.2021)].

One of the factors that this programme will consider is the "role of freeway in transport planning to determine if it should be completed (considering previous studies in this regard) – including all alternatives".

However, as this project now forms part of the Congestion Relief Programme, which is funded from the rates account, due consideration will need to be given to whether this is the appropriate funding mechanism; funding mechanisms will be addressed in the broader precinct study.

The Infrastructure Strategy (being developed), as well as the current district spatial planning process, will be important informants for the initiation of this mega-project, and the budget process will inform the financing options for this project.

Minor projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Congestion relief projects	M3 corridor: Hospital bend-Constantia MR	UPGRADE ASSET
Current	Congestion relief projects	Road constr:Saxdowns Rd:Lngvrwch-VanRbck	UPGRADE ASSET
Current	Congestion relief projects	Road upgr:Amandel Rd:Bottelary Rv-Church	UPGRADE ASSET
Current	Congestion relief projects	Road upgr:Amandle Rd:Church-Langverwacht	UPGRADE ASSET
Current	Congestion relief projects	Intersection upgr:DeWaalRd&MainRd	UPGRADE ASSET
Current	Congestion relief projects	Dualling of Bottelary Road-Amandel-Saxdowns	UPGRADE ASSET
Current	Congestion relief projects	Dualling: Main Road 27 to Altena Road	EXPAND/DEVELOP CITY ASSET
Current	Congestion relief projects	Dualling:Jip de Jager:Kommis - VRbckshof	UPGRADE ASSET
Current	Congestion relief projects	Kommetjie Road dualling (Phase 3)	UPGRADE ASSET
Current	Road upgrade: CTICC, FW de Klerk Boulevard	Road upgrade: CTICC, FW de Klerk Boulevard	UPGRADE ASSET
Current	Congestion relief projects	De Waal Rd corridor-Diep River/Southfid	UPGRADE ASSET

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Congestion relief projects	Jan Smuts Dr widening:N2 and Viking Way	UPGRADE ASSET
Current	Congestion relief projects	Royal Rd widening:Vlei Rd&Prince George	UPGRADE ASSET
Current	Congestion relief projects	Turfhall Rd widening:Belgravia&Newfields	UPGRADE ASSET
Current	Congestion relief projects	Viking Way widening:Jan Smuts Dr&Sipres	UPGRADE ASSET
2025	Congestion relief projects	Albert Rd&Malta Rd: TSM improvements	UPGRADE ASSET
2025	Congestion relief projects	Inters upgr:Main Rd/Roscommon Rd, Hthfld	UPGRADE ASSET
2025	Congestion relief projects	Main Rd,Retreat-Station, Zwaans&Dreyrsdl	UPGRADE ASSET
2026	Congestion relief projects	Liesbeek Parkway dualling: Malta Rd - N2	UPGRADE ASSET
2027	Congestion relief projects	Langeberg/De Villiers Dr Ext and Dualling	UPGRADE ASSET
2027	Congestion relief projects	N1 inbound-4th Lane:IRT Bridge&C Barnard	UPGRADE ASSET
2027	Congestion relief projects	Robert Sobukwe Ext: P Barlow-Strnd/La Bl	UPGRADE ASSET
2027	Congestion relief projects	Saxdowns Rd:Stllnbsch Artrl-Vn Rbck Ph 2	UPGRADE ASSET
2028	Congestion relief projects	Uys Krige Dr extension to Carl Cronje Dr	UPGRADE ASSET

7.5.2.2. Roads Assets Management (Capex)

The Road Infrastructure and Management (RIM) unit identifies the overall maintenance and rehabilitation needs for the road network. The projects are categorised as maintenance projects, which include resurfacing, patching and minor base repairs and these are funded from the operating budget (opex).

Projects that require rehabilitation that includes a full repair to extend the life of the road pavement structure are referred to as refurbishment projects. These projects are funded from the capital budget (capex).

Major projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Metro roads: Reconstruction	Road Rehab: Broadlands	REHAB/REFURBISH ASSET

Minor projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Metro roads: Reconstruction	Reconstruction of Delft Main Road	REHAB/REFURBISH ASSET
Current	Green Point Precinct road upgrades	Green Point Precinct road upgrades	UPGRADE ASSET
Current	Metro roads: Reconstruction	Reconstruction of Tafelberg Road, CT	REHAB/REFURBISH ASSET
Current	Roads: Rehabilitation	Road Rehab:Bonteheuwel/Uitsig	REHAB/REFURBISH ASSET
Current	Roads: Rehabilitation	Road Rehab:Kalksteenfontein	REHAB/REFURBISH ASSET
Current	Roads: Rehabilitation	Road Rehab:Manenberg	REHAB/REFURBISH ASSET
Current	Langa road reserve reconfiguration Ph1	Langa road reserve reconfiguration Ph1	UPGRADE ASSET
Current	Metro roads: Reconstruction	Road Rehab:Jakes Gerwel F/Conradie-Viking	REHAB/REFURBISH ASSET
Current	Metro roads: Reconstruction	Rehab:Jakes Gerwel:Wltvrdn Brdg-Hghlnds	REHAB/REFURBISH ASSET
Current	Road structures: Construction	Foreshore Freeway: Rehab:Balustrades	REHAB/REFURBISH ASSET
Current	Road structures: Construction	Rehab exist. Belmont Rd bridge	REHAB/REFURBISH ASSET
Current	Road structures: Construction	Slope stabilisation, Kloof Road	REHAB/REFURBISH ASSET
Current	Road structures: Construction	Slope stabilisation, Victoria Road	REHAB/REFURBISH ASSET
Current	Roads: Rehabilitation	Road Rehab:Bishop Lavis	REHAB/REFURBISH ASSET
Current	Roads: Rehabilitation	Road Rehab:Southern area concrete roads	REHAB/REFURBISH ASSET
Current	Upgrade paving - Strand CBD	Upgrade paving - Strand CBD	UPGRADE ASSET
Current	Informal settlements road upgrading	Informal settlements road upgrading FY24	UPGRADE ASSET
Current	Informal settlements road upgrading	Informal settlements road upgrading FY25	UPGRADE ASSET
Current	Langa road reserve reconfiguration Ph2	Langa road reserve reconfiguration Ph2	UPGRADE ASSET
Current	Metro roads: Reconstruction	Rehab: Weltevreden Rd: Spine to Jakes G	REHAB/REFURBISH ASSET
Current	Metro roads: Reconstruction	Rehab:Swartklip Rd:Spine-Highlands	REHAB/REFURBISH ASSET
Current	Metro roads: Reconstruction	Rehab:Victoria Rd:Queens Rd-Bantry Steps	REHAB/REFURBISH ASSET
Current	Rehabilitation - Minor roads	Rehabilitation - Minor roads FY24	REHAB/REFURBISH ASSET
Current	Road signage - Ward 84	Road signage - Ward 84	UPGRADE ASSET
Current	Road sign construction: Citywide	Road sign construction: Citywide FY24	EXPAND/DEVELOP CITY ASSET
Current	Roads: Rehabilitation	Road Rehab:Heideveld: Area 6	REHAB/REFURBISH ASSET
Current	Unmade roads: Residential	Unmade roads: Residential FY24	EXPAND/DEVELOP CITY ASSET
2024	Intersection upgrade: Valhalla traffic circle	Intersect upgrd: Valhalla traffic circle	UPGRADE ASSET
2024	Metro roads: Reconstruction	Upgrd:Prince George Dr-Military-BadenP	UPGRADE ASSET
2024	Rehabilitation - Minor roads	Rehabilitation - Minor roads FY25	REHAB/REFURBISH ASSET

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
2024	Rehabilitation - Minor roads	Rehabilitation - Minor roads FY28	REHAB/REFURBISH ASSET
2024	Road sign construction: Citywide	Road sign construction: Citywide FY25	EXPAND/DEVELOP CITY ASSET
2024	Unmade roads: Residential	Unmade roads: Residential FY25	EXPAND/DEVELOP CITY ASSET
2025	Informal settlements road upgrade	Informal settlements road upgrade FY26	UPGRADE ASSET
2025	Metro roads: Reconstruction	Rehab of Spine Road: Japhta K to N2	REHAB/REFURBISH ASSET
2025	Metro roads: Reconstruction	Rehab:Jakes Gerwel Dr:Morgenstr-Wltvrdn	REHAB/REFURBISH ASSET
2025	Rehabilitation - Minor roads	Rehabilitation - Minor roads FY26	REHAB/REFURBISH ASSET
2025	Rehabilitation - Minor roads	Rehabilitation - Minor roads FY29	REHAB/REFURBISH ASSET
2025	Road sign construction: Citywide	Road sign construction: Citywide FY26	EXPAND/DEVELOP CITY ASSET
2025	Road structures: Construction	Road structures: Construction FY27	REPLACE ASSET
2025	Roads: Rehabilitation	Roads: Rehabilitation FY27	REHAB/REFURBISH ASSET
2025	Unmade roads: Residential	Unmade roads: Residential FY26	EXPAND/DEVELOP CITY ASSET
2026	Informal settlements road upgrade	Informal settlements road upgrade FY27	UPGRADE ASSET
2026	Metro roads: Reconstruction	Rehab:High Level Rd:Ocean Vw Dr-St Johns	REHAB/REFURBISH ASSET
2026	Metro roads: Reconstruction	Rehab:Main Rd and Others - Simon's Town	REHAB/REFURBISH ASSET
2026	Rehabilitation - Minor roads	Rehabilitation - Minor roads FY27	REHAB/REFURBISH ASSET
2026	Road sign construction: Citywide	Road sign construction: Citywide FY27	EXPAND/DEVELOP CITY ASSET
2026	Unmade roads: Residential	Unmade roads: Residential FY27	EXPAND/DEVELOP CITY ASSET
2027	Informal settlements road upgrade	Informal settlements road upgrade FY28	UPGRADE ASSET
2027	Metro roads: Reconstruction	Rehabilitation of Military Road	REHAB/REFURBISH ASSET
2027	Road sign construction: Citywide	Road sign construction: Citywide FY28	EXPAND/DEVELOP CITY ASSET
2027	Road structures: Construction	Road structures: Construction FY28	REPLACE ASSET
2027	Roads: Rehabilitation	Roads: Rehabilitation FY28	REHAB/REFURBISH ASSET
2027	Unmade roads: Residential	Unmade roads: Residential FY28	EXPAND/DEVELOP CITY ASSET
2028	Informal settlements road upgrade	Informal settlements road upgrade FY29	UPGRADE ASSET
2028	Road sign construction: Citywide	Road sign construction: Citywide FY29	EXPAND/DEVELOP CITY ASSET
2028	Road structures: Construction	Road structures: Construction FY29	REPLACE ASSET
2028	Roads: Rehabilitation	Roads: Rehabilitation FY29	REHAB/REFURBISH ASSET
2028	Unmade roads: Residential	Unmade roads: Residential FY29	EXPAND/DEVELOP CITY ASSET

7.5.2.3. Catalytic Land Development Support Programme

There is no change to the projects and funding that support the catalytic land development programme. These projects are an important contribution to spatial restructuring at a metropolitan and district level.

Minor projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
2026	Catalytic Land Development Support Prog	Robert Sobukwe (N)/Durban Rd: New Rd Al	EXPAND/DEVELOP CITY ASSET
2027	Catalytic Land Development Support Prog	Tienie Meyer bypass extension	EXPAND/DEVELOP CITY ASSET

Major projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
2026	Catalytic Land Development Support Prog	Robert Sobukwe (N)/Durban Rd: New Rd Al	EXPAND/DEVELOP CITY ASSET
2027	Catalytic Land Development Support Prog	Tienie Meyer bypass extension	EXPAND/DEVELOP CITY ASSET

7.5.2.4. Human Settlements Support Programme

There is no change to the projects and funding that support the human settlements programme. These projects support the expansion of human settlements.

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
2024	Human Settlements Support Programme	Houmoed Ave (Ph1&2):Noordhoek Main-Houmoed	EXPAND/DEVELOP CITY ASSET

7.5.2.5. Depot Upgrade Programme

The Roads Infrastructure Management (RIM) depots are key in providing an effective and efficient logistical system of maintenance and management of the road network infrastructure. Most of these depots are in a derelict state and have not been upgraded, except for ad-hoc repairs.

This programme relates to the upgrading of depot facilities that accommodate the infrastructure maintenance workforce located in the various RIM depots across the city. Two major areas of concern are the occupational health and safety compliance and security to infrastructure, as well as the valuable plant and material utilised and stored on these sites. The depot sites are all situated in economic hubs and share space with other municipal departments.

Elements considered for the planned upgrades include:

i. The depot upgrade project specifically deals with addressing depot functionality and operations by creating a more streamlined and efficient workspace for staff, leading to improved service delivery to customers. It has also been asked of RIM that the plans give consideration to providing hot-desking for transport staff (and possibly other City staff) where possible, so that it aligns with the spirit of the Future of Work.

ii. To ensure staff ablutions, changing room, locker and staff mess areas adequately accommodate the users, creating sterile, safe and dignified spaces for both male and female staff (supervisory and labour force: 50/50%).

iii. To adapt and/or accommodate team, training, boardroom and related areas for the necessary events/activities. This initiative will result in uniform functionality and increased efficiency across facilities.

iv. To reconfigure existing and/or new truck ports, stores, holding areas in accordance with operational and flow requirements.

v. Phased approach will allow new standards to be defined, which will ensure the final product or design is consistent for all depots. For example, various areas shall be multifunctional and multipurpose in all depots. This includes a branding identity that is in line with the City identity as well as compliance with OHS standards.

Minor projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Upgrade: HO, depot and district buildings	Atlantis Depot - Upgrade	UPGRADE ASSET
Current	Upgrade: HO, depot and district buildings	Hout Bay Depot - Upgrade	UPGRADE ASSET
Current	Upgrade: HO, depot and district buildings	Kraaifontein Depot - Upgrade	UPGRADE ASSET
Current	Upgrade: HO, depot and district buildings	Strand Depot - Upgrade	UPGRADE ASSET
Current	Upgrade: HO, depot and district buildings	Depot upgrades: Energy Resilience	UPGRADE ASSET
Current	Upgrade: HO, depot and district buildings	Depot upgrades: Fencing project	UPGRADE ASSET
Current	Upgrade: HO, depot and district buildings	Depot upgrades: Heideveld Depot	UPGRADE ASSET
Current	Upgrade: HO, depot and district buildings	Depot upgrades: Ndabeni Traffic Signals	UPGRADE ASSET
2024	Upgrade: HO, depot and district buildings	Depot upgrade: Depots 9 to 12	UPGRADE ASSET
2024	Upgrade: HO, depot and district buildings	Depot upgrades: Security project	UPGRADE ASSET
2025	Upgrade: HO, depot and district buildings	Depot upgrade: Killarney Depot	UPGRADE ASSET
2026	Upgrade: HO, depot and district buildings	Depot upgrade: Khayelitsha Depot	UPGRADE ASSET

7.5.3. Non-motorised Transport (NMT) Programme

The projects listed here are for projects that are exclusively NMT projects and exclude the NMT-related infrastructure, which is constructed through the Metro Southeast BRT corridor project, Congestion Relief Project or other new built road projects. These projects are based on the existing NMT network plan.

Major projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Non-motorised Transport Programme	NMT improvements: Area-wide Mitchells Plain	EXPAND/DEVELOP CITY ASSET

Minor projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Non-motorised Transport Programme	Grassy Park NMT	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	Elsies River Halt Road, Owen Road NMT	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	NMT improvements: Hanover Park	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	NMT:Brackenfell:Old Paarl-Voortrekker Rd	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	Robert Sobukwe NMT	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	Vygekraal River pedestrian bridge	EXPAND/DEVELOP CITY ASSET
Current	Road structures: Construction	Vygekraal River pedestrian bridge	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	Kuils River Ph2 NMT	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	NMT:Viking Way:Jakes Gerwel Dr-Mutual	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	NMT improvements: Heideveld	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	NMT improvements: Kensington,Fractreton &Maitland	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	NMT improvements: Klipfontein Rd, Gugulethu	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	NMT:Spine Rd:Lookout Hill-Strnfntn Pvlln	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	NMT improvements: Area-wide Khayelitsha	EXPAND/DEVELOP CITY ASSET
Current	Non-motorised Transport Programme	NMT improvements: Salt Rvr/Woodstock/ Obs MnRd	EXPAND/DEVELOP CITY ASSET
Current	Upgrade roads	Cycle lane installation - Ward 59	UPGRADE ASSET
Current	Non-motorised Transport Programme	NMT Impr:Wesbank Main Road	EXPAND/DEVELOP CITY ASSET
Current	Cycle lane installation - Campground Road	Cycle lane installation - Campground Road	UPGRADE ASSET
Current	Footpath construction - Edgemead	Footpath construction - Edgemead	UPGRADE ASSET
Current	Pedestrianisation	Pedestrianisation FY24	EXPAND/DEVELOP CITY ASSET

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Sidewalk construction	Main Road Rondebosch - Sidewalk bollard	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Nooiensfontein Rd	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Reverend Marawu Str	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - 1st Ave Retreat	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Beverley Street	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Brocker Way	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - De Lille Street	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - De Tuin Crescent	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Farmersfield Rd	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Ferdinand Street	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Gersham Road	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Greenlands	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Ward 103	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Ward 15	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Ward 33	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Ward 56	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Ward 83	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Ward 88	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Ward 95	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Ward 96	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Ward 97	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Ward 99	UPGRADE ASSET
Current	Sidewalk construction	Sidewalk construction - Zinnia Street	UPGRADE ASSET
Current	St George's Mall - Furniture	St George's Mall - Furniture	UPGRADE ASSET
Current	Valley Road - Non-motorised transport	Valley Road - Non-motorised transport	UPGRADE ASSET
2024	Non-motorised Transport Programme	NMT improvements: Kraaifontein area-wide	EXPAND/DEVELOP CITY ASSET
2024	Non-motorised Transport Programme	NMT improvements: Langa	EXPAND/DEVELOP CITY ASSET
2024	Non-motorised Transport Programme	NMT Impr:Area-wide Hout Bay	EXPAND/DEVELOP CITY ASSET
2024	Non-motorised Transport Programme	NMT Impr:Area-wide Manenberg Ph2	EXPAND/DEVELOP CITY ASSET

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
2024	Non-motorised Transport Programme	NMT Impr:Atlantis Mamre, Pella	EXPAND/DEVELOP CITY ASSET
2024	Non-motorised Transport Programme	NMT Impr:Main Rd-Mowbry,Clrmnt &Wynbrg	EXPAND/DEVELOP CITY ASSET
2024	Non-motorised Transport Programme	NMT Impr:Mn Rd:Simon'sTwn/Fish Hoek/Mznbg	EXPAND/DEVELOP CITY ASSET
2024	Non-motorised Transport Programme	NMT Impr:Noordhoek & Ocean View	EXPAND/DEVELOP CITY ASSET
2024	Non-motorised Transport Programme	NMT Impr: Ruyterwacht&Elsies River south	EXPAND/DEVELOP CITY ASSET
2024	Non-motorised Transport Programme	NMT:Gordons Bay Rd/ Faure Marine Rd	EXPAND/DEVELOP CITY ASSET
2024	Pedestrianisation	Pedestrianisation FY25	UPGRADE ASSET
2025	Pedestrianisation	Pedestrianisation FY26	UPGRADE ASSET
2026	Non-motorised Transport Programme	NMT Impr:Grassy Prk&Lotus Rvr Ph2	EXPAND/DEVELOP CITY ASSET
2026	Pedestrianisation	Pedestrianisation FY27	UPGRADE ASSET
2027	Non-motorised Transport Programme	NMT Impr:Area-wide Bellville	EXPAND/DEVELOP CITY ASSET
2027	Non-motorised Transport Programme	NMT Impr:Durbanville Ph2	EXPAND/DEVELOP CITY ASSET
2027	Non-motorised Transport Programme	NMT Impr:Nomzamo & Strand	EXPAND/DEVELOP CITY ASSET
2027	Non-motorised Transport Programme	NMT Impr:Oolieboom Road & Philippi	EXPAND/DEVELOP CITY ASSET
2027	Non-motorised Transport Programme	NMT Impr:SeaPoint Mn Rd/Regent& Beach Rd	EXPAND/DEVELOP CITY ASSET
2027	Non-motorised Transport Programme	NMT Impr:VtrkkerRd, Gdwd,ElsRiv,Prw& Tygbg	EXPAND/DEVELOP CITY ASSET
2027	Non-motorised Transport Programme	NMT:Jan Smuts Dr: Turfall Rd - N2 Freeway	EXPAND/DEVELOP CITY ASSET
2027	Non-motorised Transport Programme	Pedestrian bridge: Phola Park - Gugulethu	EXPAND/DEVELOP CITY ASSET

7.5.4. Safety

The road safety programmes cover rail level crossings, traffic calming, and other small interventions such as subways, guardrails, etc. These programmes will be informed by the revised road safety strategy that is currently being developed.

7.5.4.1. Rail Level Crossing Elimination Programme

Rail level crossings are particularly dangerous intersections in the transport network, and responsible for a disproportionate number and severity of collisions. This programme consists of projects targeted at the level crossings responsible for the most injuries and deaths in recent years.

Major projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Rail Level Crossing Elimination Programme	Zevenwacht Link Ext-Buttskop Rd Rail LCE	UPGRADE ASSET
2027	Rail Level Crossing Elimination Programme	Military Rd level crossing elimination	UPGRADE ASSET

i. Construction of a portion of Zevenwacht Link Road between Van Riebeeck Road and Albert Phielander Way, including a road-over-rail bridge. This extension will firstly improve public safety by eliminating the Buttskop Road level crossing (the site of two serious accidents claiming a number of lives) but also complete a portion of the incomplete arterial road network in the area.
ii. Reconstruction of a portion of Military Road, with service roads to accommodate a road-over-rail bridge. This improvement will improve public safety at one of the busiest level crossings in Cape Town.

7.5.4.2. Traffic Calming Programme

Traffic calming is the practice of placing physical measures in a road to control the speeds at which motorists travel. The measures most often used are speed humps, raised pedestrian crossings, raised intersections and mini traffic circles. A change in the vertical or horizontal path of the vehicles regulates the maximum speed at which the vehicle can travel over the calming measure and hence along a length of road on which the measure is employed. Road markings and road narrowing are sometimes used as a soft form of traffic calming in that they do not compel a driver to slow down but attempt rather to subconsciously influence the driver's behaviour.

The traffic calming policy provides for automatic approval of calming measures on residential roads adjacent to public facilities, and approval of measures on other residential roads subject to the satisfaction of certain criteria indicating a high potential for conflict between road users. The Urban Mobility Directorate must investigate every request received from the public. The Ward Councillor is also required by the policy to screen each request and indicate whether he or she supports the implementation of measures.

Minor projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Traffic calming	Traffic calming - Camellia Crescent	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Chestnut Way	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Da Gama Crescent	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Dagbreek Avenue	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Dickens Drive	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Firgrove Way	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Geelhout Street	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Glider Street	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Hazeldene Avenue	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Hindle Road	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Hlati Street	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Hoopenberg Street	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Midas Street	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Overton Road	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Petersen Street	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Rockies Street	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Rooikrans Avenue	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Salvia Street	UPGRADE ASSET
Current	Traffic calming	Traffic calming - St John's Road	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Sunderland Road	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Thomas Bouwler Avenue	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ukelele Road	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Vokwana Way	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Voorbrug Road	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 102	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 103	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 105	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 107	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 108	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 109	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 11	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 14	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 15	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 16	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 25	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 26	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 27	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 28	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 30	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 32	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 34	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 38	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 39	UPGRADE ASSET

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Traffic calming	Traffic calming - Ward 42	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 43	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 45	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 46	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 48	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 55	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 59	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 63	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 67	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 70	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 73	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 75	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 83	UPGRADE ASSET
Current	Traffic calming	Traffic calming - Ward 84	UPGRADE ASSET
Current	Traffic calming	Traffic Calming - Zambesi Street	UPGRADE ASSET
Current	Traffic calming - Citywide	Traffic calming - Central FY24	UPGRADE ASSET
Current	Traffic calming - Citywide	Traffic calming - east FY24	UPGRADE ASSET
Current	Traffic calming - Citywide	Traffic calming - north FY24	UPGRADE ASSET
Current	Traffic calming - Citywide	Traffic calming - south FY24	UPGRADE ASSET
2024	Traffic calming - Citywide	Traffic calming - Central FY25	UPGRADE ASSET
2024	Traffic calming - Citywide	Traffic calming - east FY25	UPGRADE ASSET
2024	Traffic calming - Citywide	Traffic calming - north FY25	UPGRADE ASSET
2024	Traffic calming - Citywide	Traffic calming - south FY25	UPGRADE ASSET
2025	Traffic calming - Citywide	Traffic calming - Central FY26	UPGRADE ASSET
2025	Traffic calming - Citywide	Traffic calming - east FY26	UPGRADE ASSET
2025	Traffic calming - Citywide	Traffic calming - north FY26	UPGRADE ASSET
2025	Traffic calming - Citywide	Traffic calming - south FY26	UPGRADE ASSET
2026	Traffic calming - Citywide	Traffic calming - Central FY27	UPGRADE ASSET
2026	Traffic calming - Citywide	Traffic calming - east FY27	UPGRADE ASSET
2026	Traffic calming - Citywide	Traffic calming - north FY27	UPGRADE ASSET
2026	Traffic calming - Citywide	Traffic calming - south FY27	UPGRADE ASSET
2027	Traffic calming - Citywide	Traffic calming - Central FY28	UPGRADE ASSET
2027	Traffic calming - Citywide	Traffic calming - east FY28	UPGRADE ASSET
2027	Traffic calming - Citywide	Traffic calming - north FY28	UPGRADE ASSET
2027	Traffic calming - Citywide	Traffic calming - south FY28	UPGRADE ASSET
2028	Traffic calming - Citywide	Traffic calming - Central FY29	UPGRADE ASSET
2028	Traffic calming - Citywide	Traffic calming - east FY29	UPGRADE ASSET
2028	Traffic calming - Citywide	Traffic calming - north FY29	UPGRADE ASSET
2028	Traffic calming - Citywide	Traffic calming - south FY29	UPGRADE ASSET

7.5.4.3. Other safety (subways, fencing, guardrails, etc.)

These projects are relatively small safety upgrades and refurbishments, including to subways and protection structures.

Minor projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Guard rails and fencing	Fencing FY24	EXPAND/DEVELOP CITY ASSET
Current	Guard rails and fencing	Guard rails FY24	EXPAND/DEVELOP CITY ASSET
Current	Erin Road subway - Paving	Erin Road subway - Paving	UPGRADE ASSET
Current	Fencing	Bango Walk - Fencing	UPGRADE ASSET
Current	Fencing	Bellmore Avenue - Fencing	UPGRADE ASSET
Current	Fencing	Blackheath Road - Fencing	UPGRADE ASSET
Current	Fencing	Boston parking area - Fencing	UPGRADE ASSET
Current	Fencing	Buchan Road pedestrian bridge - Fencing	UPGRADE ASSET
Current	Fencing	Nick Kearns Street alley - Fencing	UPGRADE ASSET
Current	Fencing	Peter Barlow Street - Fencing	UPGRADE ASSET
Current	Fencing	Stellenberg Road - Fencing	UPGRADE ASSET
Current	Fencing	Wagner and Violin Crescent - Fencing	UPGRADE ASSET
Current	Fencing	Waterberry Street alley - Fencing	UPGRADE ASSET
Current	Fencing	Wetton Road - Fencing	UPGRADE ASSET
Current	Subway lane closure - Farndon Crescent	Subway lane closure - Farndon Crescent	UPGRADE ASSET
Current	Vehicle-activated signs	Vehicle-activated sign - Ocean View Drive	UPGRADE ASSET
2024	Guard rails and fencing	Fencing FY25	EXPAND/DEVELOP CITY ASSET
2024	Guard rails and fencing	Guard rails FY25	REHAB/REFURBISH ASSET
2025	Guard rails and fencing	Fencing FY26	EXPAND/DEVELOP CITY ASSET
2025	Guard rails and fencing	Guard rails FY26	REHAB/REFURBISH ASSET
2026	Guard rails and fencing	Fencing FY27	EXPAND/DEVELOP CITY ASSET
2026	Guard rails and fencing	Guard rails FY27	REHAB/REFURBISH ASSET
2027	Guard rails and fencing	Fencing FY28	EXPAND/DEVELOP CITY ASSET
2027	Guard rails and fencing	Guard rails FY28	REHAB/REFURBISH ASSET
2028	Guard rails and fencing	Fencing FY29	EXPAND/DEVELOP CITY ASSET
2028	Guard rails and fencing	Guard rails FY29	REHAB/REFURBISH ASSET

7.5.5. Transport systems

Traffic control systems are signals, signs or features that control the sharing of time or space in the road reserve. Their purpose is to enhance safety for pedestrians, cyclists and motorists and contribute to the efficient flow of traffic. Optimal operation of control systems can alleviate, but not eradicate congestion in peak travel periods.

Information systems and technology (IS&T) have enabled the remote coordination of variable controls, such as traffic signals, to optimise safety and efficiency. The City operates an advanced[15] remote management system (RMS) to monitor and control the traffic signal network. The RMS is the base layer to which all signals are connected. It permits management functionality, such as the remote download of some signal plan changes.

There are currently 1 725 signalised intersections (including 411 pedestrian signals) in Cape Town. As each intersection is unique, and flows vary significantly during the daily and weekly cycles, not all these signals are synchronised with each other. Those that should be synchronised are either in local control or are on SCOOT (the Split, Cycle and Offset Optimisation Technique) system. Four hundred and fifty-four signals are on this system, with more being added from time to time. Signals under SCOOT control feed traffic data to the City's transport management centre (TMC) where the SCOOT algorithm generates phase times and feeds them back to the street on a continuous basis. The purpose of this system is to maintain efficient flows within a region with similar traffic characteristics. The interfaces between regions are also managed.

Signals that are not under SCOOT control are operated under local control, driven by their own controllers on the street under either fixed time or demand responsive plans. Information on phase lengths is fed to the TMC, but the TMC does not feed instructions back to the controller on a continuous basis.

7.5.5.1. Traffic signal infrastructure maintenance and upgrades

Traffic signal implementation and maintenance are prioritised based firstly on safety of the network; secondly on reliability of the infrastructure; and thirdly on age of the infrastructure – to mitigate the probability of failure. Traffic signal infrastructure implementation includes the following categories of projects:

i. Replacement of electrical cabling at traffic signals
ii. Replacement of ageing traffic signal controllers
iii. Replacement of irreparable or ageing vehicle detection equipment at traffic signals
iv. Maintenance of the hardware and software used to remotely manage traffic signals
v. Maintenance of wired and wireless communication networks between traffic signals and the Mobility Management System
vi. Maintenance of uninterruptible power supplies at traffic signals, including replacement of batteries
vii. Replacement of LED globes at traffic signals
viii. Deployment of new technologies in response to emerging needs

These projects are essentially reactive, based on fault reporting or identification. New signalling technologies are deployed based on ongoing assessments of needs.

Minor projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Traffic signal and system upgrade	Traffic Signal and Syst Upgr:Equip FY24	UPGRADE ASSET
Current	Traffic signal and system upgrade	Traffic Signal and Syst Upgr:Install FY24	UPGRADE ASSET
Current	Traffic signal and system upgrade	Traffic Signal and Syst Upgr:Reactive FY24	UPGRADE ASSET

[15] The system is the most advanced in the country and probably matches many cities globally.

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
2024	Upgrade traffic signal systems	New traffic signal technologies FY25	UPGRADE ASSET
2024	Upgrade traffic signal systems	Upgrade signal communications FY25	UPGRADE ASSET
2025	Upgrade traffic signal systems	New traffic signal technologies FY26	UPGRADE ASSET
2025	Upgrade traffic signal systems	Upgrade: Signal communications FY26	UPGRADE ASSET
2025	Upgrade traffic signal systems	Upgrade: Traffic signal LEDs FY26	UPGRADE ASSET
2025	Upgrade traffic signal systems	Upgrade: Traffic signal UPSs FY26	UPGRADE ASSET
2026	Upgrade traffic signal systems	New traffic signal technologies FY27	UPGRADE ASSET
2026	Upgrade traffic signal systems	Upgrade: Signal communications FY27	UPGRADE ASSET
2026	Upgrade traffic signal systems	Upgrade: Traffic signal LEDs FY27	UPGRADE ASSET
2026	Upgrade traffic signal systems	Upgrade: Traffic signal UPSs FY27	UPGRADE ASSET
2027	Upgrade traffic signal systems	New traffic signal technologies FY28	UPGRADE ASSET
2027	Upgrade traffic signal systems	Upgrade: Signal communications FY28	UPGRADE ASSET
2027	Upgrade traffic signal systems	Upgrade: Traffic signal LEDs FY28	UPGRADE ASSET
2027	Upgrade traffic signal systems	Upgrade: Traffic signal UPSs FY28	UPGRADE ASSET
2028	Upgrade traffic signal systems	New traffic signal technologies FY29	UPGRADE ASSET
2028	Upgrade traffic signal systems	Upgrade: Signal communications FY29	UPGRADE ASSET
2028	Upgrade traffic signal systems	Upgrade: Traffic signal LEDs FY29	UPGRADE ASSET
2028	Upgrade traffic signal systems	Upgrade: Traffic signal UPSs FY29	UPGRADE ASSET

7.5.5.2. Transport Systems Management (TSM) Programme and Intelligent Transport Systems (ITS)

These interrelated programmes aim to maximise the operational capacity of both private and public transport. They employ technology and an information system to collect data about the performance of various parts of the system, and then implement appropriate real-time interventions and communicate appropriate messages to system users. This is controlled from the state-of-the-art Transport Management Centre (TMC).

The aim is to expand real-time information provision on the punctuality of all scheduled services, including rail- and road-based public transport. The TMC already plays a critical role in event transport services for the Cape Town Stadium, which will be expanded to more venues in future.

Intelligent transport systems infrastructure comprises various related subprojects:

Freeway management system project

The existing freeway management system will continue to enable real-time detection, monitoring and management of incidents on the freeway system.

Bus and minibus taxi (BMT) lane and average-speed-over-distance enforcement project

Bus and minibus taxi (BMT) lane enforcement by camera prevents these lanes from being taken up by private vehicles. Average-speed-over-distance technology aims to manage vehicle speed on the freeways to improve safety and reduce incidents.

Broader sustainable internet connectivity at transport network facilities

The project aims to provide broader sustainable internet connectivity at transport network facilities.

Transport Management System (TMS) project

The processing of big data from the Transport Management System (TMS) will enable improved real-time responses to incidents on the arterial network, as well as improved planning and design of traffic signal timing.

These are primarily reactive to ongoing needs assessments.

Minor projects

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
Current	Upgrade intelligent transport systems	Traffic enforcement systems	EXPAND/DEVELOP CITY ASSET
Current	Transport Systems Management projects	Transport Syst Man projects: Detail design FY24	EXPAND/DEVELOP CITY ASSET
Current	Transport Systems Management projects	Transport Syst Man projects: Civils FY24	EXPAND/DEVELOP CITY ASSET
Current	Transport Systems Management projects	Transport Syst Man projects: Install FY24	EXPAND/DEVELOP CITY ASSET
2024	Transport Systems Management projects	Transport Syst Man projects: Detail design FY25	EXPAND/DEVELOP CITY ASSET
2024	Transport Systems Management projects	Transport Syst Man projects: Civils FY25	EXPAND/DEVELOP CITY ASSET
2024	Transport Systems Management projects	Transport Syst Man projects: Equip FY25	EXPAND/DEVELOP CITY ASSET
2024	Transport Systems Management projects	Transport Syst Man projects: Install FY25	EXPAND/DEVELOP CITY ASSET
2024	Upgrade intelligent transport systems	Install: Optic fibre to ATC and CCTV FY25	EXPAND/DEVELOP CITY ASSET
2024	Upgrade intelligent transport systems	Road user information systems FY25	EXPAND/DEVELOP CITY ASSET
2024	Upgrade intelligent transport systems	Upgrade: Freeway Management System FY25	EXPAND/DEVELOP CITY ASSET
2024	Upgrade intelligent transport systems	Upgrade: Mobility Management System FY25	UPGRADE ASSET
2025	Transport Systems Management projects	Transport Syst Man projects: Detail design FY26	EXPAND/DEVELOP CITY ASSET
2025	Transport Systems Management projects	Transport Syst Man projects: Civils FY26	EXPAND/DEVELOP CITY ASSET
2025	Transport Systems Management projects	Transport Syst Man projects: Equip FY26	EXPAND/DEVELOP CITY ASSET
2025	Transport Systems Management projects	Transport Syst Man projects: Install FY26	EXPAND/DEVELOP CITY ASSET
2025	Upgrade intelligent transport systems	Install: Optic fibre to ATC and CCTV FY26	EXPAND/DEVELOP CITY ASSET
2025	Upgrade intelligent transport systems	Road user information systems FY26	EXPAND/DEVELOP CITY ASSET
2025	Upgrade intelligent transport systems	Upgrade vehicle detection equip FY26	UPGRADE ASSET

PLANNED START (YEAR)	INITIATIVE DESCRIPTION	DESCRIPTION	TECHNICAL CATEGORY
2025	Upgrade intelligent transport systems	Upgrade: Freeway Management System FY26	EXPAND/DEVELOP CITY ASSET
2025	Upgrade intelligent transport systems	Upgrade: Mobility Management System FY26	UPGRADE ASSET
2026	Transport Systems Management projects	Transport Syst Man projects: Detail design FY27	EXPAND/DEVELOP CITY ASSET
2026	Transport Systems Management projects	Transport Syst Man projects: Civils FY27	EXPAND/DEVELOP CITY ASSET
2026	Transport Systems Management projects	Transport Syst Man projects: Equip FY27	EXPAND/DEVELOP CITY ASSET
2026	Transport Systems Management projects	Transport Syst Man projects: Install FY27	EXPAND/DEVELOP CITY ASSET
2026	Upgrade intelligent transport systems	Install: Optic fibre to ATC and CCTV FY27	EXPAND/DEVELOP CITY ASSET
2026	Upgrade intelligent transport systems	Road user information systems FY27	EXPAND/DEVELOP CITY ASSET
2026	Upgrade intelligent transport systems	Upgrade vehicle detection equip FY27	UPGRADE ASSET
2026	Upgrade intelligent transport systems	Upgrade: Freeway Management System FY27	EXPAND/DEVELOP CITY ASSET
2026	Upgrade intelligent transport systems	Upgrade: Mobility Management System FY27	UPGRADE ASSET
2027	Transport Systems Management projects	Transport Syst Man projects: Detail design FY28	EXPAND/DEVELOP CITY ASSET
2027	Transport Systems Management projects	Transport Syst Man projects: Equip FY28	EXPAND/DEVELOP CITY ASSET
2027	Transport Systems Management projects	Transport Syst Man projects: Install FY28	EXPAND/DEVELOP CITY ASSET
2027	Upgrade intelligent transport systems	Install: Optic fibre to ATC and CCTV FY28	EXPAND/DEVELOP CITY ASSET
2027	Upgrade intelligent transport systems	Road user information systems FY28	EXPAND/DEVELOP CITY ASSET
2027	Upgrade intelligent transport systems	Upgrade vehicle detection equip FY28	UPGRADE ASSET
2027	Upgrade intelligent transport systems	Upgrade: Freeway Management System FY28	EXPAND/DEVELOP CITY ASSET
2027	Upgrade intelligent transport systems	Upgrade: Mobility Management System FY28	UPGRADE ASSET
2028	Transport Systems Management projects	Transport Syst Man projects: Detail design FY29	EXPAND/DEVELOP CITY ASSET
2028	Upgrade intelligent transport systems	Install: Optic fibre to ATC and CCTV FY29	EXPAND/DEVELOP CITY ASSET
2028	Upgrade intelligent transport systems	Road user information systems FY29	EXPAND/DEVELOP CITY ASSET
2028	Upgrade intelligent transport systems	Upgrade vehicle detection equip FY29	UPGRADE ASSET
2028	Upgrade intelligent transport systems	Upgrade: Freeway Management System FY29	EXPAND/DEVELOP CITY ASSET
2028	Upgrade intelligent transport systems	Upgrade: Mobility Management System FY29	UPGRADE ASSET

8. TRAVEL DEMAND MANAGEMENT STRATEGY

8.1. Introduction

The City's Travel Demand Management (TDM) Strategy was approved in March 2017 and sets out appropriate measures aimed at managing travel demand. Since the approval of the CITP 2023-2028, progress has been made on a few of the TDM measures as shown in Table 8-1 below.

8.2. Travel Demand Management measures

Table 8-1: Update on the TDM measures

	TDM MEASURE	UPDATE
1	**Flexible Working Programme (FWP)**	i. Remote Working Guidelines were approved for the City as an organisation in June 2022 and had a positive impact on travel behaviour. ii. The City is able to track the number of employees working remotely. iii. Examples of positive impact include: a. 123 091 working-from-home (WFH) events were recorded during October 2023 for 7 120 employees. These events were for one month and for one organisation (the City) only. The impact would be far more significant on congestion reduction should other employers be encouraged to implement a similar programme. b. 7 120 different employees worked WFH during October 2023 (as indicated in a. above). Whilst the numbers have decreased due to the City's adoption of a hybrid-working model since the middle of 2022, thousands of trips have either been avoided altogether or undertaken outside of the commuter peak period. c. Of the 7 120 employees who worked WFH during October 2023, 6 688 of them worked both at home and at the office on the same day. This means that these employees were able to travel outside the peak period and benefited from reduced travel times, and less money spent towards fuel and travelling costs. Some employees would have benefited from reduced fares by using MyCiTi during the off-peak period.
3	**Park-and-ride**	i. Provision is being considered for park-and-ride facilities at select MyCiTi stations on the Metro Southeast corridor, railway stations and at other major road-based public transport stops. However, funding is a constraint for acquiring land and constructing facilities. ii. The City has completed a draft literature review of local and international best practices, and policies for park-and-ride facilities as part of the scoping phase to develop a Park-and-Ride Strategy for the City of Cape Town.
7	**Marketing and communication campaign**	i. Communication and engagement efforts focused on creating awareness around measures road users can apply to have a better commuter experience on Cape Town roads during the festive season and New Year period. The aim was to nudge behaviour so that residents consider alternative modes to commute to work and school as opposed to single-occupancy private car use.

		ii. The messaging was aimed at various audiences via different communication channels. It was focused on TDM interventions, promoted public transport and the Transport Information Centre for public transport enquiries, and encouraged a modal shift. iii. In terms of stakeholder engagement, Transport Communications engaged with external stakeholders, namely: Golden Arrow Bus Services (GABS), the Western Cape Government and Passenger Rail Agency of South Africa (PRASA) with the aim of collaborating, cross-marketing, and re-sharing of content on communication platforms pertaining to change management initiatives by advocating matters requiring a change in behaviour or mindset. GABS came on board and messaging promoting their services was developed and published on the City's social media platforms.

8.3. Future intentions

The City is currently in the process of reviewing and updating its TDM Strategy, 2017. Key components of this work will include the following:

i. Performance evaluation of the current TDM Strategy
ii. Reviewing and updating the current TDM Strategy
iii. Identifying other new TDM measures and undertaking research on these for inclusion in the revised strategy
iv. Developing a monitoring and evaluation (M&E) plan for inclusion in the updated strategy to enable and guide annual monitoring going forward
v. Undertaking a consultation process

9. NON-MOTORISED TRANSPORT (NMT) PLAN

This chapter was previously entitled the Non-motorised Transport (NMT) Programme and is now more accurately named the Non-motorised Transport (NMT) Plan. It has been substantially revised since the development and approval of the CITP 2023-2028 to reflect current thinking and progress made by the directorate.

9.1. Introduction

According to the National Land Transport Strategic Framework (2023-2028): "'Non-motorised transport' is any means of transportation not supported by a motor, which is a fundamental enabler to lowering emissions in the transport sector. This includes cycling, walking, skateboards, wheelchairs and making use of animal-drawn carts or hand-pushed trolleys."

The draft NMT Policy and Strategy for the City was published in 2005. Prior to its completion, no overall framework or policy existed to guide the implementation of NMT programmes and projects within Cape Town's metropolitan area. The said NMT Policy and Strategy fulfilled this role by identifying areas (physical and institutional) where deficiencies relating to NMT existed in the City's transportation system. Furthermore, it proposed strategic themes and a set of objectives to enhance the NMT agenda.

Over 15 years later, the physical, legislative and institutional landscape has changed substantially. Consequently, Urban Mobility undertook to review and update the draft 2005 policy and strategy to the 2017 City's Draft NMT Strategy. The Cycling Strategy was also developed and approved by Council in 2016 to support growth in utility cycling, with a focus on increasing cycling's modal share.

More recently, in 2023, the City embarked on drafting a Walking and Cycling Strategy, which aims to update and replace the approved 2016 Cycling Strategy and the 2017 draft NMT Strategy. At the time of writing, the draft Walking and Cycling Strategy was in the public participation phase and will be finalised in early 2025.

In the next five years, the City will be undertaking the following programmes and projects:

i. The Citywide NMT Implementation Programme, Phase 4 and 5
ii. The review and update of the Citywide NMT Network Plan, 2017
iii. Review and continuation of the Citywide NMT Data Collection Programme to provide evidence-based decision-making support for the ongoing refinement of the NMT Implementation Programme, and to monitor the success of the strategy's implementation.

The update of this chapter reflects the abovementioned programmes and projects that the City will be undertaking.

9.2. The 2017 draft NMT Strategy

The City's current NMT objectives listed below are informed by the 2017 draft NMT Strategy. These objectives will be revised and updated with the development of the new NMT Strategy, which is currently under way.

i. **Encouraged** – to motivate for changes in legislation that improve NMT, to issue and influence appropriate policies and procedures to provide growth and the use of NMT, to obtain investment funding and to promote choice in how people move within Cape Town, and to market the use of NMT.

ii. **User-friendly network** – to connect social, educational and economic opportunities appropriately by means of NMT facilities at regional and local scales and to promote a culture of excellence in the design and provision of NMT infrastructure.
iii. **Safe** – to reduce hazards, including conflict with others and the number of NMT-related crash incidents.
iv. **Secure** – to encourage an environment in which the NMT user is not in fear of crime through provision of adequate surveillance (including CCTV cameras), visibility, access opportunities and enforcement by officials and the community.
v. **Integrated and sustainable transport system** – for NMT to contribute towards making the overall transport system sustainable.

9.2.1. Measures to promote walking and cycling

The City's 2017 draft NMT Strategy and the 2017 Cycling Strategy proposed measures to promote walking and cycling as set out in Table 9-1. These measures are being revised and updated with the development of the new Walking and Cycling Strategy, which is currently under way.

Table 9-1: Proposed measures to promote walking and cycling: NMT strategic focus areas

NO.	OBJECTIVES	MEASURES
1.	**Encouraged**	i. Prepare motivations for changes in legislation that will grow the use of NMT. ii. Create Urban Mobility's NMT Standards and Guidelines document. iii. Consider the development of an NMT by-law. iv. Establish an NMT working group with officials from Urban Mobility, EESP, WCG and SANRAL that meet quarterly. v. Motivate and secure investment-funding sources and ensure that investment into NMT projects and programmes is prioritised to have maximum benefit for NMT users and society. vi. Advertise walking, cycling and other active forms of NMT on radio, social media and billboards by highlighting lifestyle, environmental benefits and cost savings. vii. Publish a citywide NMT user map on the Urban Mobility, City, Cape Town Travel and Tourism Cape Town websites, incorporate it within the Urban Mobility app and distribute via brochures to tourism centres.
2.	**User-friendly network**	i. Review and update the citywide NMT Network Plan to reflect changes in land use and the transportation network with different maps for pedestrian and cycling routes. ii. Construct strategic NMT routes. iii. Develop local area NMT plans at a neighbourhood level, distinguishing between pedestrian and cycling routes involving district planners, transport engineers and local stakeholders such as community members and ward councillors (Local SDF alignment with NMT?). iv. Plan and construct local, regional and metropolitan NMT projects. v. Develop an NMT expert review panel to undertake and complete cycling demonstration projects and review all other NMT projects (IPC, sustainable mobility working group?). vi. Conduct user satisfaction surveys of NMT users to determine their level of satisfaction with specific facilities. vii. Liaise with utility and engineering service providers to ensure that implementation of utility and engineering services (electricity kiosks, lampposts, signal boxes and rubbish bins) do not diminish the quality of NMT

		infrastructure and comply with Urban Mobility, NMT Standards and Guidelines (when developed).
3.	**Safe**	i. Develop and implement a rollout plan to retrofit existing NMT infrastructure to comply with Urban Mobility NMT Standards and Guidelines (when complete). ii. Pilot pre-implementation safety audits of concept and detailed designs to be undertaken. iii. Improve collection of location data of crashes to assist in identifying NMT hotspots. iv. Review and update the citywide Rail Hotspots of NMT Movement Along and Across Railway Lines study at least every ten years to stay abreast of pedestrian-rail issues. v. Monitor 25 locations with highest EAN for NMT-related crash incidents. vi. Roll out education and public awareness programmes in conjunction with relevant stakeholders (e.g. DoE). vii. Undertake regular NMT safety audits of roads and NMT infrastructure at project initiation and post-implementation stages. viii. Improve law enforcement of NMT facilities to ensure the legal use of facilities.
4.	**Secure**	i. Undertake citywide security study to identify NMT crime hotspots. ii. Undertake detailed studies of NMT crime hotspots. iii. Pilot the installation of CCTV cameras at NMT crime hotspots that are monitored by SAPS. iv. Any new innovative security ideas.
5.	**Integrated and sustainable transport system**	i. Monitor modal share of households indicating 'walked all the way' and used 'bicycles' as main mode (NHTS, Q8.4 or supplementary surveys). ii. Develop a target for the reduction in user access costs for the NMT user group and monitor level of success based on UDI. iii. Implement initiatives that improve access to bicycles, e.g. bicycle distribution programmes. iv. Promote walking, cycling and other forms of NMT as a feeder to PT.
6.	**Improve access to bicycles**	i. Formalise a partnership arrangement to guide and support collaborative investigations, feasibility and due diligence by trade and investment agencies to establish a bicycle production plant in the metropolitan area of Cape Town for the production of a low-cost bicycle. ii. Assist with guiding multi-sphere policy, strategy and procedural alignment to facilitate the process. iii. Review and cite lessons learnt on existing distribution programmes, previous processes and what tools, incentives, and innovation schemes are available to facilitate access to bicycles. iv. Investigate and review the existing institutional framework to guide how the City could assist with the process for the distribution of bicycles. v. Engage in a process to establish a bicycle distribution scheme. This could include the creation of 'bicycle libraries' where individuals could gain access to a bicycle temporarily for a small deposit to trial cycling. vi. Through the establishment phase of the proposed structure for the scheme, ensure representation of various NGOs, NPOs and other stakeholders. vii. Through a study, identify good practice and systems to guide the monitoring of distribution programmes.
7.	**Improve safety and security**	i. Engage in a process to develop a comprehensive marketing and communication strategy and plan and engage stakeholders on traffic regulations, the rights of users and safe user behaviour, and improve incident reporting systems.

		ii. Develop a strategy and plan through transversal approaches and agreements to improve and develop reporting systems, observation methods, prioritised enforcement operations, interagency agreements and standard operating procedures.
8.	**Provide and maintain cycling infrastructure**	i. Sustain the process and programme of securing funding and the planned MTEF implementation and programme. ii. Engage in a process to identify lessons learnt and improved design approaches for specific contexts for consideration and application in future projects. iii. Development of a maintenance strategy and action plan, which includes reporting systems, transversal agreements and standard operating procedures to ensure an improved management and maintenance regime and plan of the cycling facilities. Maintenance of cycling infrastructure should be included within the design guidance. Some facilities would require the acquisition of specialist machinery, i.e. a narrow cycle lane sweeper for separated cycle lanes to get rid of debris and glass. iv. Engage in a project to develop cycle facility guidelines from a network perspective for the Cape Town context. v. Initiate and oversee a process to interface with development and review of legislation, policy and regulations to motivate and recommend bicycle-related changes and benefits.
9.	**Promoting behaviour change through UA and NMT**	i. Behavioural changes will be promoted through a series of actions, which will include: ii. Establish the Sustainable Mobility Subcommittee. iii. Market walking, cycling and other active forms of NMT as travel smart options by highlighting the cost savings, environmental benefits and health benefits. iv. Market completed strategic NMT routes to residents residing within 1 km of the route. v. Continue to support concepts such as 'car-free days' and 'open streets'. vi. Support and promote recreational walking, running, cycling and other active NMT by advertising events on the City's website. Require non-cycling events to include cycling in their event transport plans. vii. Prepare motivations to national government for amendments in legislation that will cultivate the use of NMT.
10.	**Improve monitoring and evaluation**	i. Initiate a process to apply the project lifecycle review, methodology and processes to cite lessons learnt and areas for improved design approaches for specific contexts for consideration and application in future projects. ii. Engage in a process to substantially expand the cycling data sourcing scope, survey methodologies, hotspot identification and analysis, explore technology efficient options and ensure that the processes align with the architecture and systems of the Integrated Information Management System (IIMS).
11.	**Facilitate stakeholder collaboration**	Engage in a process to draft and finalise the terms of reference, representation, schedule of meetings and agreed work streams.

9.3. Development of the draft Walking and Cycling Strategy

The development of the Walking and Cycling Strategy for the City of Cape Town was initiated in 2023. The purpose of this strategy is to provide clear strategic guidance for decision making, planning, programme and project development and implementation for walking and cycling in Cape Town.

There is also a clear need for such a strategy to enhance the inter- and intra-governmental cooperation related to achieving the outcomes aligning with this strategy. This requires the selection of certain approaches over others. As such, it assesses the current state of transport in Cape Town, with a focus on the challenges related to active mobility. It reviews the global body of knowledge, and local regulatory context, on how the situation can be improved, and lays out a vision and principles for a more sustainable transport system in Cape Town. It then identifies focus areas for intervention.

This will enable subsequent documents to lay out actions, targets, and timelines in the form of a detailed implementation plan, and a performance management plan. The resulting policy and planning framework will be used to prioritise efforts and budgets into the actions most aligned with the City's objectives. Everything, however, follows from a clear strategy that lays out the chain of reasoning for what needs to be done, and how the City can achieve it.

This strategy updates and replaces the approved 2016 Cycle Strategy and the draft NMT Strategy (2017), and supports and aligns with the:

i. Integrated Development Plan (IDP);
ii. Comprehensive Integrated Transport Plan (CITP);
iii. Climate Change Strategy; and
iv. Universal Access Policy.

9.4. The citywide Non-motorised Transport (NMT) Network Plan, 2017

9.4.1. Introduction

The initial 2010 citywide NMT plan was developed based on the 2005 draft NMT Policy and Strategy, followed by the Bicycle Master Plan in 2011. The 2010 citywide NMT Network Plan together with the 2011 Bicycle Master Plan were then updated in 2017 to produce the current NMT Network Plan, which was aligned with 2032 IPTN. The 2017 citywide NMT Network Plan responded to both road- and rail-based public transport corridors.

The 2017 citywide NMT Network Plan provides a schedule of proposed NMT projects for planning, design and implementation. In order to achieve the integrated approach towards planning, design and implementation of NMT facilities, which include walking and cycling, the following objectives were developed:

i. Integrate NMT with the Integrated Public Transport System, that is, passenger rail- and road-based public transport.
ii. Improve access to public facilities and areas of employment.

The NMT Network Plan is presented in Figure 9-1, depicting the existing and proposed walking and cycling routes by class of facility.

9.4.2. Principles

The following principles were applied to inform the NMT network planning, project identification and prioritisation:

i. Routes with high pedestrian and cycle usage
ii. Routes that provide access to public transport services and facilities

iii. Routes that provide access to public facilities (schools, health facilities, etc.)
iv. Routes that provide access to employment and retail areas
v. Routes with minimal impact to the environment and heritage
vi. Funding conditions (PTNG)
vii. Hotspot roads with high numbers of NMT crashes
viii. High-order routes frequently utilised by commuting cyclists

9.4.3. Document updates

In 2023, the citywide NMT Project Prioritisation Methodology was reviewed and updated based on needs. The new project prioritisation methodology was identified and it will be used to prioritise projects in the updated NMT Network Plan. The updated NMT Project Prioritisation List is an interim list and will be updated with the review and update of the NMT Network Plan.

The 2017 NMT Network Plan is due for a review and update. The objective of the project is to review and update the existing NMT Network Plan in a manner that meets the City's vision and objectives for NMT. The future proposed NMT facilities will be packaged into distinct projects in a logical manner and these projects will be prioritised for implementation.

Furthermore, the review and update of the 2017 NMT Network Plan will need to treat walking and cycling as distinct modes and detail their respective networks accordingly. The aim is to provide comprehensive and efficient infrastructure for pedestrians and cyclists, enhancing urban mobility and safety in the city. The NMT Network Plan will be used to implement and realise the objectives of the NMT Strategy currently in the development phase.

In the development of the NMT Strategy and the review and update of the NMT Network Plan, 2017, priority consideration should be given to accommodating cycling lanes on high-volume and high-speed traffic routes that are separated from vehicular modes (class 2 cycle lanes and class 2 shared facilities). This should be applied not only in NMT projects, but also for all road upgrades / new infrastructure projects.

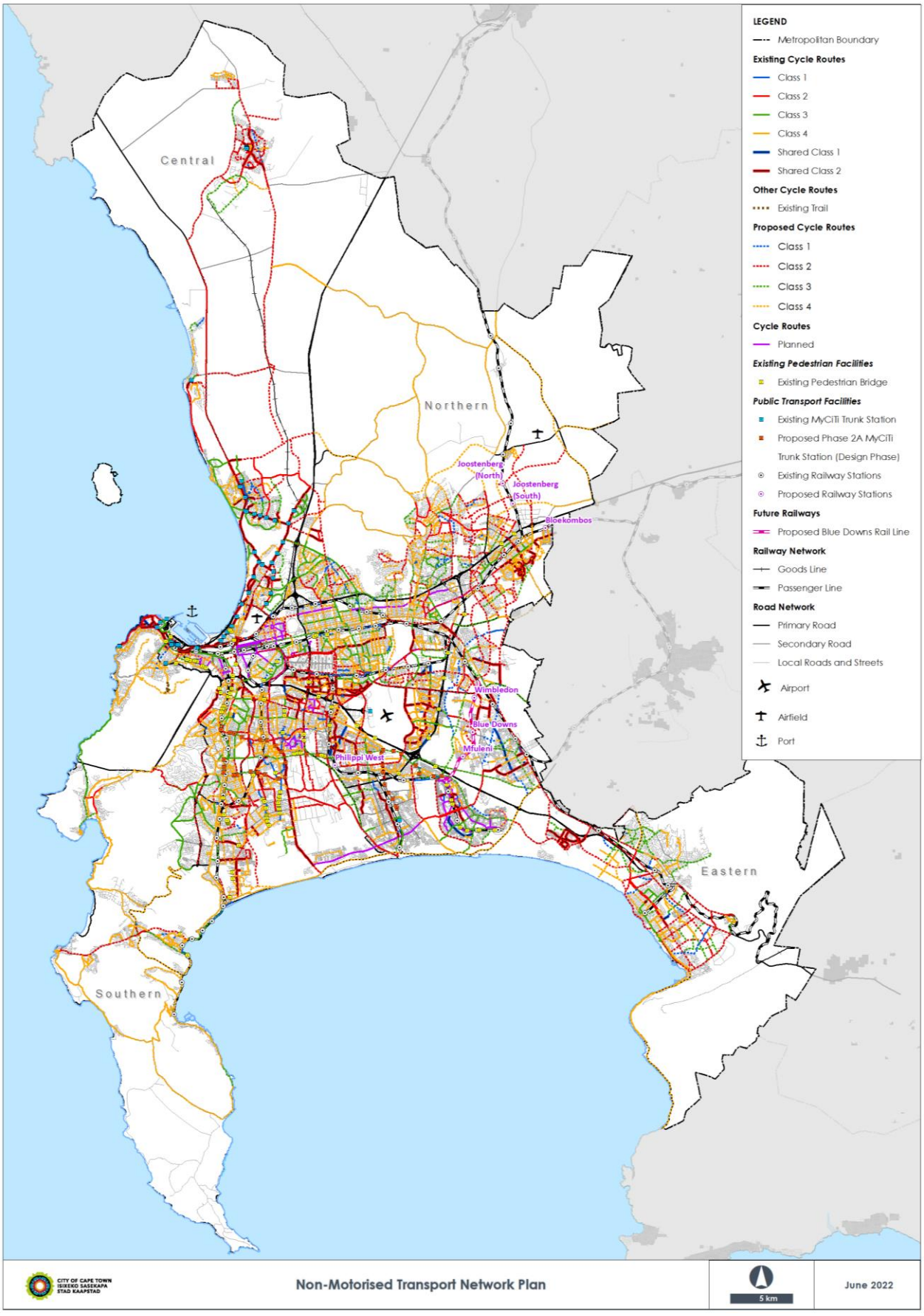


Figure 9-1: Non-motorised Transport Network Plan

9.5. Infrastructure: Citywide NMT Implementation Programme

9.5.1. Introduction

The citywide NMT Programme was initiated in 2009 as the implementation mechanism of the citywide NMT Network Plan. The NMT Network Plan was initially developed in 2010 and subsequently revised in 2017. The citywide NMT Programme supports the objectives of the City's Integrated Development Plan (IDP, 2022-2027), Comprehensive Integrated Transport Plan (CITP, 2023-2028) and the Integrated Public Transport Network Plan (IPTN, 2032).

The citywide NMT Network Plan was divided into four regions namely, Central, North, South and East. The initial three phases of the citywide NMT Programme were completed as shown below:

i. Phase 1, 2011-2013 – 17 projects completed
ii. Phase 2, 2013-2016 – 15 projects completed
iii. Phase 3, 2017-2020 – 7 projects completed

9.5.2. Project rollout

The citywide NMT Programme is currently in Phase 4 and three projects have been prioritised per region (12 projects citywide) for design and implementation as follows:

9.5.2.1. Central region

i. Kensington, Factreton and Maitland areas: 25 km of NMT improvements
ii. Pinelands and Thornton areas, Viking Way from Jakes Gerwel to Forest Drive: 25 km of NMT improvements
iii. Main Road in the Salt River, Woodstock and Observatory areas: 8,5 km of NMT improvements

9.5.2.2. North region

i. Old Paarl Road and Frans Conradie Drive, including Suikerbos Street, in the Brackenfell, Bellville, Parow and Goodwood areas: 18,6 km of NMT improvements
ii. Robert Sobukwe Road from Valhalla Drive to Peter Barlow Drive in the Elsies River to Bellville areas: 9,3 km of NMT improvements
iii. Halt Road and Owen Road in the Elsies River area: 18 km of NMT improvements

9.5.2.3. South region

i. Hanover Park area: 12,5 km of NMT improvements
ii. Heideveld area: 6 km of NMT improvements
iii. Klipfontein Road in the Gugulethu area: 8,9 km of NMT improvements

9.5.2.4. East region

i. Khayelitsha area: 30 km of NMT improvements
ii. Mitchells Plain area: 26 km of NMT improvements
iii. Spine Road in Mitchells Plain area and Old Strandfontein areas: 10 km of NMT improvements

9.5.2.5. Types of NMT improvements that form part of the concept designs

i. Implementation of new sidewalks and cycle facilities
ii. Widening of existing facilities
iii. Upgrades to existing facilities

iv. Universal access design (UA) improvements, such as dropped kerbs and tactile paving
v. Lighting

All NMT planning and design projects are executed in accordance with the City of Cape Town's Universal Access Policy, 2014 across the travel chain to improve mobility and accessibility for all residents. This includes people with disabilities who are dependent on an accessible built environment and public transport infrastructure as well as services for independent travel.

New NMT facilities are provided subject to the conditions set by Urban Mobility and approved in terms of the City's planning processes. From an NMT perspective, this will support the creation of safe and effective routes and promote NMT on selected routes and in nodal precincts. The provision of pedestrian and walking facilities in new developments (such as new residential, commercial and industrial developments) should be informed by the following standards and considerations:

a) NDoT: Non-motorised Transport Facility Guidelines (2014).
b) Standards and Guidelines for Roads and Stormwater (Urban Mobility Guideline) 2022.
c) TOD Strategic Framework.
d) Development Control Transport Toolkit.
e) Pedestrian and cycle routes indicated on the NMT Network Plan.
f) Existing pedestrian origin destination movement in the area.
g) Existing and proposed land use and anticipated pedestrian trip generation.
h) CITP's directives on NMT planning, design and implementation.
i) Integration with other road network upgrade and public transport interchanges programme.

Urban Mobility will encourage NMT new property developments to include such facilities as part of the 'conditions of approval' issued by the City for the development. Such conditions could include:

- Sidewalks of prescribed minimum width of 1,8 m and the absolute minimum width of 1,5 m being provided on both sides of internal roads (unless the roads are proposed to function as woonerfs).
- Gated development to have NMT access located as close as possible to PT and amenities.
- Cycle and pedestrian routes (and facilities) to be provided and which connect to the City's NMT routes.
- All the facilities to be UA compliant.

9.6. NMT Data Collection Programme

The primary goal for the data collection programme is to assist and guide with NMT planning processes, such as project identification and prioritisation, monitoring, evaluation, and assessment of NMT environments. Furthermore, the NMT data collection programme informs and guides the development of NMT plans, policies, and strategies. This programme also serves as a guidance to proper project infrastructure implementation that is focused on catering for all user needs and ensures infrastructure is implemented based on the needs assessment.

The methodology employed for NMT data collection include surveys along routes connecting to public transport facilities, schools, employment and retail areas, and other public services. Data collection includes intersection assessment to assess universal design aspects and user safety, which supports the implementation of infrastructure that is focused on enabling accessibility for all NMT user groups. The objectives behind NMT data collection are as follows:

i. Allows for evidence-based planning

ii. Assists with project identification and prioritisation;
iii. Identifies existing travel patterns and demands;
iv. Tracks usage trends over time;
v. Catalyst for improvement of NMT networks and environments.

This is an ongoing programme, and is undertaken as part of the City's Public Transport Collection Programme.

The NMT data collection programme is currently being reviewed to improve and expand the data collection methodologies and to optimise the coverage of the data collection. The methodologies will be specifically reviewed with a view to enable monitoring and evaluation of key performance indicators (KPIs) set out in the draft Walking and Cycling Implementation Plan's Performance Management Plan.

10. FREIGHT TRANSPORT STRATEGY

The details regarding the Freight Transport Strategy have remained the same since the development and approval of the CITP 2023-2028. However, the review and update of the City's Freight Management Strategy, 2016 is currently under way.

11. OTHER TRANSPORT-RELATED STRATEGIES

The Road Safety Strategy is reported on here, as there has been some progress on it. A new section on universal access has been added. To date this was covered under the NMT chapter, but it is seen to warrant more status as a section here to describe the planning and policy work being undertaken in this field.

11.1. Road Safety Strategy

11.1.1. Introduction

The City is determined to reduce the loss of life as well as the number of people injured on its roads. To this end, the Urban Mobility Directorate is undertaking a revision and update of the Road Safety Strategy (RSS) for the City of Cape Town (2013-2018) and Traffic Calming Policy (Policy Number 45396: 2016). It is envisaged that this will result in a shift from a reactive approach to proactive implementation of a 'safe road systems' approach. The intention of the revision of the RSS is to both align with the City's new IDP (2022-2027) in terms of Programme 13.1 Road Safety and Maintenance Programme, as well as the international campaigns such as the World Health Organisation (WHO) Decade of Action for Road Safety 2021-2030.

11.1.2. Design-thinking process

Prior to drafting the revised RSS, inputs were solicited from stakeholders in order to unpack their requirements. This led to the development of 'road safety personas' to simulate road safety experiences for various road user types from various neighbourhoods within the city.

The approach was two-fold. One used an e-participation platform called the Collaboration Platform (http://www.capetown.gov.za/collaborate), which solicited ideas and inputs from the public and all other road safety stakeholders. This campaign was widely advertised using various communication media, such as the City's social media platforms, press releases, newspaper articles, etc., and ran from 26 October 2023 to 10 December 2023. The three key themes on this 'Road Safety for Cape Town' were:

i. Road safety for pedestrians and other non-motorised (NMT) transport road users
ii. Road safety for passengers
iii. Road safety for motorists.

The second approach is to host in-person focus group discussions with identified road safety stakeholders (pedestrians, passengers, motorists, traffic officials). Their purpose is to gain a better understanding of the perceptions and behaviours of various road system users with respect to road use and road safety. Independent professionals are facilitating these in-person focus group discussions.

11.1.3. Results to date

These approaches have not only elicited a broad range of ideas from a broad range of stakeholders, but have also given the City an idea of what the priority issues and actions should be. The collaboration platform alone generated 348 idea submissions, making it one of the best-performing campaigns on the City's Collaboration Platform.

Additional written submissions in excess of 2 700 were received from campaigns in various public spaces. All submissions are currently being collated (February 2024).

Notably, the majority of ideas contributed online were for pedestrians and NMT road users, who are the most vulnerable road users in Cape Town.

11.1.4. Next steps

The RSS will be drafted and submitted to the statutory strategy development and approval process. Further updates will be given in future CITP updates.

11.2. Universal access

This section's contents were previously included under chapter 9: NMT Plan. This did not give it sufficient status, and it is now considered best included under this chapter on other transport-related strategies. The purpose of this section is to provide a brief overview of the Universal Access Policy (UA Policy) and the Universal Design Access Plan (UDAP) that will guide improvements in the transport system as a whole, and to MyCiTi.

The UA Policy and UDAP address accessibility across the different elements of the travel chain. An overview of the travel chain, including what each element entails, is presented in Table 11-1 below.

Table 11-1: Overview of elements of the travel chain

Travel chain component	Description
Plan a trip	Trip planning generally takes place before someone leaves home to start his or her public transport journey. This phase involves accessing information about accessibility of the entire travel chain, public transport services, multiple wayfinding options and any required connections to transfer to another transport mode so that they can complete their public transport journey seamlessly.
Get to pickup point	The passenger trip starts and ends outside the public transport system. Therefore, accessible infrastructure is required to allow greater access for people with disabilities and to encourage public transport use by providing safe and well-connected accessible pedestrian infrastructure from home to the stop, station or terminal, based on the principles of universal design.
Get into the vehicle	The stop/station/terminal facilitates access of passengers into the vehicles at the kerbside with a low floor and level boarding ramp or level boarding at station platforms. It must be designed to make it as safe, comfortable and accessible as possible for everyone (people with and without disabilities) to board and exit public transport vehicles.
Make the journey	The in-vehicle/conveyance stage of a journey involves the passenger's interaction with the vehicle and potentially its driver. During this stage, the customer boards the vehicle, travels to their destination stop/station and alights.
Get out of vehicle	On-board real-time information about upcoming stops/stations must be displayed to make it as easy as possible for people with disabilities to exit the vehicle at their destination.
Get to the destination	Where relevant and possible, real-time information about public transport services and any required connections at the destination is required to assist customers to effectively integrate travel options and safely complete their public transport journey.

Travel chain component	Description
Give feedback on the journey	Feedback on trip experiences is increasingly technology-led, where data sharing and smartphone apps are enabling customer interface, by providing a single platform for trip planning, payment, service information and feedback from customers throughout their journey experience.

11.2.1. Universal Access Policy, 2014

The City developed a comprehensive Universal Access Policy (UAP) in 2014 that provides principles and policy directives to guide the planning, provision, management, regulation and enforcement of accessible transport infrastructure, facilities and services.

11.2.2. Review and update of the Universal Access Policy

A review and update of the UAP commenced in January 2024. The review and update were required for a number of reasons:

i. The current policy is 10 years old and outdated.
ii. There have been significant changes in the regulatory framework in terms of requirements for the provision of accessible transport. These changes include legislative changes, case law and the development of the City's Standards and Guidelines for Roads and Stormwater.
iii. There is increasing awareness of people with disabilities and the need to address accessibility in the transport system and the built environment.

11.2.3. Review and update of the Universal Design Access Plan (UDAP)

The City, as an IPTN municipality, is required by NDoT to have a Universal Design Access Plan (UDAP) for MyCiTi that is annually reviewed and updated. The purpose of the UDAP is to guide the planning, implementation and operation of MyCiTi services. The review and update of the UDAP commenced in January 2024 and were required for a number of reasons:

i. A UDAP was completed in 2013 to guide the planning and implementation of the MyCiTi Phase 1A. This UDAP is outdated as MyCiTi Phase 1 is operational and Phase 2 is under construction.
ii. A UDAP was completed in 2022 and submitted to NDoT but was not accepted, as it did not comply with NDoT's requirements for UDAP documents.

The draft UDAP was completed on 30 June 2024 following a series of engagements with the departments in the Urban Mobility Directorate and the disability sector. The UDAP includes a section on eight UDAP programmes that require interventions to improve accessibility across the travel chain. These include transport planning; operational context; marketing and communications; customer care; fare management; passenger information and wayfinding; and infrastructure.

It is important to note that NDoT guides the required structure of the UDAP document.

Once the UDAP has been finalised and approved in terms of the City's approval processes, it will be submitted to NDoT. The UDAP will be updated annually to continuously improve accessibility of the MyCiTi infrastructure, facilities and services.

12. IMPLEMENTATION MECHANISMS FOR SPATIAL RESTRUCTURING TO SUPPORT ACCESS

This chapter has been substantially reworked to reflect updates in the spatial planning and implementation thinking in promoting spatial restructuring.

12.1. Introduction

Beyond physical mobility as a primary purpose of transport, proximity-based access (intensification of land use) enables access through NMT. Intensification is achieved through both densification and greater land use mix. It is therefore essential that transport planning works with spatial planning to identify opportunities to increase proximity-based access for more mutually supportive outcomes.

The MSDF and DSDFs build on the TOD Strategic Framework (adopted in 2016) to integrate spatial and transportation planning. They guide the development of Cape Town into a compact and well-connected metropolitan area where development promotes economic and social efficiency, residents have easy access to efficient, sustainable and affordable public transport, and living and breathing are easy, as shorter travelling distances reduce carbon emissions of transport.

This chapter identifies mechanisms developed (in support of the policies and strategies identified in chapter 4) by the City to enable restructuring by the private sector as well as the City. While much of the responsibility for this falls outside of the Urban Mobility Directorate, there is a strong working relationship with the Spatial Planning and Environment Directorate. It is to be noted that in the context of the CITP, the term 'TOD or transit-oriented development' is used interchangeably with 'spatial restructuring' as proposed in the MSDFs and DSDFs, in the light of its support of improving spatial proximity.

It is recognised that plans alone have not resulted in significant spatial restructuring, and that mechanisms need to be created to implement them. The mechanisms identified below relate to land use intensification; routes and corridors; the MSDF and DSDF approach to implementation; mechanisms to implement the spatial strategy; and strategic partnerships. Each one is described in more detail below.

12.2. Land use intensification in well-located areas

While the MSDF and DSDFs strongly advocate for land use intensification in well-located areas, and unpack what this means, and how it can be achieved, there are some challenges to achieving this in reality:

i. Reliance on private landowners: significant land intensification (at scale) can only be achieved if multiple properties are redeveloped. The reluctance of property owners to take up even their existing land use rights (for whatever reasons, let alone apply for enhanced rights), and the dampened economic climate are factors influencing this 'slow burn' trend.
ii. The progressive deterioration of the rail system: the intensification of land use around railway stations would have taken place if the rail system had improved since 2012. It must be recognised that the 'transit' leg of TOD has been seriously compromised as a result, which has had implications for the nature of development around rail stations over the last decade. It is not clear when this trend will turn around.
iii. Current land use and National Environmental Management Act, 1998 (Act 107 of 1998) (NEMA) processes allow for opposition to any redevelopment to be challenged. This trend is especially prevalent in areas that are well resourced, resulting in developments that produce 'more of the same'.
iv. A fourth challenge identified in the MSDF is the constraint of current infrastructure capacity.

This should not be a hindrance to the intensification of land use in well-located areas, and mechanisms should be found to overcome this. This could include funding mechanisms to increase infrastructure capacity, or allowing development to reduce their dependence on bulk infrastructure through managing their water, stormwater, wastewater, waste and energy needs on-site.

Mechanisms to overcome the constraints listed above are discussed in more detail in the sections that follow.

12.3. Routes, corridors and nodes

The MSDF and DSDFs focus strongly on urban mobility elements: routes, corridors and nodes, and have deliberately simplified their classification (since the previous MSDF) and aligned them to urban mobility functions. This is extremely useful to the urban mobility planning. The challenge is that, in reality, routes vary in nature along their course, and are not easily classified. This will provide a useful informant to the new IPTN.

There is a need for work to be undertaken to give clear guidelines for transit-user-population densities along these routes and corridors in order to achieve the necessary ridership thresholds to support quality public transport.

The prioritisation of well-located, strategic metropolitan and district nodes (as identified in the City's SDFs), with a strategic access and mobility function, should inform prioritisation of priority precincts to ensure closer collaboration between spatial planning and transport planning to achieve spatial transformation and spatial restructuring and an efficient public transport system. Density targets have already been set for the Bellville and Claremont CBDs to inform planning at these nodes.

12.4. MSDF and DSDF approach to implementation

The components of the MSDF and DSDF implementation plans work together to provide clear direction and certainty in spatially targeted areas. Spatially targeted areas are prioritised areas where the City should make a concerted effort to align its processes and pull its resources to support and enable development in line with the spatial development objectives of the SDFs. To achieve this effectively, the following three key interventions are proposed (which include linkages to the corresponding components of this Implementation Plan).

i. Ease of process: Remove red tape and improve institutional efficiencies by *withdrawing contradictory or overlapping local planning policy* with the approval of the DSDF, or *pursuing mechanisms* to streamline processes, such as development applications that are in line with strategic planning initiatives. This provides certainty and transparency to developers and the business sector, de-risking the land development process.
ii. Enabling incentives: Provide *development mechanisms* to stimulate private sector development and leverage public investment designed to influence their decisions in order to achieve specific outcomes.
iii. Public investment: Integrate and align public sector investment through spatially targeted investment. This includes enabling public investment by project packaging, de-risking development through due diligence assessments (including bulk infrastructure and required transport interventions), specialist studies (including heritage and archaeology) and undertaking land enablement processes towards appropriate land release of public land to the market.

The process is conceptualised in Figure 12-1 below.

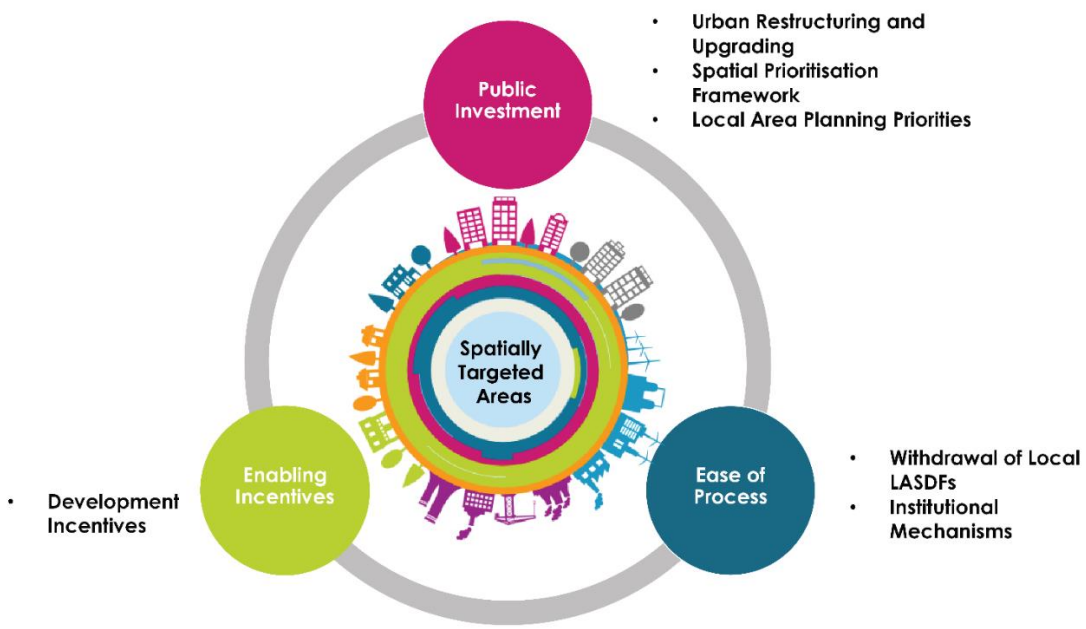


Figure 12-1: MSDF/DSDF approach to implementation

12.4.1. Spatial Targeting Framework

The purpose of the MSDF/DSDF Spatial Targeting Framework is to identify and prioritise specific areas within each district for public investment and/or incentives in the short to medium term in order to implement the spatial vision and objectives reflected in the spatial policy. Areas are prioritised based on the growth management and investment rationale set out by the MSDF. The DSDF Spatial Targeting Framework consolidates the relevant spatial structuring elements that best reflect the City's spatial strategies and priorities at each scale of planning as illustrated in Figure 12-2 below.

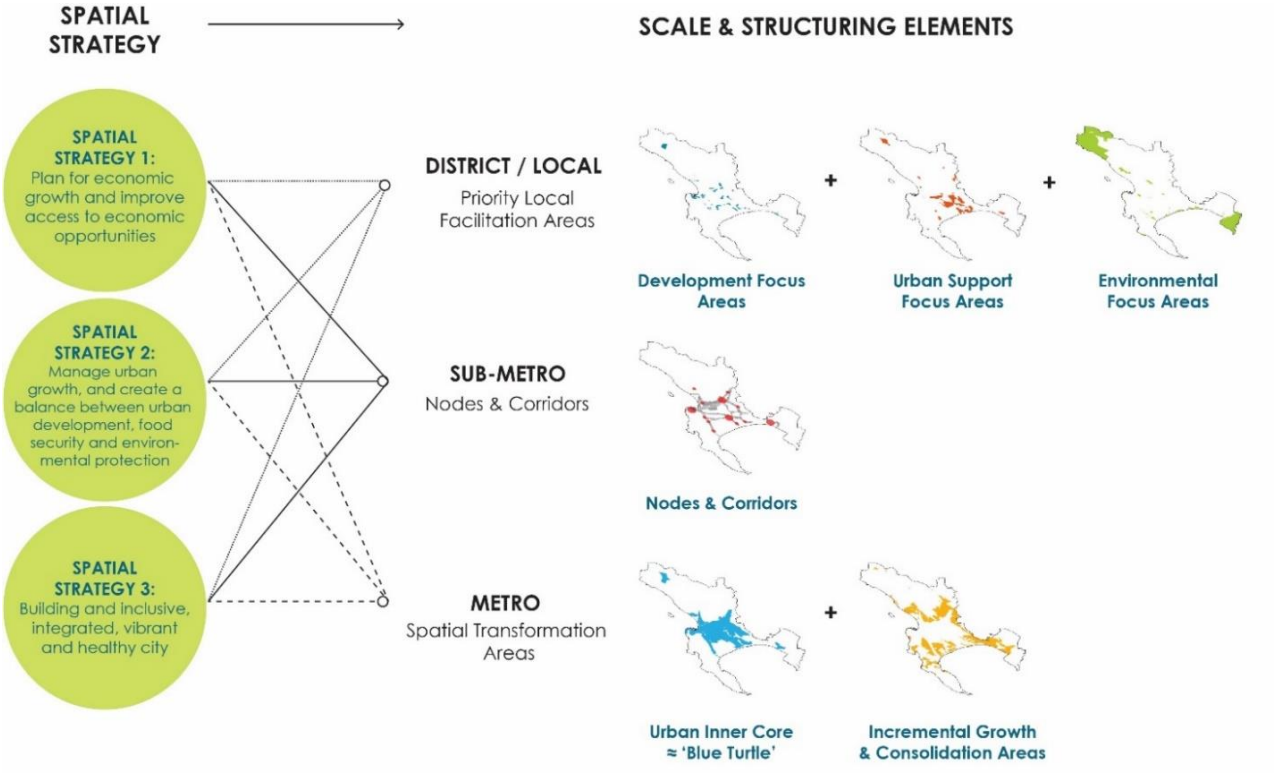


Figure 12-2: Link between spatial strategies, scale and policy elements

The key informants at the metropolitan level of planning are the spatial transformation areas (STAs) and structural anchors (nodes and development corridors). These inform investment focus and strategic development potential and form the basis for spatial prioritisation of public investment and incentives in the city. These have been refined and delineated through the DSDF.

The DSDF Spatial Targeting Framework expands upon the MSDF's Spatial Prioritisation and Investment Framework through the designation of new district-/local-level spatially targeted areas, the priority local facilitation areas. At this scale, greater attention is placed on local elements that should inform and direct implementation, public investment decisions, budgets and planning focus. The three priority local facilitation areas identified are the development focus areas, the urban support focus areas, and the environmental focus areas. The DSDF Spatial Targeting Framework methodology is illustrated conceptually in Figure 12-3.

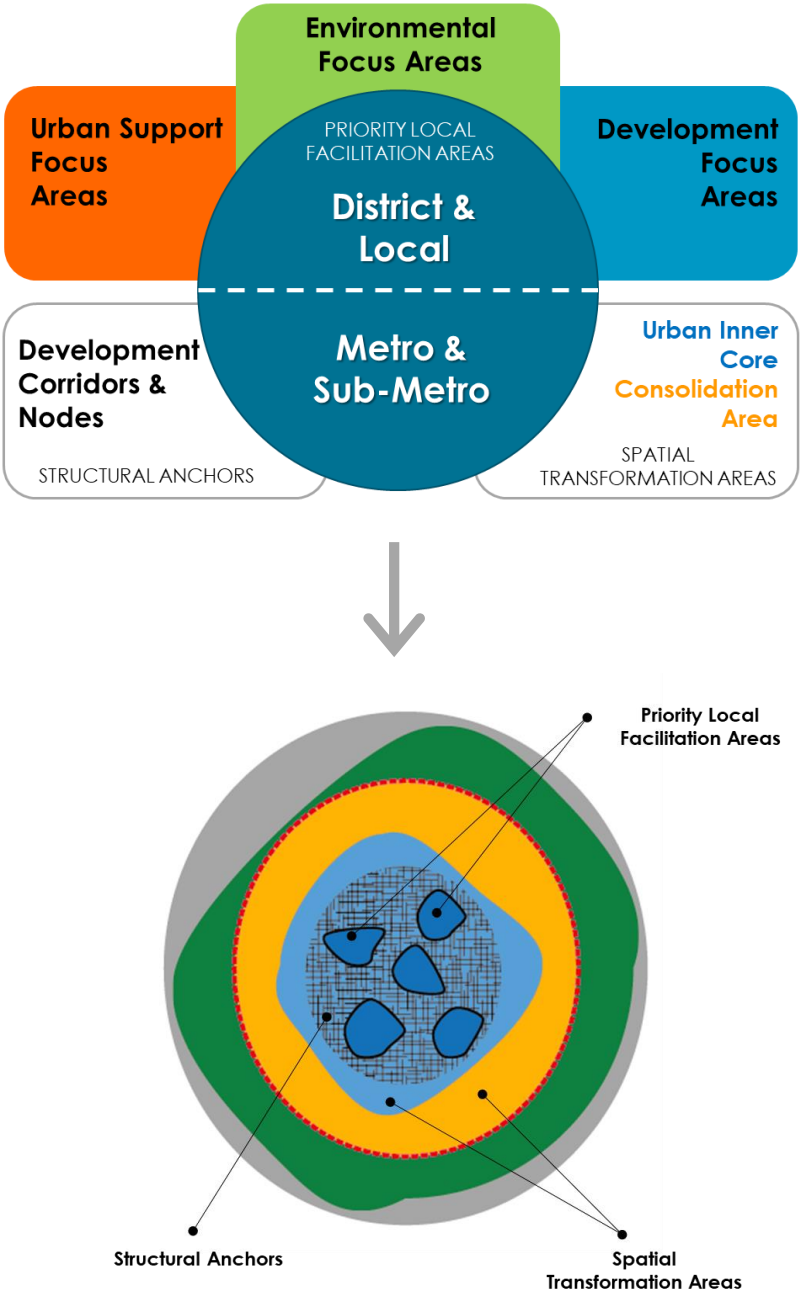


Figure 12-3: DSDF Spatial Targeting Framework methodology

12.5. Mechanisms available and under way to implement the spatial strategy

12.5.1. Ease of process mechanisms

12.5.1.1. Incentive overlay zone (IOZ)

The purpose of the proposed IOZ is to encourage desired densities, land use types, and economic sector types of development in identified transport nodes, through enhanced development rights and reduced timeframes for approval. It establishes clear development rules linked to concessions in the development management scheme of the Municipal Planning By-law (MPBL) for proposed developments that support spatial transformation. The City is currently undertaking an investigative project to action this mechanism. It should be noted that all the catalytic precinct nodes are included in the incentive overlay zone (IOZ) mechanism. Due to the active property market in Claremont, there was no need to include Claremont in the IOZ process, even though it remains a priority local facilitation area.

Guiding principles for the IOZ are as follows:

i. Easy to understand for public and private stakeholders alike
ii. Practical to implement and ensure that an administrative burden is not created
iii. Do no harm and maintain an emphasis on promoting the desired development in spatial targeting areas without leading to market distortions and other unintended consequences
iv. Be flexible, relevant and pragmatic and provide an incentive that is desirable for property owners, developers and investors.

The DFAs identified as potential IOZ areas are shown in Figure 12-4.

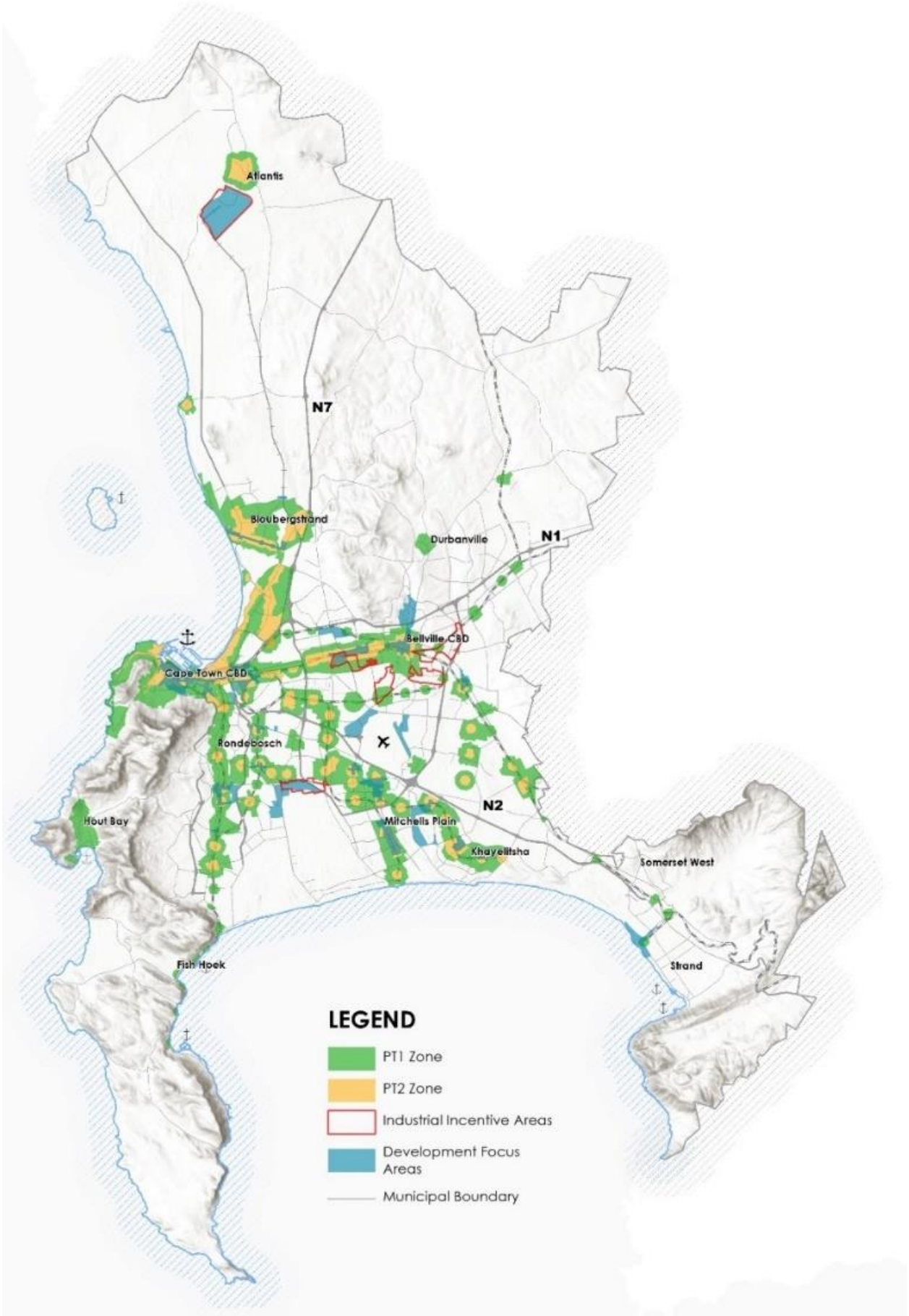


Figure 12-4: Current and proposed development incentives

12.5.1.2. NHRA exemptions

The City and Heritage Western Cape (HWC) advertised a proposal to exempt defined geographical areas within the development focus areas (DFAs) from certain heritage approvals. These included Airport Industria, Atlantis, Flamingo, Kuils River, Mitchells Plain town centre, Ottery/Lansdowne and a portion of the Voortrekker Road corridor. The intent of this exemption effort is to streamline further development applications related to buildings older than 60 years, and to facilitate subdivision, rezoning and consolidation of these properties.

All proposed areas to be exempted were supported by the IGIC (Inventories, Grading and Interpretation Committee) of HWC in November 2023 and February 2024, whilst identified conservation-worthy heritage assets are to be formally protected. The exemptions and their conditions will then be submitted to HWC's council and the MEC for Cultural Affairs and Sport for approval, and then gazetted. This will have a positive impact on the IOZ and delineation options to support spatially targeted land use intensification.

12.5.1.3. Environmental exclusions and NEMA urban area

The purpose of the environmental exclusionary areas (EEA) mechanism is to provide for the appropriate exclusion from the National Environmental Management Act (NEMA) listed activities and the requirement to obtain an environmental authorisation in new development areas (NDAs) and development focus areas (DFAs) identified by the Land Use Model and Revised District Plan. Refer to Figure 12-5.

At present, Atlantis has been identified as an exclusionary area, for which a legislated environmental instrument has been approved to exclude the area from the requirement to obtain environmental authorisation. Other potential EEA areas have been identified, which require further investigation and will be subject to a separate process, if found to be worth excluding.

Please note that the demarcation of the NEMA urban area will require a separate public participation process prior to the approval by the competent authority. Furthermore, only certain listed activities would be exempted should the NEMA urban area be adopted.

It should also be noted that the NEMA urban area does not exempt land that contains core biodiversity, hydrological assets (retention ponds, rivers, etc.) or high-potential agricultural land. These areas have been designated in approved spatial and environmental policies such as the MSDF, DSDF and environmental management frameworks.

In addition, the NEMA Environmental Impact Regulations (2014, as amended), make provision for the adoption of a NEMA urban area by the competent authority (i.e. Department of Environmental Affairs and Development Planning). The main reason for this provision is to enable certain listed activities in the Environmental Impact Assessment (EIA) Regulations within urban areas to take place, without the requirement to obtain environmental authorisation – thus facilitating the provision of infrastructure and services. As such, it is important to note that the NEMA urban area serves a different purpose to the urban edge typically delineated in the district plan. Discussions with DEA&DP are currently under way regarding the alignment of the proposed NEMA urban area with the urban development edge.

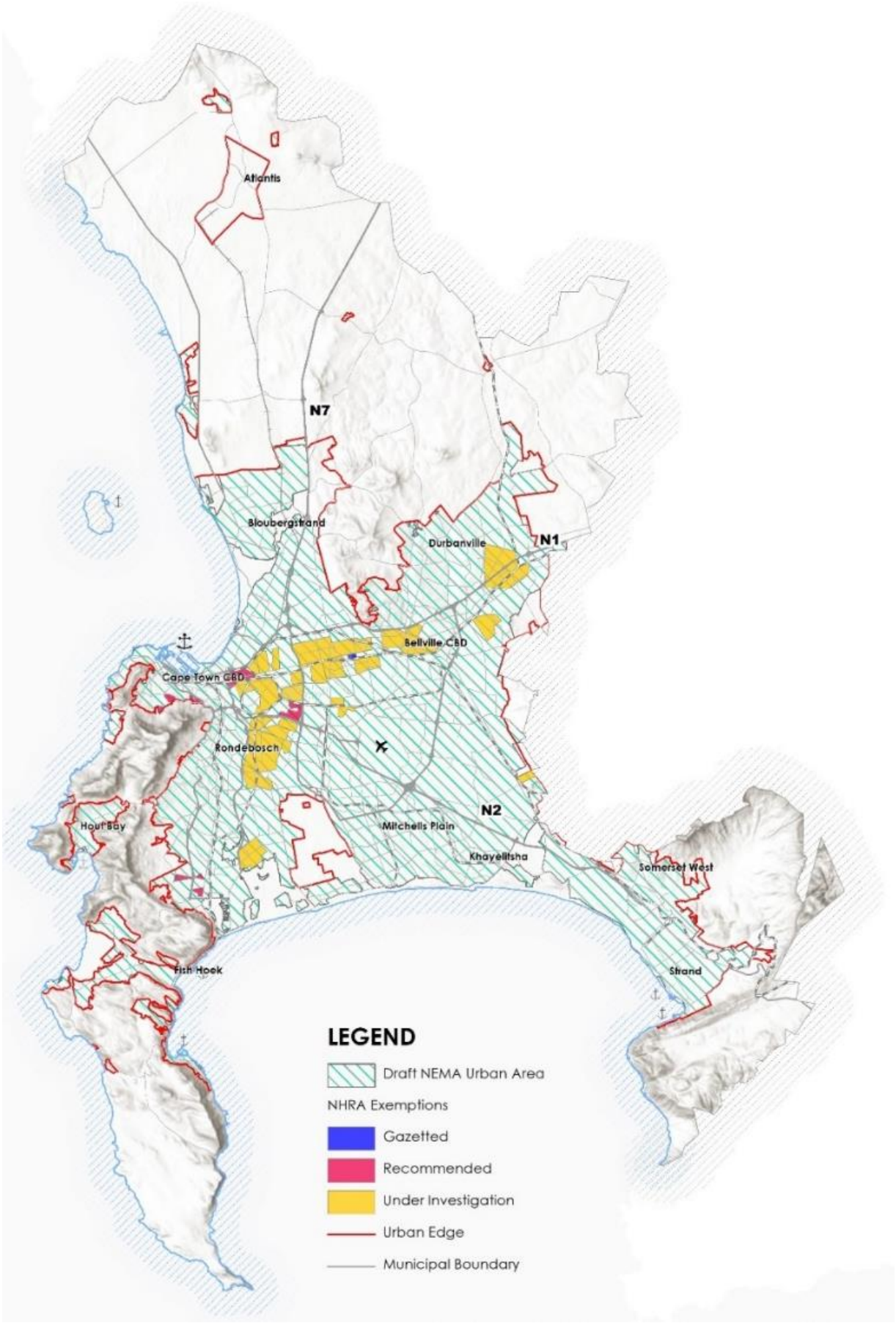


Figure 12-5: Current and proposed legislative exemptions/exclusions

12.5.1.4. Local Area Planning Initiative (LAPI) Prioritisation Programme

Local area planning initiatives such as local spatial development frameworks (LSDFs), precinct plans and public investment frameworks (PIFs) provide a greater level of planning direction to provide a stronger focus on implementation. As part of the review of the MSDF and DSDFs, several planning and investment focus areas were identified to guide local land use change, or define capital investment interventions, or to unlock strategic land for development (where further work is needed). Opportunity areas (development focus areas) and vulnerable areas (urban support focus areas) were identified as priority local areas for LAPIs. These priority local area (PLAs) initiatives support higher-level plans, right up to the IDP: see project 1.4.a. Local Area and Precinct Development Initiative under the Targeted Urban Development Programme.

12.5.1.5. Land identification protocol

The land identification protocol is an existing mechanism to provide land optimisation (identification and prioritisation) assistance from the City's spatial planning team in partnership with other line departments based on an inventory of maintained 'land supply/availability' datasets informed by spatial policy. The protocol establishes a methodology and procedures for identification and prioritisation of land parcels at the request of various City line departments and in so doing improves their ability pipeline public investment. A key component of this is the annual update and maintenance of base 'land supply/availability' datasets and inputs, primarily the UPDLI dataset and new development areas. These datasets provide the basis for the subsequent spatial analysis and evaluation to identify and prioritise land for various projects and requirements. This tool has already been used by the Human Settlements Department in the identification of suitable land holdings for new housing projects as well as to establish their long-term pipeline. It has also been used by the Energy Directorate to identify land for renewable energy generation.

12.5.1.6. land assessment protocol

The land assessment protocol (LAP) is an existing tool that serves as an informant to the process of identifying land for development and release and/or acquisition by screening strategic properties of interest through the lens of the City's spatial planning and urban development policies, reinforcing the nodes and corridors.

The LAP incorporates a series of mechanisms to strengthen the appropriate consideration of land use concerns and mitigate against the loss of City-owned land of strategic planning importance. The LAP and several mechanisms have been endorsed through a memorandum of agreement between the Spatial Planning and Environment Directorate and the Property Transaction Department.

12.5.2. Prioritising public investment for implementation

12.5.2.1. Infrastructure Planning and Delivery Framework (IPDF)

The purpose of the framework is to support cohesive, integrated, longer-term infrastructure planning that enables the delivery of the City's long-term strategic development priorities whilst maintaining ongoing financial stability. It leverages existing products, processes and mechanisms to provide a platform for prioritisation and selection of an integrated infrastructure pipeline that the City can pursue over a 10-year period. Accelerated infrastructure delivery is enabled by enhancing delivery capacity, coordinated by a delivery mechanism. The framework, portfolio, delivery mechanism and annual reporting will enhance oversight of delivery against City priorities. Capital projects prioritised in the IPDF include a spatial targeting scoring informed by the PLFAs discussed in section 12.4.1 above.

12.5.2.2. Catalytic Precinct Development Programme

The Catalytic Precinct Development Programme, developed in compliance with guidelines from national government, is a portfolio-based approach to the prioritisation and assembly of strategically located land parcels for development in partnership with other public entities and the private sector, and gives effect to programme 1.4B in the IDP.

The programme creates a portfolio for implementation of higher-density, mixed-use development TOD projects and subprojects in transit-accessible precincts that spatially target blighted economic nodes (CBDs) in development corridors in the urban inner core (UIC). With the requisite bulk infrastructure, investment will unlock urban development opportunities and give effect to the City's TOD Strategic Framework (2016) over the medium to long term.

All catalytic precinct development plans include a due diligence of bulk infrastructure capacity, and identified infrastructure projects are actively packaged (including integrated transport projects, road schemes, public realm improvements, and projects related to bulk services capacities per precinct). The completed plans have now been incorporated into the District SDFs and they inform prioritising land-use intensification initiatives by the City.

Based on principles of spatial targeting and coherent programme formulation to establish a sustainable project portfolio and infrastructure implementation pipeline, the programme consists of:

i. A portfolio of primary catalytic precincts of metropolitan significance, namely Bellville CBD, Philippi opportunity area, the Gateway Precinct (around lower Buitengracht Street in the Cape Town CBD) and Claremont CBD.
ii. A portfolio of secondary catalytic precincts around prioritised stations in local transit-accessible precincts and nodes with high ridership that form part of the existing rail and BRT, proposed in partnership with PRASA and other role players. These local area planning initiatives (precinct development programmes) may also have a more specific land use focus, such as housing or commercial. Secondary catalytic priority precincts include:

    a. Diep River station precinct (including the City's C40 Reinventing Cities Initiative at Moquet Farm)
    b. Athlone CBD revitalisation (including the City's C40 Reinventing Cities Initiative at Athlone station)

    These precincts will see the development of public land in prioritised primary and secondary catalytic precincts at a selection of the existing 98 rail and 40 BRT stations, in partnership with PRASA and other role players. It is intended to contribute to improved urban efficiencies and sustainable transport services.

12.5.3. Enabling incentives

12.5.3.1. Investment Incentives Policy

The City's approved Investment Incentives Policy provides the incentives listed below for targeted industrial nodes with clear potential for economic growth, but which are currently underperforming/ lagging, and select tertiary sectors (more detail on these incentives can be found in volume 4 of the DSDFs: technical annexure 9).

i. Expedited land use approvals
ii. Discounted and deferred DC payments
iii. Waiving of development application fees
iv. Reduced electricity tariffs

Manufacturing within six defined industrial geographic areas depicted in Figure 12-4 (Atlantis Industria, Triangle Farm [Bellville], Parow Industria, Sacks Circle, Lansdowne Industrial [known as Philippi North in ECAMP], and Elsies River Industrial) are eligible for the aforementioned incentives. This includes the broad manufacturing sector OR priority manufacturing sectors, namely agro-processing, green technology, electronics and electrical engineering, and clothing and textiles.

Priority tertiary sector industries are also eligible and are defined by the City's economic research and strategic documents, including the IDP, the Social Development Strategy, the Inclusive Economic Growth Strategy, and Project Camissa. These industries include business process outsourcing (BPO), information and communication technology (ICT), and the tourism and film industries.

12.5.3.2. Parking

Off-street parking often 'falls between the cracks' of land use and transport planning as it is a minor aspect of both. The MSDF advocates for the management and provision of parking to be recognised as a strategic tool to achieve land use intensification, while transport planning sees it as a strategic tool to reduce private car use, particularly for commuter trips. Cape Town implemented reduced off-street parking requirements in areas of highest accessibility in 2014 – these are called 'PT areas', and the reduced requirements are found in the Municipal Planning By-law's parking requirements table. They are voluntary, but have been taken up to some extent. A recent study (2021) measured the uptake of this 'offering', and concluded that it had resulted in 9 660 parking bays being 'saved', translating into at least 18 ha of developable land within the PT areas being released for more productive land use. Refer to Figure 12-4: Current and proposed development incentives

that also depicts the current PT1 and PT2 areas.

The City's Parking Policy (2020) gives guidance as to how on-street and off-street parking can be used strategically to not only intensify development in well-located areas, but also to influence travel behaviour away from private vehicles in areas best served by public transport. In reviewing any parking mechanisms, parking should thus be recognised as a critical component of increasing spatial proximity and supporting travel demand management.

Precinct plans have developed appropriate parking strategies that are specifically designed to align with and enable their land development proposals, for example the Bellville CBD Parking Strategy.

It is likely that similar location-specific parking strategies will be developed for other precincts.

12.6. Mechanisms for further investigation

12.6.1. Review of the Road Access Guidelines

Some engineering standards are in place, such as the Western Cape Road Access Guidelines that prohibit TOD outcomes (or contravene current urban design principles) and are generically applied without considering site-specific implications and contextual factors that are historically oriented towards COD (car-oriented development). The use of standards that relate to road layouts, parking and/or access is often inappropriately applied in a South African context, especially in terms of human settlements planning and along public transport corridors. A review of the Provincial Road Access Guidelines or the development of City's own road access guidelines is necessary to support a higher density and diversity of development in spatially targeted areas.

The intention of the guidelines should be to provide a safe road environment, to balance the access and mobility functions of all roads, and to contribute to the public realm.

12.6.2. Proactive TIAs in spatially targeted areas

It has been suggested that the City investigate undertaking precinct-wide TIAs to facilitate appropriate future development in key spatially targeted locations to align with other mechanisms, such as an incentive overlay zone and the previous Transit Orientated Development Policy, to promote public transport planning and nodal infrastructure upgrades. This process, in parallel with other incentive mechanisms, could greatly assist in achieving TOD outcomes in precincts where market response has not met the desired spatial policy objectives by eliminating the need for applicants or developers to conduct their own TIAs as part of the land use application process, which can be a costly and lengthy process. Proactive TIAs would identify (up front) what conditions (i.e. local level or link infrastructure upgrades) would be required prior to submission, thus ensuring a more efficient application process.

12.7. Strategic public partnerships

Unlocking the economic investment potential of TOD precincts will be enhanced through closer partnerships with public sector entities and stakeholders, with matching land mandates and development objectives. Such strategic partnerships are to enable collaborative planning and, where appropriate, joint implementation of development initiatives to leverage the pooled public land assets (thus creating economies of scale, better value for money and greater impact).

13. FUNDING STRATEGY AND SUMMARY OF PROPOSALS AND PROGRAMMES

The annual updating of the CITP must at least involve, among other things, revising and updating the projects, programmes and budgets in chapter 13 so that a three-year period ahead is maintained, along with a detailed programme and budget for the next financial year. Accordingly, the following sections include updates to the abovementioned since the approval of the CITP 2023-2028 in May 2023, using the latest, Council-approved budget.

13.1. Introduction

This chapter includes the latest information on:

i. a summary of all the Urban Mobility Directorate's proposals, projects and programmes
ii. Multi-year Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport (MYFIN)

13.2. Summary of proposals

Table 13-1 contains an extract of the top ten projects with the biggest budget allocation ranked for the 2024/25 financial year. The complete list of budgeted projects is in appendix 2.

Table 13-1: Top 10 projects with the biggest budget allocation[16]

NAME OF PROPOSAL, PROJECT OR PROGRAMME	SUMMARY OF PROPOSAL, PROJECT OR PROGRAMME FINANCIAL IMPLICATIONS OVER THREE YEARS		
	SUM OF APPROVED BUDGET 2024/25	SUM OF APPROVED BUDGET 2025/26	SUM OF APPROVED BUDGET 2026/27
IRT Phase 2A	R1 748 401 576,00	R2 548 054 427,00	R2 182 497 481,00
Non-motorised Transport Programme	R161 815 458,00	R173 611 458,00	R50 459 382,00
Congestion relief projects	R128 487 393,00	R141 223 497,00	R174 757 035,00
Metro roads: Reconstruction	R84 581 518,00	R118 690 261,00	R39 200 000,00
Public Transport Interchange Programme	R72 576 111,00	R61 500 000,00	R65 000 000,00
Roads: Rehabilitation	R72 185 900,00	R84 811 600,00	R60 700 000,00
Integrated Bus Rapid Transit System	R54 768 265,00	R47 507 823,00	R28 262 011,00
Public Transport Systems Management projects	R41 000 000,00	R34 947 782,00	R24 000 000,00

[16] Please note that the projects are ranked per the current financial year. Totals have not been given per project for the three financial years, as some of the projects may have had budget allocations in the years preceding and following the one shown. However, the table does give an indication of the largest amounts of City spending and national grant funds are allocated.

NAME OF PROPOSAL, PROJECT OR PROGRAMME	SUMMARY OF PROPOSAL, PROJECT OR PROGRAMME FINANCIAL IMPLICATIONS OVER THREE YEARS		
	SUM OF APPROVED BUDGET 2024/25	SUM OF APPROVED BUDGET 2025/26	SUM OF APPROVED BUDGET 2026/27
Acquisition vehicles and plant additional	R25 730 438,00	R50 912 000,00	R7 147 000,00
Road structures: Construction	R19 922 012,00	R14 685 000,00	R4 814 064,00
Grand total	**R2 409 468 671,00**	**R3 275 943 848,00**	**R2 636 836 973,00**

It is a legal requirement that the financial implications of the IDP (and thus the CITP) are reported over a three-year period. Accordingly, the largest items and their respective budgets are summarised in Table 13-1. These are planned to be executed over the three-year MTREF period. Projects over the remaining term of the CITP 2023-2028 are considered on their merits annually and will be reported on in subsequent reviews.

From the City's current approved budget, total costs for the Urban Mobility Directorate for the 2024/25 financial year are about R25,7 billion, while for 2025/26 they are estimated to be R3,47 billion and for 2026/27 they are estimated to be R2,87 billion. Table 13-2 is a summary of the budget allocation per department.

Table 13-2: Budget allocation per department

URBAN MOBILITY DEPARTMENT BUDGET	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Finance: Transport	R200 000,00	R200 000,00	R252 495,00
Public transport	R84 437 678,00	R85 152 797,00	R693 428 883,00
Roads Infrastructure Management	R293 330 755,00	R414 039 448,00	R250 828 423,00
Transport Infrastructure Implementation	R2 113 551 804,00	R2 894 744 408,00	R1 847 487 026,00
Transport Planning and Network Management	R63 151 250,00	R63 016 220,00	R75 716 053,00
Transport Shared Services	R12 918 000,00	R9 229 000,00	R3 417 000,00
Grand total	**R2 567 589 487,00**	**R3 466 381 873,00**	**R2 871 129 880,00**

Table 13-3 summarises the amounts allocated from each funding source.

The budgets in the CITP have been updated, and the City is able to produce approved budget figures for the financial year 2024/25 and proposed budget figures for the 2025/26 and 2026/27 financial years.

Table 13-3: Summary of funding allocation per source[17]

FUNDING SOURCE	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
1 EFF	R225 109 788,00	R106 439 497,00	R0,00
1 EFF: 2	R0,00	R224 019 670,00	R211 706 476,00
2 Revenue: Insurance	R200 000,00	R200 000,00	R252 495,00
3 BICL roads: Krfntn	R9 300 000,00	R9 600 000,00	R34 500 000,00
3 BICL roads: Parow	R240 000,00	R17 867 719,00	R25 000,00
3 BICL roads: Plumst	R1 000 000,00	R23 000 000,00	R15 000 000,00
3 BICL roads: SWest	R12 650 000,00	R150 000,00	R15 000 000,00
3 BICL SWater: Parow	R500 000,00	R250 000,00	R5 000 000,00
3 CRR: CongestRelief	R110 037 393,00	R117 973 497,00	R139 757 035,00
3 CRR: IRT BusInsura	R0,00	R0,00	R28 000 000,00
3 CRR: IRT PH2A	R0,00	R160 000 000,00	R0,00
3 CRR: IRT Stats Ins	R18 002 253,00	R0,00	R0,00
3 CRR: Ward Allocation	R15 837 618,00	R1 260 000,00	R1 170 000,00
4 NT PTNG	R407 777 125,00	R294 692 973,00	R926 156 873,00
4 NT PTNG-BFI	R1 614 000 000,00	R2 340 000 000,00	R1 351 000 000,00
4 NT USDG	R72 610 600,00	R90 000 000,00	R90 000 000,00
4 Private - Orio	R80 324 710,00	R80 928 517,00	R53 562 001,00
Grand total	**R2 567 589 487,00**	**R3 466 381 873,00**	**R2 871 129 880,00**

13.3. Multi-year Financial Operational Plan (MYFIN)

The Multi-year Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport (MYFIN) represents the Council-approved financial and operational plan, updated annually, which forms the basis on which to proceed with IPTN projects. The MYFIN provides a long-term term projection with a citywide view and is therefore a forecasting tool for the implementation of the IPTN, which considers funding projections, costs and revenues for a 15-year period.

[17] City funding in black; external funding in blue

The MYFIN documents build on each other. The following sections describe the Council-approved MYFIN plans from 2022 to 2023, which are both approved.

13.3.1. Multi-year Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport 2022-2036 (MYFIN 2022)

Two key changes in the financial environment compared to MYFIN 2021 were:

i. The inclusion of the PTNG incentive funding[18] for the entire MYFIN period; and
ii. More favourable interest terms for bus financing, both of which had a favourable impact and significantly improved the financial outlook.

The MYFIN 2022 addresses the shortfall identified after the 2022/23 MTREF period as reported in the MYFIN 2021 recommended scenario (called the MTREF Balanced Scenario). It also quantifies the cost reduction strategies recommended in the MyCiTi Business Plan Update 2022-2037, which was approved by Council.

Several scenarios were tested that allow for comparison based on different assumptions made over the fifteen-year MYFIN period. In the development of the scenarios, each subsequent scenario built on the previous one to highlight the cumulative impact of each new scenario as different risks or strategies are added.

Scenario 1 was the recommended scenario for approval. It includes the long-term savings identified in the MYFIN 2021, but with the amounts during the MTREF updated to align with the City's budget as approved by Council in May 2022, along with the PTNG incentive and updated vehicle purchase assumptions explained above. This scenario is the closest to the MYFIN 2021 recommended scenario.

As was seen in MYFIN 2021, there is still a significant deficit over the MYFIN period 2021/22 to 2035/36. After the 2022/23 MTREF, on an escalated basis, the MYFIN 2022 Scenario 1 records a deficit of R3,84 billion, driven largely by capital costs, although operating costs are also a factor. Although MYFIN 2022 represents an improvement from the R6,3 billion deficit projected in MYFIN 2021, it still indicates that further cost savings or funding sources are required.

Similar to the MYFIN 2021, levers are proposed to address the remaining deficit.

Council approved the MYFIN 2022 on 28 July 2022.

13.3.2. Multi-year Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport 2023-2037 (MYFIN 2023)

Similar to the previous MYFIN report, MYFIN 2023 projects a significant operating deficit over the 15-year period. To address the funding challenge, several scenarios are tested to allow for comparison based on different assumptions made. Differing from the MYFIN 2022, the scenarios are not cumulative (i.e. each does not build on the previous scenario) and are intended as stand-alone scenarios. All scenarios include the same projections about the PTNG and City rates funding.

[18] The allocations for the PTNG grant are determined through a formula, which determines 95 per cent of the allocations, and a performance-based incentive component, which accounts for the remaining 5 per cent. The formula increases certainty about the extent of national funding that municipalities can expect, if they perform well on certain indicators

Since approval of the MYFIN 2022, further analysis and updating of information resulted in the following notable changes between MYFIN 2022's recommended scenario and the updated assumptions used in MYFIN 2023, and include:

i. provision for extension of the N2 Express services, along with Phase 2A Milestone 0.1 services, which will become routes in the Phase 2A services and operate for the entire MYFIN period;

ii. updates to the Phase 2A MBT operating licence compensation estimates, which have almost doubled compared to previous estimates;

iii. reduction in the assumed PTNG incentive allocation to Cape Town, from approximately R160 million in MYFIN 2022 to R60 million this year, based on actual reduced incentive allocations following Covid-19 and which have never recovered; and

iv. the requirement to implement the NDoT ABT System is estimated to incur a higher fare system cost than previously anticipated, and thus the 30% saving on AFC/APTMS due to the reduced cost of newer technologies is not assumed in this model, as the fare system costs are likely to be similar, or potentially slightly more, than the current system.

Importantly, although the City has committed to transition to alternative green energy vehicles, the extent of the additional cost was not certain at the time MYFIN 2023 was compiled. Hence, the MYFIN 2023 costs the procurement of a diesel fleet only.

Scenario 1 is the recommended scenario for approval, based on the anticipated reduction in the deficit if the applied strategies are followed. As scenario 1 only includes secured funding sources, it emphasises the financial implication of not securing PTOG for replaced MyCiTi services. The scenario is based on several key assumptions, and it includes the cost saving strategy of 10% Phase 1 Stage 2 VOC savings from 2025/26 (as per MYFIN 2022). Scenario 1 is aligned with the approved 2024/25 MTREF budget but projects a R6,27 billion deficit for the remainder of the MYFIN period (2026/27-2036/37), which is driven by both capital costs and indirect operating costs.

The key levers to address the capital expenditure deficit include approaching NDoT to request additional funds; as well as reducing and rationalising capital requirements and budgets.

The key levers to address the operating expenditure deficit include: improving efficiencies in Phase 1 services; aligning PTNG funding adjustments with envisaged spending and project outcomes; and securing reallocated PTOG for services replaced by MyCiTi Phase 1 and Phase 2A services.

13.3.3. Risks to and actions for MYFIN 2023

The assessment of different scenarios highlighted the following risks and further actions that are needed:

i. **N2 Express services:** The decision to extend the N2 Express and Milestone 0.1 will likely require budget for the compensation of MBT operating licences within the 2023 MTREF period. This requirement is not part of the May 2023 approved budget and additional funding is being sourced.

   Continuation of the N2 Express service from January 2025 will require additional funding. However, it is also noted that commuter rail recovery is not expected to meet the demand within the short to medium term, which motivates for continued N2 Express services for the near future. However, continuing the services through an additional VOC once Phase 2A commences, results in additional unnecessary costs.

   Therefore, it is recommended that the N2 Express be absorbed into Phase 2A in order to remove the overhead costs of an additional VOC and reduce its operating costs.

Additionally, such an arrangement would enable adjustments to the extent and frequency of the service should commuter rail services improve in future. This option is considered the only potential means by which the City may afford continued N2 Express services, whilst remaining within the limit of 5% of City rates.

ii. **Reallocated PTOG:** The City should continue to pursue the reallocation to the City of a portion of the Public Transport Operating Grant (PTOG) used to subsidise replaced bus services in the Phase 1 area. This reallocation is crucial for MyCiTi's financial and operational sustainability, as the MyCiTi Business Plan highlights the risk of failing to secure this funding for Phase 1 and 2A, which will have replaced conventional bus services. Without the reallocated PTOG, implementing Phase 2A of MyCiTi could be significantly constrained.

iii. **Fleet technology:** Although the City has committed to transition to alternative green energy vehicles, the extent of the additional cost (being higher vehicle costs, charging infrastructure as well as improvements to the surrounding substations/grid) is not yet certain. The MYFIN 2023 therefore costs the procurement of diesel fleet only. It is, however, anticipated that the transition to green technology fleet will incur higher costs than that of diesel fleet.

iv. **PTNG incentive reduction:** The PTNG incentive has been included as a funding source in the model for the entire MYFIN period, although the amount is significantly reduced from MYFIN 2022. However, projects that can be funded by this source need to be planned and budgeted for.

14. PUBLIC PARTICIPATION PROCESS

14.1. Introduction

The City invited the public and stakeholders to comment on the draft CITP 2024 Update through the usual public participation process. This chapter describes that process.

The CITP 2023-2028 went through an extensive public participation process with stakeholders and the public. The comments from that process were addressed by the relevant branches, and feedback was given in appendix 5 to indicate how all comments were dealt with.

The public participation process followed for this update, and how the feedback has been accommodated, is described below.

14.2. Technical process for the update of the CITP

While not required in terms of the minimum requirements, the City has started to subject its CITP annual updates to a public participation process. This is good governance practice, since full Council will approve the CITP annual updates. The draft CITP 2024 Update was taken through the formal process of public participation. Comments were collated into a database; responded to; and, where applicable, changes were made to the draft update.

In terms of section 17 of the Local Government: Municipal Systems Act, Act 32 of 2000, the public and interested parties or groups were given the opportunity to submit comments, recommendations or objections. The full drafting and approval process is shown in Figure 14-1.

Figure 14-1: Process for drafting and approving the CITP 2024 annual update

The public participation process was approved by the relevant portfolio committee prior to implementation. This included a 30-day commenting window, which was advertised to the public, and disseminated to stakeholders. Stakeholders included the LTAB, IPC and its subcommittees; MBT associations; business associations; and NPOs and academics in the transport sector. All subcouncils were invited to provide comment and disseminate to their constituencies. The public was reached through various media: formal adverts in all community and mainstream media; the Have Your Say link on the City's website; hard copies of the draft document as well as a summary document in the three official languages were provided at all libraries and subcouncil offices; and on the City's social media platforms. In addition, invitations to comment were given at Transport Month events, which coincided with the comment period. The invitation included both stills and short videos.

14.3. Comments received

A total of 28 submissions were received through the official Have Your Say platform: Nineteen were from individuals, eight from organisations, and one from a subcouncil. The comments provided in meetings were also received and considered. Some of the comments were substantial. The full set of comments, and the City's responses, as well as an indication of them resulting in any changes to the draft document, can be found in appendix 5.

	Post 1	Post 2	Post 3	Post 4	Post 5	Total
Post impressions	6 590	12 125	3 926	4 715	2 642	29 998
Post reach	6 590	11 947	3 815	4 417	2 573	29 342
Interactions	24	44	16	19	11	207
Reactions	20	27	14	15	10	86
Likes	19	22	13	14	9	77
Loves	1	3	1	1	1	7
Comment	3	12	1	2	1	19
Shares	1	5	1	1	0	8
Saves	0	0	0	1	0	1

Table 14-1 Reactions to CCT posts on Facebook

	Post 1	Post 2	Post 3	Post 4	Post 5	Total
Views	1 806	1 177	1 280	1 675	1 261	7 199
Likes	7	1	3	1	4	16
Replies	0	0	0	2	0	2
Reposts	4	0	0	1	2	7
Bookmark	1	0	0	0	0	1

Table 14-2 Reactions to CCT posts on social media

The comments received resulted in some changes to the document and, where too detailed for the CITP, comments were also referred to the relevant branches for their information and action. Some can only be addressed in a future update. The public participation process added great value, with many comments affirming the City's stance.

Representatives of the disability sector have asked for continuous improvement of accessibility of the document and its summary during public participation processes for people living with disabilities. This will be communicated to the relevant branch, as any changes would necessitate the application of these new practices to all public participation processes of the City.

APPENDIX 1 – ACTION PLAN MATRIX

A Monitoring and Evaluation Framework for the CITP is currently being developed. Once the development of the Monitoring and Evaluation Framework is complete, the framework will replace the Action Plan Matrix.

APPENDIX 2 – FUNDING STRATEGY FOR PROJECTS: PROGRAMME AND BUDGET

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Finance: Transport	UM contingency provision - Insurance	REVENUE	2 Revenue: Insurance	R200 000,00	R0,00	R0,00
Finance: Transport	UM contingency provision - Insurance	REVENUE	2 Revenue: Insurance	R0,00	R200 000,00	R0,00
Finance: Transport	UM contingency provision - Insurance	REVENUE	2 Revenue: Insurance	R0,00	R0,00	R252 495,00
Public transport	IRT: Fare collection	CGD	4 NT PTNG	R3 000 000,00	R0,00	R0,00
Public transport	IRT: Control Centre	CGD	4 NT PTNG	R15 542 678,00	R0,00	R0,00
Public transport	Transport facilities upgrades	CGD	4 NT PTNG	R10 000 000,00	R0,00	R0,00
Public transport	Transport facilities upgrades	CGD	4 NT PTNG	R0,00	R5 000 000,00	R0,00
Public transport	Transport facilities upgrades	CGD	4 NT PTNG	R0,00	R0,00	R5 000 000,00
Public transport	IRT Phase 2A	CGD	4 NT PTNG-BFI	R7 500 000,00	R8 000 000,00	R8 052 360,00
Public transport	Integrated Bus Rapid Transit System	CGD	4 NT PTNG	R20 000 000,00	R0,00	R0,00
Public transport	IRT Phase 2A	CGD	4 NT PTNG-BFI	R19 895 000,00	R63 152 797,00	R23 264 224,00
Public transport	IRT Phase 2A	CGD	4 NT PTNG-BFI	R8 500 000,00	R9 000 000,00	R9 500 000,00
Public transport	IRT Phase 2A	CGD	4 NT PTNG	R0,00	R0,00	R619 612 299,00
Public transport	Integrated Bus Rapid Transit System	CRR	3 CRR: IRT BusInsura	R0,00	R0,00	R28 000 000,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Roads: Rehabilitation	CGD	4 NT USDG	R35 182 000,00	R50 000,00	R0,00
Roads Infrastructure Management	Roads: Rehabilitation	EFF	1 EFF: 2	R0,00	R12 172 103,00	R100 000,00
Roads Infrastructure Management	Roads: Rehabilitation	EFF	1 EFF	R22 078 400,00	R24 639 497,00	R0,00
Roads Infrastructure Management	Roads: Rehabilitation	CGD	4 NT USDG	R100 000,00	R0,00	R0,00
Roads Infrastructure Management	Roads: Rehabilitation	CGD	4 NT USDG	R500 000,00	R7 500 000,00	R40 500 000,00
Roads Infrastructure Management	Roads: Rehabilitation	CGD	4 NT USDG	R13 325 500,00	R40 000 000,00	R100 000,00
Roads Infrastructure Management	Roads: Rehabilitation	CGD	4 NT USDG	R1 000 000,00	R450 000,00	R20 000 000,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF: 2	R0,00	R100 000,00	R0,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF	R24 878 418,00	R0,00	R0,00
Roads Infrastructure Management	Road structures: Construction	EFF	1 EFF	R50 000,00	R0,00	R0,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF: 2	R0,00	R0,00	R500 000,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF: 2	R0,00	R500 000,00	R500 000,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF	R500 000,00	R0,00	R0,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF: 2	R0,00	R15 395 261,00	R100 000,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF	R41 500 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Metro roads: Reconstruction	CGD	4 NT USDG	R15 503 100,00	R35 045 000,00	R0,00
Roads Infrastructure Management	Upgrade: HO, depot and district buildings	EFF	1 EFF: 2	R0,00	R1 500 000,00	R10 277 195,00
Roads Infrastructure Management	Upgrade: HO, depot and district buildings	EFF	1 EFF	R1 983 274,00	R0,00	R0,00
Roads Infrastructure Management	Upgrade: HO, depot and district buildings	EFF	1 EFF: 2	R0,00	R0,00	R11 950 000,00
Roads Infrastructure Management	Upgrade: HO, depot and district buildings	EFF	1 EFF	R7 299 547,00	R41 000 000,00	R0,00
Roads Infrastructure Management	Upgrade: HO, depot and district buildings	EFF	1 EFF: 2	R0,00	R5 000 000,00	R2 000 000,00
Roads Infrastructure Management	Upgrade: HO, depot and district buildings	EFF	1 EFF: 2	R0,00	R0,00	R5 000 000,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF: 2	R0,00	R0,00	R500 000,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF: 2	R0,00	R25 000 000,00	R15 000 000,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF	R500 000,00	R0,00	R0,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF: 2	R0,00	R0,00	R100 000,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF	R700 000,00	R40 800 000,00	R0,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF	R100 000,00	R0,00	R0,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF: 2	R0,00	R0,00	R1 000 000,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF: 2	R0,00	R500 000,00	R20 000 000,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF	R750 000,00	R0,00	R0,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF: 2	R0,00	R0,00	R500 000,00
Roads Infrastructure Management	Road structures: Construction	EFF	1 EFF: 2	R0,00	R6 000 000,00	R0,00
Roads Infrastructure Management	Road structures: Construction	EFF	1 EFF	R3 000 000,00	R0,00	R0,00
Roads Infrastructure Management	Upgrade: HO, depot and district buildings	EFF	1 EFF: 2	R0,00	R0,00	R5 000 000,00
Roads Infrastructure Management	Upgrade: HO, depot and district buildings	EFF	1 EFF: 2	R0,00	R0,00	R3 000 000,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF: 2	R0,00	R600 000,00	R500 000,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF	R150 000,00	R0,00	R0,00
Roads Infrastructure Management	Metro roads: Reconstruction	EFF	1 EFF: 2	R0,00	R750 000,00	R500 000,00
Roads Infrastructure Management	Rehabilitation - Minor roads	EFF	1 EFF	R5 600 000,00	R0,00	R0,00
Roads Infrastructure Management	Rehabilitation - Minor roads	EFF	1 EFF: 2	R0,00	R6 200 000,00	R0,00
Roads Infrastructure Management	Unmade roads: Residential	EFF	1 EFF	R10 600 000,00	R0,00	R0,00
Roads Infrastructure Management	Unmade roads: Residential	EFF	1 EFF: 2	R0,00	R12 544 868,00	R0,00
Roads Infrastructure Management	Unmade roads: Residential	EFF	1 EFF: 2	R0,00	R0,00	R9 868 779,00
Roads Infrastructure Management	Furniture, fittings, tools and equipment: Add	EFF	1 EFF	R212 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Furniture, fittings, tools and equipment: Add	EFF	1 EFF	R81 000,00	R0,00	R0,00
Roads Infrastructure Management	Acquisition vehicles and plant additional	EFF	1 EFF	R5 955 080,00	R0,00	R0,00
Roads Infrastructure Management	Acquisition vehicles and plant additional	EFF	1 EFF	R19 775 358,00	R0,00	R0,00
Roads Infrastructure Management	Acquisition vehicles and plant additional	EFF	1 EFF: 2	R0,00	R12 352 000,00	R0,00
Roads Infrastructure Management	Acquisition vehicles and plant additional	EFF	1 EFF: 2	R0,00	R38 560 000,00	R0,00
Roads Infrastructure Management	Acquisition vehicles and plant additional	EFF	1 EFF: 2	R0,00	R0,00	R7 147 000,00
Roads Infrastructure Management	Pedestrianisation	EFF	1 EFF	R5 000 000,00	R0,00	R0,00
Roads Infrastructure Management	Rehabilitation - Minor roads	EFF	1 EFF: 2	R0,00	R0,00	R6 000 000,00
Roads Infrastructure Management	Road structures: Construction	EFF	1 EFF: 2	R0,00	R0,00	R4 764 064,00
Roads Infrastructure Management	Informal settlements road upgrading	CGD	4 NT USDG	R6 000 000,00	R0,00	R0,00
Roads Infrastructure Management	Informal settlements road upgrading	CGD	4 NT USDG	R0,00	R5 955 000,00	R0,00
Roads Infrastructure Management	Informal settlements road upgrading	CGD	4 NT USDG	R0,00	R0,00	R6 312 385,00
Roads Infrastructure Management	Plant, tools and equipment: Additional	EFF	1 EFF	R1 185 988,00	R0,00	R0,00
Roads Infrastructure Management	Plant, tools and equipment: Additional	EFF	1 EFF	R625 000,00	R0,00	R0,00
Roads Infrastructure Management	Plant, tools and equipment: Additional	EFF	1 EFF: 2	R0,00	R2 584 000,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Plant, tools and equipment: Additional	EFF	1 EFF: 2	R0,00	R663 000,00	R0,00
Roads Infrastructure Management	Plant, tools and equipment: Additional	EFF	1 EFF: 2	R0,00	R0,00	R2 739 000,00
Roads Infrastructure Management	Traffic calming - Citywide	EFF	1 EFF	R1 770 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming - Citywide	EFF	1 EFF	R1 770 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming - Citywide	EFF	1 EFF: 2	R0,00	R0,00	R2 000 000,00
Roads Infrastructure Management	Traffic calming - Citywide	EFF	1 EFF: 2	R0,00	R0,00	R2 000 000,00
Roads Infrastructure Management	Furniture, fittings, tools and equipment: Repl	EFF	1 EFF: 2	R0,00	R0,00	R476 000,00
Roads Infrastructure Management	Furniture, fittings, tools and equipment: Repl	EFF	1 EFF: 2	R0,00	R0,00	R119 000,00
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF	R6 000 000,00	R0,00	R0,00
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF	R6 000 000,00	R0,00	R0,00
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF: 2	R0,00	R7 000 000,00	R0,00
Roads Infrastructure Management	Plant, tools and equipment: Additional	EFF	1 EFF: 2	R0,00	R0,00	R700 000,00
Roads Infrastructure Management	Traffic calming - Citywide	EFF	1 EFF	R2 180 460,00	R0,00	R0,00
Roads Infrastructure Management	Furniture, fittings, tools and equipment: Add	EFF	1 EFF: 2	R0,00	R0,00	R239 000,00
Roads Infrastructure Management	Furniture, fittings, tools and equipment: Add	EFF	1 EFF: 2	R0,00	R0,00	R91 000,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Traffic calming - Citywide	EFF	1 EFF	R1 770 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming - Citywide	EFF	1 EFF: 2	R0,00	R2 000 000,00	R0,00
Roads Infrastructure Management	Traffic calming - Citywide	EFF	1 EFF: 2	R0,00	R2 000 000,00	R0,00
Roads Infrastructure Management	Traffic calming - Citywide	EFF	1 EFF: 2	R0,00	R2 000 000,00	R0,00
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF: 2	R0,00	R7 000 000,00	R0,00
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF: 2	R0,00	R0,00	R6 000 000,00
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF: 2	R0,00	R0,00	R6 000 000,00
Roads Infrastructure Management	Traffic calming - Citywide	EFF	1 EFF: 2	R0,00	R2 000 000,00	R0,00
Roads Infrastructure Management	Traffic calming - Citywide	EFF	1 EFF: 2	R0,00	R0,00	R2 000 000,00
Roads Infrastructure Management	Traffic calming - Citywide	EFF	1 EFF: 2	R0,00	R0,00	R2 000 000,00
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF	R2 200 000,00	R0,00	R0,00
Roads Infrastructure Management	Road structures: Construction	EFF	1 EFF: 2	R0,00	R8 635 000,00	R50 000,00
Roads Infrastructure Management	Road structures: Construction	EFF	1 EFF	R14 500 000,00	R0,00	R0,00
Roads Infrastructure Management	Road structures: Construction	EFF	1 EFF: 2	R0,00	R50 000,00	R0,00
Roads Infrastructure Management	Road structures: Construction	EFF	1 EFF	R2 372 012,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R140 000,00	R0,00	R0,00
Roads Infrastructure Management	Elsieskraal stormwater rehabilitation	CRR	3 BICL SWater: Parow	R500 000,00	R250 000,00	R5 000 000,00
Roads Infrastructure Management	Elsieskraal stormwater rehabilitation	CRR	3 BICL roads: Parow	R0,00	R1 961 270,00	R0,00
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF: 2	R0,00	R2 500 000,00	R0,00
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF	R550 000,00	R0,00	R0,00
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF: 2	R0,00	R600 000,00	R0,00
Roads Infrastructure Management	Pedestrianisation	EFF	1 EFF: 2	R0,00	R4 000 000,00	R0,00
Roads Infrastructure Management	Plant, tools and equipment: Replacement	EFF	1 EFF: 2	R0,00	R9 416 000,00	R0,00
Roads Infrastructure Management	Plant, tools and equipment: Replacement	EFF	1 EFF	R100 000,00	R0,00	R0,00
Roads Infrastructure Management	Plant, tools and equipment: Replacement	EFF	1 EFF: 2	R0,00	R100 000,00	R0,00
Roads Infrastructure Management	Valley Road - Non-motorised transport	CRR	3 CRR:WardAllocation	R500 000,00	R500 000,00	R0,00
Roads Infrastructure Management	Jenner Gardens - Courtyard tarring	CRR	3 CRR:WardAllocation	R300 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R193 752,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R250 000,00	R0,00	R0,00
Roads Infrastructure Management	Upgrade paving - Strand CBD	CRR	3 CRR:WardAllocation	R140 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Plant, tools and equipment: Replacement	EFF	1 EFF: 2	R0,00	R0,00	R6 500 000,00
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF: 2	R0,00	R0,00	R2 750 000,00
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF: 2	R0,00	R0,00	R650 000,00
Roads Infrastructure Management	Pedestrianisation	EFF	1 EFF: 2	R0,00	R0,00	R4 000 000,00
Roads Infrastructure Management	Plant, tools and equipment: Replacement	EFF	1 EFF: 2	R0,00	R0,00	R600 000,00
Roads Infrastructure Management	Kraaifontein stormwater upgrades	CRR	3 BICL roads: Krfntn	R4 500 000,00	R4 500 000,00	R4 500 000,00
Roads Infrastructure Management	Kraaifontein stormwater upgrades	CRR	3 BICL roads: Krfntn	R0,00	R5 000 000,00	R15 000 000,00
Roads Infrastructure Management	Kraaifontein stormwater upgrades	CRR	3 BICL roads: Krfntn	R0,00	R0,00	R15 000 000,00
Roads Infrastructure Management	Intersect upgrade: Valhalla traffic circle	CRR	3 BICL roads: Parow	R240 000,00	R15 906 449,00	R25 000,00
Roads Infrastructure Management	Radios: Replacement	EFF	1 EFF	R2 000 000,00	R0,00	R0,00
Roads Infrastructure Management	Radios: Replacement	EFF	1 EFF: 2	R0,00	R2 000 000,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R70 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R90 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R30 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R60 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R60 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R180 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R30 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R120 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R60 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R30 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R174 150,00	R0,00	R0,00
Roads Infrastructure Management	Fencing	CRR	3 CRR:WardAllocation	R125 000,00	R0,00	R0,00
Roads Infrastructure Management	Fencing	CRR	3 CRR:WardAllocation	R136 000,00	R0,00	R0,00
Roads Infrastructure Management	Fencing	CRR	3 CRR:WardAllocation	R250 000,00	R0,00	R0,00
Roads Infrastructure Management	Fencing	EFF	1 EFF	R2 000,00	R0,00	R0,00
Roads Infrastructure Management	Fencing	CRR	3 CRR:WardAllocation	R250 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R25 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R25 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R100 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R70 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R70 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R35 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R75 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R200 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R176 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R200 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R100 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R22 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R46 618,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R360 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R105 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R100 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R0,00	R60 000,00	R0,00
Roads Infrastructure Management	Bollard - Installation	CRR	3 CRR:WardAllocation	R20 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Embayment construction	CRR	3 CRR:WardAllocation	R150 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R200 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R19 350,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R0,00	R210 000,00	R200 000,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R345 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R126 500,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R415 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R235 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R150 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R200 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R196 000,00	R0,00	R0,00
Roads Infrastructure Management	Non-motorised transport	CRR	3 CRR:WardAllocation	R0,00	R0,00	R480 000,00
Roads Infrastructure Management	Parking - Upgrade	CRR	3 CRR:WardAllocation	R322 000,00	R0,00	R0,00
Roads Infrastructure Management	Parking - Upgrade	CRR	3 CRR:WardAllocation	R8 000,00	R0,00	R0,00
Roads Infrastructure Management	Paving - Upgrades	CRR	3 CRR:WardAllocation	R135 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Paving - Upgrades	CRR	3 CRR:WardAllocation	R80 000,00	R0,00	R0,00
Roads Infrastructure Management	Pedestrian infrastructure - Upgrade	CRR	3 CRR:WardAllocation	R150 000,00	R0,00	R0,00
Roads Infrastructure Management	Mall - Upgrade	CRR	3 CRR:WardAllocation	R60 000,00	R0,00	R0,00
Roads Infrastructure Management	Vehicle-activated signs	CRR	3 CRR:WardAllocation	R165 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R215 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R197 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R45 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R50 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R185 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R390 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R0,00	R90 000,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R0,00	R0,00	R90 000,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R300 000,00	R400 000,00	R400 000,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R300 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R180 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R210 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R181 248,00	R0,00	R0,00
Roads Infrastructure Management	Fencing	CRR	3 CRR:WardAllocation	R50 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R300 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R200 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R300 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R109 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R340 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R220 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R50 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R150 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R330 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R270 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R335 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R245 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R180 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R70 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R430 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R160 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R100 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R150 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R100 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R100 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R170 000,00	R0,00	R0,00
Roads Infrastructure Management	Traffic calming	CRR	3 CRR:WardAllocation	R100 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R470 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R180 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R100 000,00	R0,00	R0,00
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR:WardAllocation	R500 000,00	R0,00	R0,00
Roads Infrastructure Management	Cape Town CBD enhancement projects	EFF	1 EFF	R6 904 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R1 000 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG-BFI	R3 000 000,00	R50 000 000,00	R50 000 000,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R200 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R1 000 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R1 000 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R9 873 573,00	R0,00	R0,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL roads: SWest	R3 150 000,00	R150 000,00	R0,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R38 168 793,00	R4 078 687,00	R100 000,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R934 000,00	R384 000,00	R14 538 096,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL roads: SWest	R0,00	R0,00	R15 000 000,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R27 970 483,00	R94 000,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R35 850 000,00	R41 100 000,00	R30 100 000,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R22 626 652,00	R25 000 000,00	R20 000 000,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R16 200 000,00	R3 800 000,00	R2 000 000,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R6 700 000,00	R8 000 000,00	R6 200 000,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL roads: Plumst	R1 000 000,00	R20 000 000,00	R15 000 000,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0,00	R20 000 000,00	R16 148 277,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R21 640 883,00	R25 363 565,00	R15 200 022,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R500 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R500 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R3 500 000,00	R5 000 000,00	R10 000 000,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R7 000 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R4 865 162,00	R39 441 453,00	R100 000,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R4 005 382,00	R20 975 357,00	R71 018 939,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R9 370 000,00	R53 000 000,00	R54 000 000,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0,00	R25 787 718,00	R140 000,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R18 650 800,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R24 000 000,00	R1 600 000,00	R100 000,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R150 000,00	R0,00	R0,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R99 846 531,00	R81 268 541,00	R90 000 000,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 Private - Orio	R26 570 226,00	R0,00	R0,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG	R0,00	R0,00	R56 958 873,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R109 060 953,00	R25 975 000,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG	R80 000 000,00	R0,00	R0,00
Transport Infrastructure Implementation	IRT Phase 2A	CRR	3 CRR: IRT PH2A	R0,00	R160 000 000,00	R0,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R295 830 915,00	R460 206 383,00	R278 447 848,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R85 319 000,00	R132 463 000,00	R133 023 274,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R50 265 771,00	R234 418 569,00	R131 731 490,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 Private - Orio	R40 667 860,00	R39 956 800,00	R46 897 455,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG	R0,00	R0,00	R109 325 303,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R195 281 000,00	R207 813 000,00	R0,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R40 000 000,00	R10 000 000,00	R0,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R80 853 400,00	R168 767 000,00	R179 251 300,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0,00	R0,00	R9 500 000,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R153 911 245,00	R239 599 687,00	R175 456 726,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG	R0,00	R0,00	R57 239 027,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R106 470 235,00	R158 287 070,00	R116 187 286,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R80 632 788,00	R158 185 818,00	R0,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG	R94 120 752,00	R42 489 475,00	R0,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R1 000 000,00	R0,00	R0,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R1 000 000,00	R48 000 000,00	R33 000 000,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R1 000 000,00	R0,00	R0,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R22 684 759,00	R109 132 704,00	R4 115 370,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 Private - Orio	R5 738 696,00	R27 607 935,00	R1 041 089,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 Private - Orio	R2 639 703,00	R9 139 495,00	R5 288 342,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R11 606 438,00	R37 209 358,00	R21 983 119,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 Private - Orio	R4 708 225,00	R4 224 287,00	R335 115,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R18 606 427,00	R16 694 800,00	R1 321 981,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R14 700 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL roads: Krfntn	R4 800 000,00	R100 000,00	R0,00
Transport Infrastructure Implementation	Integrated Bus Rapid Transit System	CGD	4 NT PTNG	R34 768 265,00	R47 507 823,00	R262 011,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R2 000 000,00	R3 000 000,00	R5 000 000,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R33 450 000,00	R3 500 000,00	R0,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: IRT Stats Ins	R18 002 253,00	R0,00	R0,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R500 000,00	R0,00	R0,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R14 000 000,00	R12 665 000,00	R12 665 000,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Infrastructure Implementation	Congestion relief projects	EFF	1 EFF: 2	R0,00	R0,00	R5 000 000,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL roads: Plumst	R0,00	R3 000 000,00	R0,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R500 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R15 371 572,00	R22 008 887,00	R100 000,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R500 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R500 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0,00	R33 316 000,00	R1 879 360,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R21 034 686,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0,00	R7 153 442,00	R140 000,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R28 715 223,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R26 902 294,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0,00	R38 381 846,00	R16 751 723,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R100 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R600 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R600 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Catalytic Land Development Support Prog	EFF	1 EFF: 2	R0,00	R0,00	R3 800 000,00
Transport Infrastructure Implementation	Human Settlements Support Programme	EFF	1 EFF: 2	R0,00	R0,00	R2 400 000,00
Transport Infrastructure Implementation	Rail Level Crossing Elimination Programme	EFF	1 EFF: 2	R0,00	R0,00	R3 300 000,00
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R9 315 000,00	R5 897 708,00	R0,00
Transport Infrastructure Implementation	Property acquisition	EFF	1 EFF: 2	R0,00	R2 000 000,00	R0,00
Transport Infrastructure Implementation	Property acquisition	EFF	1 EFF: 2	R0,00	R0,00	R2 000 000,00
Transport Infrastructure Implementation	Property acquisition	EFF	1 EFF	R1 998 001,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Infrastructure Implementation	Rail Level Crossing Elimination Programme	EFF	1 EFF: 2	R0,00	R1 000 000,00	R23 440 000,00
Transport Infrastructure Implementation	Rail Level Crossing Elimination Programme	EFF	1 EFF	R1 400 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL roads: SWest	R9 500 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R600 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R500 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R500 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R600 000,00	R0,00	R0,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R564 273,00	R0,00	R0,00
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R859 585,00	R0,00	R0,00
Transport Planning and Network Management	Mfuleni Urban Node	CGD	4 NT USDG	R1 000 000,00	R1 000 000,00	R23 087 615,00
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF	R1 500 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF	R500 000,00	R0,00	R0,00
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF	R2 000 000,00	R0,00	R0,00
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF: 2	R0,00	R3 752 563,00	R0,00
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF	R990 000,00	R0,00	R0,00
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF	R2 000 000,00	R0,00	R0,00
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF: 2	R0,00	R2 777 250,00	R0,00
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF: 2	R0,00	R1 388 625,00	R0,00
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF	R1 551 250,00	R0,00	R0,00
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R350 000,00	R0,00	R0,00
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R2 250 000,00	R0,00	R0,00
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R4 660 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Planning and Network Management	Provision of PT shelters, embayments and signage	CGD	4 NT PTNG	R3 000 000,00	R0,00	R0,00
Transport Planning and Network Management	Provision of PT shelters, embayments and signage	CGD	4 NT PTNG	R500 000,00	R0,00	R0,00
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R750 000,00	R0,00	R0,00
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0,00	R750 000,00	R0,00
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0,00	R5 000 000,00	R0,00
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0,00	R3 000 000,00	R0,00
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0,00	R0,00	R3 000 000,00
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0,00	R0,00	R850 000,00
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0,00	R800 000,00	R0,00
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0,00	R0,00	R3 159 000,00
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0,00	R0,00	R1 701 000,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Planning and Network Management	Public Transport Systems Management Project	CGD	4 NT PTNG	R11 800 000,00	R0,00	R0,00
Transport Planning and Network Management	Public Transport Systems Management Project	CGD	4 NT PTNG	R7 000 000,00	R0,00	R0,00
Transport Planning and Network Management	Public Transport Systems Management Project	CGD	4 NT PTNG	R22 200 000,00	R0,00	R0,00
Transport Planning and Network Management	Road sign construction: Citywide	EFF	1 EFF	R1 100 000,00	R0,00	R0,00
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF: 2	R0,00	R700 000,00	R0,00
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF: 2	R0,00	R2 000 000,00	R0,00
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF: 2	R0,00	R2 000 000,00	R0,00
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF: 2	R0,00	R1 000 000,00	R0,00
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF: 2	R0,00	R1 700 000,00	R0,00
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF: 2	R0,00	R700 000,00	R0,00
Transport Planning and Network Management	Road sign construction: Citywide	EFF	1 EFF: 2	R0,00	R1 500 000,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Planning and Network Management	Public Transport Systems Management Project	CGD	4 NT PTNG	R0,00	R7 000 000,00	R0,00
Transport Planning and Network Management	Public Transport Systems Management Project	CGD	4 NT PTNG	R0,00	R9 800 000,00	R0,00
Transport Planning and Network Management	Public Transport Systems Management Project	CGD	4 NT PTNG	R0,00	R18 147 782,00	R0,00
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF: 2	R0,00	R0,00	R1 000 000,00
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF: 2	R0,00	R0,00	R2 000 000,00
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF: 2	R0,00	R0,00	R800 000,00
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF: 2	R0,00	R0,00	R2 100 000,00
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF: 2	R0,00	R0,00	R800 000,00
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF: 2	R0,00	R0,00	R1 800 000,00
Transport Planning and Network Management	Public Transport Systems Management Project	CGD	4 NT PTNG	R0,00	R0,00	R6 800 000,00
Transport Planning and Network Management	Public Transport Systems Management Project	CGD	4 NT PTNG	R0,00	R0,00	R4 000 000,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Planning and Network Management	Upgrade intelligent transport systems	EFF	1 EFF: 2	R0,00	R0,00	R3 752 563,00
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF: 2	R0,00	R0,00	R1 388 625,00
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF: 2	R0,00	R0,00	R2 777 250,00
Transport Planning and Network Management	Provision of PT shelters, embayments and signage	CGD	4 NT PTNG	R0,00	R0,00	R3 000 000,00
Transport Planning and Network Management	Provision of PT shelters, embayments and signage	CGD	4 NT PTNG	R0,00	R0,00	R500 000,00
Transport Planning and Network Management	Public Transport Systems Management Project	CGD	4 NT PTNG	R0,00	R0,00	R13 200 000,00
Transport Shared Services	Public Transport Systems Management Programme	CGD	4 NT PTNG	R2 000 000,00	R0,00	R0,00
Transport Shared Services	Public Transport Systems Management Programme	CGD	4 NT PTNG	R3 000 000,00	R0,00	R0,00
Transport Shared Services	Furniture, fittings, tools and equipment: Repl	EFF	1 EFF	R212 000,00	R0,00	R0,00
Transport Shared Services	Furniture, fittings, tools and equipment: Repl	EFF	1 EFF	R106 000,00	R0,00	R0,00
Transport Shared Services	Computer equipment and software: Add	EFF	1 EFF	R300 000,00	R0,00	R0,00
Transport Shared Services	Computer equipment and software: Add	EFF	1 EFF: 2	R0,00	R1 500 000,00	R0,00
Transport Shared Services	Computer equipment and software: Add	EFF	1 EFF: 2	R0,00	R350 000,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Shared Services	Computer equipment and software: Add	EFF	1 EFF: 2	R0,00	R300 000,00	R0,00
Transport Shared Services	Computer equipment and software: Add	EFF	1 EFF: 2	R0,00	R0,00	R1 000 000,00
Transport Shared Services	Computer equipment and software: Add	EFF	1 EFF: 2	R0,00	R0,00	R417 000,00
Transport Shared Services	Computer equipment and software: Add	EFF	1 EFF: 2	R0,00	R0,00	R300 000,00
Transport Shared Services	Computer equipment and software: Add	EFF	1 EFF	R1 500 000,00	R0,00	R0,00
Transport Shared Services	Computer equipment and software: Add	EFF	1 EFF	R100 000,00	R0,00	R0,00
Transport Shared Services	Smart technologies at PTIs	CGD	4 NT PTNG	R4 500 000,00	R0,00	R0,00
Transport Shared Services	Smart technologies at PTIs	CGD	4 NT PTNG	R0,00	R5 000 000,00	R0,00
Transport Shared Services	Furniture, fittings, tools and equipment: Repl	EFF	1 EFF: 2	R0,00	R449 000,00	R0,00
Transport Shared Services	Furniture, fittings, tools and equipment: Repl	EFF	1 EFF: 2	R0,00	R119 000,00	R0,00
Transport Shared Services	Furniture, fittings, tools and equipment: Add	EFF	1 EFF: 2	R0,00	R86 000,00	R0,00
Transport Shared Services	Furniture, fittings, tools and equipment: Add	EFF	1 EFF: 2	R0,00	R225 000,00	R0,00
Transport Shared Services	Computer equipment and software: Repl	EFF	1 EFF	R700 000,00	R0,00	R0,00
Transport Shared Services	Computer equipment and software: Repl	EFF	1 EFF: 2	R0,00	R700 000,00	R0,00
Transport Shared Services	Computer equipment and software: Repl	EFF	1 EFF	R500 000,00	R0,00	R0,00

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2024/25	APPROVED BUDGET 2025/26	APPROVED BUDGET 2026/27
Transport Shared Services	Computer equipment and software: Repl	EFF	1 EFF: 2	R0,00	R500 000,00	R0,00
Transport Shared Services	Computer equipment and software: Repl	EFF	1 EFF: 2	R0,00	R0,00	R1 000 000,00
Transport Shared Services	Computer equipment and software: Repl	EFF	1 EFF: 2	R0,00	R0,00	R700 000,00

APPENDIX 3 – LIST OF ANNEXURES

The appendix has remained the same since the development and approval of the CITP 2023-2028.

APPENDIX 4 – MEC APPROVAL LETTER

Western Cape Government
FOR YOU

Ministry of Mobility
Ricardo Mackenzie
Provincial Minister of Mobility
Ricardo.Mackenzie@westerncape.gov.za | Tel: 021 483 4466

Councillor Rob Quintas
Mayoral Committee Member: Urban Mobility
12 Hertzog Boulevard
Cape Town
8001

Per email: roberto.quintas@capetown.gov.za

COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP) 2023-2028 FOR THE CITY OF CAPE TOWN

Dear MMC Quintas

Congratulations on the work done by the Urban Mobility Department and the approval of the Comprehensive Integrated Transport Plan as approved by the Council of the City of Cape Town.

The principles guiding this plan is supported as they target affordability, increased access and efficiency, ensuring sustainability and appropriate interrelationships between modes and importantly, inclusivity - catering for all users.

In terms of Section 36(4) of the National Land Transport Act, 2009 (Act No 5 Of 2009), I approve the Comprehensive Integrated Transport Plan 2023-2028 for the City of Cape Town.

No compliance issues have been identified nor any changes requested for the 2023 – 2028 plan. It is requested that matters raised by the Department of Mobility and the Department of Infrastructure be considered in future revisions. These relate public transport facilities, the devolution of contracted bus services and urban rail services to the City and a broader strategy relating to the minibus taxi industry. Further issues in relation to roads devolvement, planning, coordination and approvals have been raised. Please see the attached compliance assessment for details relating to these matters.

I look forward to shaping our collective vision for urban mobility and collaborating on a strategic vision to guide planning and delivery.

Yours sincerely,

Ricardo Mackenzie
Minister of Mobility
Western Cape Government
06 November 2023

APPENDIX 5 – COMMENTS RECEIVED IN THE PUBLIC PARTICIPATION PROCESS, AND RESPONSES

No.	ORGANISATION TYPE	COMMENT	CHAPTER(S)	RESPONSE (as at 30 November 2024)	CHANGE TO DOCUMENT
1	**Personal capacity**	I would suggest you prioritise the Van Riebeeck Bridge in Kraaifontein (design plan that was already approved in 2012)as it's already very congested and it's only 1 of 2 ways to other side of Kraaifontein and Durbanville. Especially with the commencement of SANRALs major N1 upgrades starting 2025 - 2028 and that includes the Brighton Rd Bridge over the N1. Otherwise it's going to cause even more congestion and traffic related issues.	7	The CITP does not prioritise infrastructure upgrades, but this will be considered in the programme that does so. This will be done in the light of the latest thinking in this CITP (see section 7.3), which considers induced demand. Induced demand, which is the additional demand for road capacity that is induced by increases in road capacity, and the general principles of contemporary transport planning, require the City and other institutions to rethink their historical approach to increased road infrastructure capacity to 'address congestion'. The City is in the process of evaluating previous road capacity increases to inform future projects. Future road capacity increases, by any implementing institution, must be evaluated with due consideration paid to induced demand. Fundamentally, the phenomenon of induced demand supports the broad objectives and approach of the City and its CITP: To support, invest in, and encourage quality public and non-motorised transport.	No change

No.	ORGANISATION TYPE	COMMENT	CHAPTER(S)	RESPONSE (as at 30 November 2024)	CHANGE TO DOCUMENT
2	**Personal capacity**	a proposal and request for the Van Riebeeck bridge to be prioritized especially with the upcoming of the N1/Brighton Bridge SANRAL project that commences in February. The bridge is a nightmare.	7	The CITP does not prioritise infrastructure upgrades, but this will be considered in the programme that does so. This will be done in the light of the latest thinking in this CITP (see section 7.3), which considers induced demand. Induced demand, which is the additional demand for road capacity that is induced by increases in road capacity, and the general principles of contemporary transport planning, require the City and other institutions to rethink their historical approach to increased road infrastructure capacity to 'address congestion'. The City is in the process of evaluating previous road capacity increases to inform future projects. Future road capacity increases, by any implementing institution, must be evaluated with due consideration paid to induced demand. Fundamentally, the phenomenon of induced demand supports the broad objectives and approach of the City and its CITP: To support, invest in, and encourage quality public and non-motorised transport.	No change
3	**Personal capacity**	3.1. Very happy to hear the positive move towards prioritising Public Transport and the introduction of the "Induced demand" concept with regard to future plans. Just a few things to make this better is to make alternative modes of transport easier/safer. 3.2. For example, with the bicycle lanes - there are a lot of lanes being introduced however these are painted lines shared with cars that are not entirely safe for cyclists and additionally these lanes are not appropriately connected/linked so there are gaps when trying to get from point A to B. Additionally where there are bicycle lanes, ubers/taxis park in these lanes with zero enforcement (e.g. Granger Bay Blvd near Somerset Hospital), and cyclists then have to move into the main road with cars again.	7 9	Agreed The draft Walking and Cycling Strategy notes the importance of connected and continuous cycle lanes and the need for cycle lanes that are protected from bad driver behaviour and obstructions.	No change No change – addressed in the draft Walking and Cycling Strategy

No.	ORGANISATION TYPE	COMMENT	CHAPTER(S)	RESPONSE (as at 30 November 2024)	CHANGE TO DOCUMENT
		3.3. Then with regard to the MyCiTi busses, please can tap-to-pay with credit/debit cards or Apple Pay/Samsung Pay be introduced to make using the system easier. It is a big hurdle for a lot of people that might be willing to use the bus to get from A to B, however they get on the bus and are told they can't ride with their Visa/Master Card as they have to get a specific MyCiTi card. This would additionally help a lot with tourists looking to use the Public Transport network and not having to figure out where to find and top-up cards and would bring the MyCiTi system in line with other Public Transport systems around the globe.	3	The use of smart phones and normal credit cards is and has been a consideration for the City. Factors such as the kind of clientele that predominantly uses our buses, cost and availability of related resources come to play. There has also been a suggestion of using QR codes for instance, as it is viewed as being accessible to everyone. In short, the City is seemingly open to the idea of using fare media that will allow most passengers to adapt and use the system efficiently. The City is currently investigating this option and doing a due diligence and benefits analysis of such a system.	A new section 3.4 has been added in appendix 6 to address this.
		3.4. But overall very excited for the future of Cape Town's public transport systems taking priority and is a good direction to take.	6 / App. 6	Noted with thanks	No change
4	**Personal capacity**	4.1. I 100% support the CITP. Reliance on cars for transport is the wrong direction to go in, and induced demand is what has been continually happening in Cape Town. We need to provide viable, safe, and efficient alternatives to cars for transport. South Africa is not a rich country, if the richest countries in the world cannot afford to maintain a car-centric transport system, what hope do we have. I have a number of suggestions based on what I've experience on my travels to various cities around the world, that I don't see mentioned in the proposal.	7	Noted	No change
		4.2. We need to lower speed limits to 20mph/30kph, the default of 60kph is too high, you go from 95% death rate to 2.5% death rate for pedestrians with this simple change. The road design also needs to reflect this reduced speed, it should feel like 30kph is the correct speed to drive, and not just rely on our minimal traffic enforcement. We need skinnier, curvier roads, not just speed bumps.	11	Review of speed limits will be one potential tool considered in the drafting of the new Road Safety Strategy. Elements of road design that will enhance safety will also be considered.	No change – to be addressed in the draft Road Safety Strategy

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		4.3. We need proper pedestrian and cycle infrastructure, which we'll have space for with these skinner roads. We claim 548km of cycle lanes, but most of those are more dangerous than just riding in the road, and that's only 5% of our roads. We need a proper connected cycle network, that's properly mapped out so that we can actually plan a route and see if it's possible to cycle there. Right now the only way is for me to drive out and find where all the cycle lanes are. So many people are cycling down main road close to me here in Diep River, even though it is so dangerous with the way people drive. Imagine how many more people would cycle if it was safe. Cycling in the Netherlands is so safe because of the excellent infrastructure they have there. In the 70s the Netherlands was like Cape Town, with cars and large roads everywhere, but they changed it all around with good infrastructure. You'll see primary school children there cycling themselves to school and to after school activities, all without their parents, they're fully independant, I would have loved to grow up in a place like that.	9	Agreed Painted cycle lanes (i.e. class 3 and 4) are not recommended to be implemented at scale. The draft Walking and Cycling Strategy proposes a significant information collation exercise to catalogue all walking and cycling facilities per typology in order to quantify the length of facilities that are actually safe and provide a high quality of service to pedestrians and cyclists. It also proposes the adoption or adaption of design standards for cycling facilities, which includes the design of a network that is connected so that users have a safe journey from end to end along key corridors.	No change – addressed in the Walking and Cycling Strategy
		4.4. . We also need proper maps and wayfinding for public transport. The taxi system is a mess that I would rather replace than try and map, but there is no easy way to figure out a route using public transport. It's spread out over metrorail, golden arrow busses, myciti busses if you're lucky to live in the tiny part of cape town that it actually serves. Finding a route through all of those antequated services is a nightmare, no wonder people just get in their car and drive. In most London you just open your preferred maps app, type in your destination, and it will tell you exactly what public transport to take, and all the services you just tap your bank card or cellphone, no need for cash or top up cards that only work on one service. You see school children there taking the bus to and from school and after school activities, chatting and having fun with their friends, without their parents needing to constantly lift them wherever they need to go.	3	These are good ideas that work where there are the right governance structures to support them (such as Transport for London). In Cape Town, each different mode of transport is under a different governance arrangement. The City only has plans for, and control over, the MyCiTi system. However, your idea of a map showing all public transport routes, and interchanges where people can move from one mode to another, will be investigated by the appropriate branch.	No change

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		4.5. We also need better monitoring of vehicles on the road, ensuring they are safe. The UK has the MOT system, where every year the car needs to go in to be checked that it is safe to operate on public roads, and that it still meets emission and noise regulations. This will make sure that any aftermarket alterations to cars are checked that they are still safe to drive and meet regulations.	11	The new Road Safety Strategy will be a multidisciplinary strategy based on the safe systems approach. Safe vehicles is one part of this approach and must be addressed in the strategy drafting process.	No change – to be addressed in the draft Road Safety Strategy
		4.6. Our public transport also needs to run at more convienient times. Our trains run around once an hour during the week, and stop running midday on a Saturday. How are you supposed to do anything while relying on trains? In Paris the trains run every 2 to 4 minutes, so you don't even need to look up the schedule, and they're only closed between 01h20 and 05h20. The bussiest I've seen public transport in London was not during peak commutor morning and evening, it was Saturday night.	6 / App. 6	Having engaged PRASA on the scheduling of their train service, PRASA has responded that certain corridors are currently running on 20-minute intervals during weekday peak hours after the successful reintroduction of electronic signalling systems, while there are unfortunately still corridors where the absence of a functional signalling system necessitates longer running times for operational safety reasons. The general condition of the existing network as well as rolling stock availability also directly impacts on the ability of PRASA to run more trains more frequently, especially on weekends.	No change
5	**Personal capacity**	5.1. Do not cut any Phase 1 Myciti services. Keep them all high frequency - we have all the infrastructure.	6 / App. 6	MyCiTi services are funded by internal City funds and revenue from ticket sales. The service is operated and scheduled to remain within the budget, whilst maintaining the best frequency as feasible.	No change
		5.2. There is no mention of trams. Cape Town once had trams - the city should investigate this as a mode - it should at least be mentioned in the CITP. Improving taxis & buses is essential, but trams offer a cleaner, more efficient solution for mass transit. They're reliable, less affected by traffic & have a longer lifespan with lower maintenance costs. Trams will complement our transport mix, not replace it.	6 / App. 6	The review and update of the Integrated Public Transport Network (IPTN) Plan are currently under way. This review and update are considering all modes as part of the public transport solution. As part of this work, a Modal Transition Framework has been developed, which guides the decisions regarding suitable modes of transport for the Cape Town context. This framework considers the capacity, operations and costs of the solutions. The IPTN Plan then guides the way forward in which the public transport system needs to develop.	No change

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6	**Personal capacity**	Could we please have more, and safer, cycling lanes to and from the CBD. First prize is obviously a barrier that separates cyclists from vehicular traffic as the taxis are my biggest threat when using the cycling lane through Salt River and Woodstock.	9	This is one of the key outcomes of the draft Walking and Cycling strategy, i.e. safe and separated bicycle lanes that are separated from pedestrian and motorised traffic, where appropriate.	No change – addressed in the draft Walking and Cycling Strategy
7	**Personal capacity**	Rail must be front and centre to transport plan. But alas dealing with Prasa will be long and frustrating endeavour. A service like the Gautrain must be lauched sooner rather than later. While the Myciti is servicing much of the Southern and Table Bay area - efforts must be doubled to establish safe and affordable public transport along the Voortrekker Rd corridor. The rail service along this Voortrekker corridor is unreliable and unsafe.	6 / App. 6	The review and update of the Integrated Public Transport Network (IPTN) Plan are currently under way. This review and update are considering all modes as part of the public transport solution. Rail should be the backbone of the public transport system and the City is supporting PRASA's efforts to revitalise and restore the rail system.	No change
8	**Personal capacity**	Thank you for improving road and travel safety; for attempting to reduce travel cost. Example is better than just talk. youth see bad driving and do the same.		Noted	No change
9	**Personal capacity**	MyCiti bus is so great! Just so difficult to get a card and load money on that it puts so many people off using, myself included. Really ... do we need a password? Expiry date? All add to making it such a complicated system.	3	There is a need for passwords for the cards for security reasons, i.e. so that passengers can securely access statements and balances. It is usually set on 1111 by default, but one can always change it. The expiry date should not really be a problem as the cards are set to expire after five (5) years. The current card is a bank-issued card and, therefore, like all bank cards, the expiration date is a way to keep one's information secure. It also helps to ensure that one's card is in working condition and equipped with the latest technology. The City is currently investigating an account-based system vs a card-centric system. This is one of the factors being taken into account with this consideration.	Section 3.4 has been added in appendix 6.

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10	**NPO**	10.1. I appreciate the City's efforts to create an integrated and sustainable transport system, and I would like to contribute to this important discussion with a focus on sustainability and the need for greener cities. Prioritizing Public Transport and Sustainability: The CITP highlights the over-reliance on road-based transport, with 89% of commuter trips happening on our roads. This congestion not only impacts our daily lives but also contributes significantly to carbon emissions, air pollution, and overall environmental degradation. The solution lies in expanding and prioritizing public transport, especially the creation of more buses and bus routes, including dedicated lanes for buses, such as the MyCiTi service. Encouraging the use of buses in and around our city will alleviate traffic, reduce emissions, and make Cape Town a more liveable and greener city.	6 / App. 6 and 7	The review and update of the Integrated Public Transport Network (IPTN) Plan are currently under way. This review and update consider all modes as part of the public transport solution and are developing ways in which the public transport system can be prioritised over private transport.	No change

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		10.2. Additionally, improving bus infrastructure will support the City's goal of moving towards a more inclusive transport system that serves everyone, especially lower-income communities. Supporting the 14 Sustainable Development Goals (SDGs): Expanding Cape Town's bus network and creating greener transport solutions align directly with many of the 14 Sustainable Development Goals (SDGs): SDG 3 – Good Health and Well-being: Reducing air pollution by promoting buses over private vehicles will improve air quality and the health of our residents. SDG 7 – Affordable and Clean Energy: Public buses powered by cleaner fuels or electric power will contribute to reducing Cape Town's carbon footprint. SDG 9 – Industry, Innovation, and Infrastructure: Investing in sustainable transport infrastructure, including more bus lanes and interchanges, will improve the city's resilience. SDG 11 – Sustainable Cities and Communities: Creating a greener, more connected city through efficient public transport is crucial to achieving sustainability in Cape Town. SDG 13 – Climate Action: Every step we take to reduce emissions through better public transport is a critical part of addressing climate change. SDG 8 – Decent Work and Economic Growth: By improving transport, the city can attract investment and create more jobs, helping to build a stronger local economy. SDG 10 – Reduced Inequalities: Expanding bus routes and services will ensure affordable and equitable access to transport for all communities. SDG 12 – Responsible Consumption and Production: Enhancing public transport will lead to more efficient energy use and fewer resources consumed by private vehicles. SDG 15 – Life on Land: A greener city will protect biodiversity, urban parks, and green spaces by reducing urban sprawl. SDG 14 – Life Below Water: Cleaner air and less congestion will reduce harmful emissions that damage marine ecosystems. SDG 6 – Clean Water and Sanitation: Cleaner public transport helps preserve water resources by lowering pollution. SDG 4 – Quality Education: Providing reliable bus services means students can more easily access schools and universities, helping to	6 / App. 6 and 7	The reference to the Sustainable Development Goals (SDGs) is fully supported. Fourteen out of the seventeen SDGs are supported by public transport. The review and update of the Integrated Public Transport Network (IPTN) Plan are currently under way. This review and update is considering all modes as part of the public transport solution and is developing ways in which the public transport system can be prioritised over private transport.	No change

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		achieve educational goals. SDG 2 – Zero Hunger: Enhanced transportation networks support food supply chains, making food distribution more efficient. SDG 1 – No Poverty: Affordable transport is key to reducing poverty, as it connects people to employment opportunities and essential services. Call for Greener Cities: We must embrace the concept of greener cities by making public transport the backbone of Cape Town's urban mobility strategy. Expanding the bus network, enhancing walking and cycling infrastructure, and encouraging a shift from private vehicles to public transport will improve Cape Town's sustainability. We need cleaner air, less traffic, and a better quality of life for all Capetonians.			

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11	**Personal capacity**	11.1. I have a simple question for your planners to ask themselves regarding the future of transport in this city. It is this: "Ask your commuters directly, especially the largest group – those that travel in/out of the city on a regular basis in their own vehicles, 'What would attract you enough about alternative means of transport that would convince you to stop using your own vehicle?'" t's all well and good saying the intention is to get more people to use public transport, but just intending to do so isn't enough. How do you actually get them out of their cars etc? Isn't this a case of give the customer what he wants? Because if you don't plan or are able to do so it ain't going to work. Period.	6 / App. 6	As part of the review and update of the Integrated Public Transport Network (IPTN) plan, user-led design surveys were undertaken at selected public transport interchanges to ask users of the system about their experiences on the public transport system. A travel survey was also done to understand the users of the public transport system better. The City is constantly thinking of ways to improve services and get inputs from users. Focusing on a better service for current users is the basis for attracting 'choice users' who currently use their cars.	No change
		11.2. Congestion charges such as employed in London might be part of the solution (but see below); but does Cape Town have the means now or in the future to install the systems necessary to make congestion charges or similar work successfully? Doubtful.	8	Cape Town is not suited to congestion charging for the Cape Town CBD. There are other mechanisms for discouraging private car movement to the CBD, such as charging the real cost of parking.	No change
		11.3. Good luck. From a Cape Town citizen just returned from an extensive 4 month road trip throughout the UK which has far worse traffic congestion than here AND an extensive public transport infrastructure AND city congestion charges etc but which all very obviously fails to meet the user's needs	6 / App. 6 and 7	Noted However, the City does look at international examples as lessons learnt.	No change
12	**Personal capacity**	I live in Thornton, Western Cape. Our community is in need of safe social spaces i.e. dedicated walking lanes, bike lanes with visible camera monitoring (especially, Polar Ave, Heldersig Ave (canal green belt) and canal green belt at the upper end of Coral Tree and Assegai Ave) . Bins along the walk ways to counter littering - with regular servicing. Regular maintenance of the green spaces. Benches along the canal green belt and other walkways.	9	The draft Walking and Cycling Strategy notes the need to provide quality, safe walking and cycling facilities. It also notes the importance of recognising the 'place' function of streets beyond their role as movement corridors. Urban design and amenities/services such as waste removal are to be included in the design of facilities, especially where they interact with green/open spaces and waterways.	No change – to be addressed in the implementation plan for the Walking and Cycling Strategy.
13	**Subcouncil 10**	13.1. Kindly find the comments from Subcouncil 10 below for the Comprehensive Integrated Transport Plan.		Noted	No change

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		13.2. Railway Corridor Recovery Programme from Nolungile Station to Chris Hani Station.	6 / App. 6	According to PRASA's programme for the central line corridor recovery, it is anticipating to have a train service for the section between Nolungile and Chris Hani stations as well as between Kapteinsklip and Nyanga stations by the end of PRASA's financial year (March 2025).	No change
		13.3. The Construction for Makhaza Bus Facility which will be next to Chris Hani Railway Station.	7	The conceptual design for the Makhaza bus facility has been completed. Budget is being sought through the National Department of Transport (NDoT) to implement this project. The City remains committed to this project.	No change
		13.4. Road Maintenance of MyCiti Bus route – the potion of Ntlazane Road, which is between Oscar Mpetha Road and Mqha Crescent.	5	This detail is not covered in the CITP. However, it has been referred to the relevant branch.	No change
		13.5. Khayelitsha has been promised the upgrading and implementing new NMT infrastructure and improving universal access & consists approximately 30 km road length along the following Roads: a) Bonga Drive from Jeff Masemola Drive to Pama Road. b) Aliam Drive from Mew Way to Pama Road. c) Phakamani Road from Pama Road to Spine Road. d) Makabeni Road from Spine Road to Phakamani Road. e) Kusasa Road from Pama Road to Makabeni Road. f) Sizani Road from Lwandle Road to Mongezi Road. g) Mongezi Road from Lwandle Road to Sizani Road. h) Bangizo Drive Tabulele Avenue from Pama Road to Ilaim Drive. i) Govan Mbeki Road from Spine Road to Walter Sisulu Road. j) Walter Sisulu Road from Govan Mbeki Road to Fukutha Road. k) Lindela Road from Walter Sisulu Road to Japhta Masemola Road. l) Nyanda Ave from Japhta Masemola Road to Japhta Masemola Rd. m) Fukutha Road from Walter Sisulu Road to Japhta Masemola Road. n) Ntlazane Road from Spine Road to Oscar Mpetha o) Msobomvu Drive from Ngcwalazi Drive to Steve Biko	9 and 11	This project has been awarded to a contractor and is currently in the activation period. Construction is planned to commence in early 2025.	No change

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		Road. p) Ngcwalazi Drive from Steve Biko Road to Spine Road. q) PamaRoad from Mew Way to Japhta Masemola Road. r) Indada Avenue in Site C			
		13.6. Reclassification of a portion of Spine Road which is between Mew Way Road and Japhta Masemola Road, from Class 2 to Class 4. So that we are able to implement the project we want to implement along that strip.	3	Spine Road is one of the longest major arterials in the city that provides mobility and connectivity across many regions citywide. Downgrading the function of Spine Road would negatively impact east-west mobility along this strategic link in the road network. It is noted that the City has commenced a Local Spatial Development Framework (LSDF) for the Spine Road corridor and a call for public contributions was made from 8 October 2024 to 30 October 2024. The Spine Road LSDF is a strategic initiative aimed at guiding sustainable urban development along the Spine Road corridor. The LSDF will promote densification, economic growth, improved urban mobility, and environmental sustainability by consolidating various spatial development efforts into a single cohesive framework. Through this process and project, the function of Spine Road will be reviewed.	No change
		13.7. Relief of Traffic Congestion on a portion of Spine Road between N2 and Japhta K Masemola Road, especially during peak hours.	7	This detail is not covered in the CITP. However, it has been referred to the relevant branch.	No change
		13.8. Relief of Traffic Congestion on a portion of Spine Road from over the Railway bridge towards the roundabout at the intersection of Lwandle Road and Walter Sisulu Road.	7	This detail is not covered in the CITP. However, it has been referred to the relevant branch.	No change
		13.9. We also want the installation of CCTV cameras along the MyCiti Bus Route as part of the road safety strategy.	7	CCTV is installed along the MyCiTi Phase 1A trunk route. The same protocol will be followed along the Phase 2A routes with an additional functionality of licence plate recognition being planned. CCTV coverage of the kerbside shelters along Phase 2A is currently being investigated.	No change

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		13.10. Construction of Vuyani Meat Market Taxi rank as part of the ORIO project.	7	Vuyani Meat Market taxi rank upgrade project is on track to be implemented: budget has been allocated to this project for construction.	No change
14	**Personal capacity**	14.1. First of all I want declare my disappointment in metro rail. I am living in the northern suburbs and Parow station use to be a breeze to take train till Pinelands. However when the broken services started I saw a lot of good people lost they lives, work and trust in the metro rail services or was devastating. Arriving at work late and getting home late don't even mention the safety of children. It got worst then stories was shared about how people got hurt on the trains even children it was heartbroken. The train service was good while it lasted but I remember the worst days longest. Till today I would love to use the train but now for my own safety I would rather take the bus.	6 / App. 6	The objective of the Service Level Plan (SLP) between the City and PRASA is to ensure that PRASA delivers regular, reliable, safe and secure rail services. The City and PRASA have engaged, and a redrafted SLP is currently (i.e. at the time of drafting responses to public participation comments) with PRASA for final approval. The Rail Enforcement Unit (REU) is currently on hold due to PRASA finalising its funding arrangements. The City continues to engage PRASA in this regard.	No change
		14.2. Can you please remove the taxis from the road? I am not asking you I am begging you. I have seen since the taxi industry is the only one that is growing while the other services is being threaten as I am writing this now and I think back it sounds all like this was plan to put fear in people and make use of a service that would benefit a need to make money but by expenses of innocent people getting hurt it's not right. So please I ask again get rid of the taxis on the road. When the taxi association strike why must people get hurt, why destroy city busses, why destroy and burn down building it's all unnecessary and costing government millions even billions to repair. What I would like to see in the future is more busses available in the community as the bus service really is not reliable as metro rail was. The bus service times apart is long I remember in Kensington when I was married we used to wait for hours for a bus from Cape Town to Bellville. Once we took a taxi from voortrekker to Parow but I hated the drive so much that I decided a year later to buy a car.	6 / App.6	The review and update of the Integrated Public Transport Network (IPTN) Plan are currently under way. This review and update are considering all modes as part of the public transport solution. The review and update are done in accordance with the national Department of Transport, Integrated Public Transport Network (IPTN) Plan Development Technical Guidance Version 4. This guideline recognises that innovative approaches are required in which more gradual, user-responsive and viable business models are generated, that preserve paratransit's (i.e. the minibus taxi industry's) flexibility and demand responsiveness, but also address some of its shortcomings.	No change

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		14.3. Lately what is happening on the roads, especially in respect of children, transport is unacceptable. Those drivers must all get sentenced. How the hell can you as an adult leave other people's children and then you call yourself a pastor, a husband, a grandfather, even a driver. You must be locked up and your licence permanently removed. Even yesterday (04/10/2024) I saw an article about where kids were involved in an accident. I am a mother and a driver myself as I pick up my kids from three different schools and the male drivers, especially taxis, don't give a damn how they drive. They won't even help you, no courtesy on the road. So please have more road blocks on all roads. I can see a need for cameras plus order to be implemented in Erica Drive from Delft and Stellenbosch arterial. I have seen horrible accidents there but never in my life seen any law enforcement vehicle patrol in that vicinity ever. Please consider my proposal, you have my number. I would like to comment on transport more in detail anytime. Better together.	6 / App. 6	The complaint is noted and the Transport Enforcement Unit (TEU) will schedule an operation soonest.	No change
15	**Residents and Ratepayers' Association**	15.1.1. Our association supports the reinforcement of public transport roads and making it more pedestrian/cyclist friendly. This will significantly improve road safety for both pedestrians and cyclists. We are happy to participate in this process and offer our perspectives based on our intimate local knowledge and history of the Kensington and Factreton areas viz. Sub-district 4 – Eastern District within the Table Bay Planning District		Noted	No change
		15.1.2. A. Proposed Long term Bicycle Parking: (Windermere High School, HJ Kronenberg School, Facreton Clinic, Kensington Centre, Wingfield Primary School, Kenmere Primary School, Windermere primary School, Kensington High School, Factreton Primary School, Sunderland Primary School and WD Hendricks School) • The strategic intent of these parking facilities are immensely ambitious efforts. However, has sufficient research been done to motivate and justify such	9	Bicycle parking locations are determined based on key cycling destinations, such as schools and clinics. The exact placement of these facilities will be finalised during the construction phase, ensuring that the safest possible locations are identified on a case-by-case basis. In previous projects, this process involved engaging with schools to position the bicycle parking facilities within their grounds.	No change

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		facilities and how will these facilities be managed to ensure the safety and safe keeping of bicycles.			
		15.1.3. Non-Motorized Transport (NMT) Draft Design Plans: Kensington NMT 6th Avenue (class 4 cycle route): • No road widening is indicated. The cycle way is located within the carriage way. The applicable warning signs as proposed will not make this extremely high-volume public transport route safe for cyclists and there is no control for cyclists at key intersections from Acre Road to Voortrekker Road. The route does not have an exclusive use for cyclists and pedestrians.	9	Given the road classification, a class 4 cycle facility is the most suitable option. Additionally, due to spatial constraints, the options for a separate cycle facility are limited. The same considerations apply to the intersection control; based on the road classification and spatial constraints, the intersection control options are also restricted. Please note that all these routes are part of, and align with, the City's NMT Master Plan.	No change
		15.1.4. Kensington NMT 12th Avenue (class 4 cycle route): • No road widening is indicated. The cycle way is located within the carriage way. The applicable warning signs as proposed will not make this extremely high-volume public transport route safe for cyclists and there is no control for cyclists at key intersections from Acre Road to Voortrekker Road. The route does not have an exclusive use for cyclists and pedestrians.	9	Given the road classification, a class 4 cycle facility is the most suitable option. Additionally, due to spatial constraints, the options for a separate cycle facility are limited. The same considerations apply to the intersection control; based on the road classification and spatial constraints, the intersection control options are also restricted. Please note that all these routes are part of, and align with, the City's NMT Master Plan.	No change
		15.1.5. Kensington NMT Sunderland Street: (Class 4 cycle route) • No road widening is indicated. The cycle way is located within the carriage way. The applicable warning signs as proposed will not make this extremely high-volume public transport route safe for cyclists and there is no control for cyclists at key intersections from Acre Road to Lugmag Avenue. The route does not have an exclusive use for cyclists and pedestrians.	9	A shared class 2 facility is planned here to ensure exclusive use for cyclists and pedestrians.	No change
		15.1.6. Kensington NMT Dapper Road: (Class 4 cycle route) • No road widening is indicated. The cycle way is located within the carriage way. The applicable warning signs as proposed will not make this extremely high-volume public transport route safe for cyclists and	9	A shared class 2 facility is planned here to ensure exclusive use for cyclists and pedestrians.	No change

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		there is no control for cyclists at key intersections from 12th Avenue 18th Avenue. The route does not have an exclusive use for cyclists and pedestrians.			
		15.1.7. Kensington NMT 4th and 12th Streets: (Class 4 cycle route)• No road widening is indicated. The cycle way is located within the carriage way. The applicable warning signs as proposed will not make this extremely high-volume public transport route safe for cyclists and there is no control for cyclists at key intersections along 4th and 12th Streets. The route does not have an exclusive use for cyclists and pedestrians.	9	Given the road classification, a class 4 cycle facility is the most suitable option. Additionally, due to spatial constraints, the options for a separate cycle facility are limited. The same considerations apply to the intersection control; based on the road classification and spatial constraints, the intersection control options are also restricted. Please note that all these routes are part of, and align with, the City's NMT Master Plan.	No change
		15.1.8. Kensington NMT 12th and Bunney Streets: (Class 4 cycle route) • No road widening is indicated. The cycle way is located within the carriage way. The applicable warning signs as proposed will not make this extremely high-volume public transport route safe for cyclists and there is no control for cyclists at key intersections along 12th and Bunney Streets. The route does not have an exclusive use for cyclists and pedestrians.	9	Given the road classification, a class 4 cycle facility is the most suitable option. Additionally, due to spatial constraints, the options for a separate cycle facility are limited. The same considerations apply to the intersection control; based on the road classification and spatial constraints, the intersection control options are also restricted. Please note that all these routes are part of, and align with, the City's NMT Master Plan.	No change
		15.1.9. Kensington NMT Bunney Street and 10th Avenue: (Class 4 cycle route) • No road widening is indicated. The cycle way is located within the carriage way. The applicable warning signs as proposed will not make this extremely high-volume public transport route safe for cyclists and there is no control for cyclists at key intersections along 10th Avenue and Bunney Streets. The route does not have an exclusive use for cyclists and pedestrians.	9	Given the road classification, a class 4 cycle facility is the most suitable option. Additionally, due to spatial constraints, the options for a separate cycle facility are limited. The same considerations apply to the intersection control; based on the road classification and spatial constraints, the intersection control options are also restricted. Please note that all these routes are part of, and align with, the City's NMT Master Plan.	No change

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		15.1.10. Kensington NMT Lugmag Avenue and Factreton Avenue: (Class 4 cycle route) • No road widening is indicated. The cycle way is located within the carriage way. The applicable warning signs as proposed will not make this extremely high-volume public transport route safe for cyclists and there is no control for cyclists at key intersections along Lugmag Avenue and Factreton Avenue. The route does not have an exclusive use for cyclists and pedestrians.	9	Factreton Avenue will have a separate cycle facility. For Lugmag Avenue, given the class of road, spatial constraints and impacts to services and existing landscape, only a class 4 cycle lane can be proposed.	No change
		15.1.11. Kensington NMT 16th Avenue: (Class 1 pedestrian route and class2 cycle route) • Happy to see that the route is an exclusive pedestrian way outside of road reserve and not part of the 16th Avenue carriage way yet remains a shared and integrated pedestrian/cycle way. With no separation between the pedestrian and cycle use areas this poses a potentially hazardous situation. Trusting that the applicable warning and road signs as proposed will make this route safe for cyclists and pedestrians safe as the intersections at Hawe, Brande and See Pleins are uncontrolled.	9	Considering the road classification, potential impact on the existing landscape, and direct driveway accesses, the walking and cycling facility could not be separated. However, signage will be provided to indicate that the facility is a shared space for both walking and cycling.	No change
		15.1.12. Conclusion: It's more important for local government to prioritize the immediate needs of our marginalized community, such as addressing poverty, unemployment, gangsterism, and drug-related issues. While bicycle lanes and bicycle parking can contribute to a more sustainable and accessible city, these efforts should be balanced with providing essential support and infrastructure that directly address the pressing challenges faced by all communities. Collaborative engagement and effective communication between the government and the community is crucial to ensure that resources are allocated where they are needed most. This well-rounded approach would prioritize both infrastructure improvements and essential support to uplift the community's overall well-being and quality of life.		Noted	No change

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		15.2.1. We wish for cognizance to be taken of the following comments and trust for an understanding that helps to identify the challenges our community faces that we would like the City essentially to address:		Noted	No change
		15.2.2. The world class Century City Station that we see today was a culmination of a collaborative effort between the Passenger Rail Agency of South Africa (PRASA), City of Cape Town, and the Century City Developer – Rabie Property Group. The station has been developed to cater for future passenger growth with a capacity to accommodate passengers during peak hour operations. In addition to servicing the Century City Development and surrounding residential areas like Kensington and Factreton, it is also a key transfer station for the northern growth corridor which includes Montague Gardens, Milnerton, Blaauwberg, and Tableview among others. It is envisaged that this will be achieved through the station's integration with road based public transport such as the My-Citi services. To date this Century City Station remains incomplete with the park n ride facility on the residential side of the station completely abandoned yet the My-City functions extremely well on the N1 side of the CC Station servicing and inter-connecting commuters as far as Du Noon. It must also be noted that the recent public participation process will see a proposd My-Citi route extend from CC station (N1 side) to a My-Citi transport hub to be established at the Maitland Railway Station. This proposal sadly does not include nor extend to the residential side of the CC Station. An alternative public transport that would undoubtedly be welcomed	7	The City is currently planning a park-and-ride project for the Century City rail station to service the Kensington residential area. The concept plan has been completed, which has established the land required for this park-and-ride facility.The City has engaged with the property owner (Transnet Properties) in terms of securing the land for the park-and-ride facility. Transnet Properties is supportive of making the land available for this project. A request for budget to implement this project has been made for future years. The City remains committed to delivering this park-and-ride facility for the community of Kensington.	No change

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		15.2.3. Interesting to note that prvious public participation by Environmental Partnership with respect to environmental impact (congestion relief projects) of the transport plan is very clear that congestion relief is planned for the Goodwood community and motorist travelling along Jakes Gerwel Drive by extending Frans Conradie Dr- west extension from Jakes Gerwel to Sable Road (Through the KenFac Community) with absolutely and painstakingly no indication of any meaningful traffic congestion relief inter-connecting for the Kensington and Factreton community. A definite feeling of shame when it comes to the priority of inter-connections, inclusivity and addressing past inequities. The CITP guides the priorities and activities of the Urban Mobility Directorate in support of the following vision: "All people should have efficient access to a range of opportunities in a manner that is sustainable and provides dignity".	7	The Western Cape Government (WCG) is planning the extension of Frans Conradie Drive to the north of Factreton and Kensington: this is currently in the EIA process. As part of the Frans Conradie Drive extension project, a road connection at 18th Avenue / Aerodrome Road is planned, which will provide a connection from Factreton towards the N1 via Frans Conradie Drive. The City is engaging with WCG to provide additional access to Kensington with a link proposed to serve the station precinct. This link will also provide a connection to the park-and-ride being planned at the station.	No change
		15.2.4. Prestige Dr Extension: Voortrekker Road to new N1/Prestige Drive Interchange:- This new project has no construction time indicated, skirts and bypasses the kensington community. Will there be an interconnection provided for meaninful relief and inclusivity for the residents of the KenFac community?	7	As part of the Prestige Drive extension north of Voortrekker Road, an access road over the railway line is planned in order to provide connectivity to Kensington.	No change
		15.2.5. Twenty-three (23) brand new projects are listed and not sufficient indication of meaningful traffic congestion alleviation relief for the KenFac community. What has ever happened to all those projects over the many many years that have been promised to provide traffic relief as well as to interconnect and include our community with world class public transport systems. No interconnectivity nor any alternative routes other than to be continually boxed in by one single critical arterial road, namely Voortrekker Road.	7	The current phase 1 upgrade of the Voortrekker Road project addresses road capacity for all modes, and improved safety and signalisation. Budget has been secured for this project for the detailed design/construction procurement stage.	No change

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		15.2.6. The widening of Voortrekker Road from Salt River to Prestige Dr and further expansion to 12th Avenue, Kensington is welcomed but could create greater opportunity for higher volumes of thoroughfare through the KenFac community with little hope that traffic flow diredtly out of our Kensington/Factreton community will enjoy any relief.	7	The current phase 1 upgrade of the Voortrekker Road project addresses road capacity for all modes, and improved safety and signalisation. Budget has been secured for this project for the detailed design/construction procurement stage.	No change
		15.2.7. Several concrete roads in our kensington/Factreton community are in desperate need of upgrading and rehabilitating but our year upon year request seem to fall on deaf ears. Important projects in line with dignified living conditions set aside in favour of bicycle lanes. Contrary to the CIPT vision (Section 2.1)	5	There is a large backlog of concrete roads needing repairs, with very limited annual budget. The concrete roads programme uses condition assessments to prioritise projects in line with available budget. Budgets for cycle lanes and non-motorised transport are grant-funded by national government with specific conditions attached, and cannot be used for road repairs. Therefore, road repairs are not being deprioritised in favour of bicycle lanes.	No change
		15.2.8. We are immesnely intriqued that following our community participation in the public participation process with respect to the 2024/25 budget where a propsed budget of R37M, for bicycle lanes (NMT), over the next two financial years did not see a single respectful response yet your CITP indicate that NMT for Kensington is in the procurement phase and highlighted as "Urban Mobility Directorate's Major Achievements". No research has indicated the dire need to have this NMT project at the said cost as a high priority for the Kensington community. Quite puzzling when one considers that fact that bicycle lanes will form part of existing carriage ways.	9	Apologies for the delay in responding to your public participation comments.Extensive research has been conducted, and a comprehensive NMT project prioritisation tool has been developed to support the City's decision-making process. This tool helps to identify and rank projects based on factors such as the vulnerability of non-motorised transport users (including those with impairments and scholars), key destinations (such as schools and public transport connections), and safety considerations (with a focus on areas with high rates of pedestrian and cycling accidents). The Kensington project featured as a high-priority project. Regarding the project timeline, the contract has been awarded, and the construction period is set for 19 months, with work on-site scheduled to begin in early 2025. All other comments related to this project have been addressed in the City's response to the 2023 ratepayers' feedback for the project.	No change

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		15.2.9. Happy to see that road upgrade: Voortrekker Road: Salt River Circle to Jakes Gerwel is listed as a current congestion relief project. In addition, sidewalk construction project for Ward 56 is praiseworthy and happy to see it listed as current. Can we please get more clarity on this minor project?	9	This project is within the Kensington and Maitland area where pedestrian and cycling infrastructure will be upgraded. The contractor has been awarded the work, and the construction period is set for 19 months, with work on-site scheduled to begin in early 2025.	No change
		15.2.10. Traffic calming: Sunderland Street: we've been asking for a mini traffic circle at the intersection of 13th Avenue and Sunderland Street. What traffic calming is planned for Sunderland Street?	11	This detail is not covered in the CITP. However, it has been referred to the relevant branch.	No change
		15.2.11. The 5th Avenue/Voortrekker Road, Kensington intersection engineering solution remains outstanding since 2007.	7	This detail is not covered in the CITP. However, it has been referred to the relevant branch.	No change
		15.2.12. The 4th Avenue/Voortrekker, Kensington engineering solution to curb the no-right turn remains outstanding since 2007.	7	This detail is not covered in the CITP. However, it has been referred to the relevant branch.	No change
		15.2.13. The signaled pedestrian crossing close to 16th Avenue/Voortrekker Road to be relocated to the 16th Avenue/Voortrekker Road intersection was requested more than 10years ago. This signaled crossing impedes the flow of traffic as well as causing unnecessary congestion for motorist needing to exit Factreton to access Voortrekker Road.	7	This detail is not covered in the CITP. However, it has been referred to the relevant branch.	No change
		15.2.14. Given the nightmare and frustration that motorist are experiencing exiting the Ken-Fac community could the railway crossing at 2nd Avenue, Kensington not be reinstated for relieve the early morning traffic congestion.	7	PRASA has a policy of trying to eliminate level crossings. Given this and the location and danger associated with this particular potential point of crossing, this level crossing will not be reopened. Due to safety risks, this level crossing was closed over 40 years ago. Refer to response to 15.2.5 that provides more information regarding the plans for Voortrekker Road.	No change

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		15.2.15. For several years now our association has been pleading with the city of Cape Town for a road infrastructure project, namely, off-road parking for mourners attending funerals, particularly on Saturdays, that will see immense relief for motorist travelling along Voortrekker Road. Motorist now must fear for their lives with the mass invasion of land along the critical Voortrekker Arterial Road, Wingfield. A charming income earning opportunity through a lease agreement for cash strapped property owners, Ndabeni Land Trust.	7	This detail is not covered in the CITP. However, it has been referred to the relevant branch.	No change
		15.2.16. At a Sub-council 15 joint ward committee meeting on the 10th of October 2022 the Mayor of Cape Town, Geordin Hill-Lewis, was extremely passionate about addressing past inequalities and confirming that the Ken-Fac community will be a high priority with respect to inter-connectivity and inclusivity. Insufficient commitment is displayed nor demonstrated in this Comprehensive Integrated Transport Plan. In conclusion, the City of Cape Town is rated both the ninth (9th) best city in the world and one of the best run municipalities in the country, but the question beckons, "is it for everyone?". With the estimation that almost 70 percent of all populations will be living in and around cites by the year 2050, we undoubtedly applaud the ambitious and strategic attempts illustrated in this Comprehensive Integrated Transport Plan but reiterate our view that the Comprehensive Integrated Transport Plan shows little intention of developing a just, rehabilitative, restorative and inclusive community for the Ken-Fac residents.		a) In terms of non-motorised transport, the draft Walking and Cycling Strategy has 'inclusivity' as one of the guiding principles. It also identifies the need to invest incrementally in walking and cycling friendly precincts. Precincts and corridors are to be identified in the review of the NMT network plan in 2025, as part of implementing the strategy. b) In terms of the IPTN plan, there are two railway lines that currently serve Kensington. c) In terms of road plans, please see responses to 15.2.3. and 15.2.4. above.	No change – addressed in the draft Walking and Cycling Strategy and the IPTN plan. Please also see responses to 15.2.3. and 15.2.4. above.

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16	**Personal capacity**	This is a comment on the proposed changes to the M3 between Newlands avenue and the top of Edinburgh drive. One of the changes is the addition of a third lane southbound. Isn't this a contradiction of "induced demand"? Here's the direct quote from your CITP 2024 update, relating to "induced demand:" "Induced demand means that the more we increase road capacity to assist with alleviating traffic congestion, the more it will attract private vehicles to these roads until we once again reach the point where the new wider roads are also filled to capacity. This approach is unsustainable and not financially viable. Thus, we are looking at a policy shift that will bring a greater return on the high costs of expanding road capacity. For example, when we spend money to increase road capacity, we do this for lanes or infrastructure that are reserved for public transport" Well, it seems that the additional 3rd lane on the M3 is not reserved for public transport! Why not look at allowing buses on the M3 southbound and northbound, especially around peak times? This would mean that motorists travelling to and from Cape Town's CBD could use public transport instead of their vehicles, thus relieving gridlock/congestion on the M3.	7	True. This is because the City is currently in the transition phase of the policy shift. Council approved funding for the Congestion Relief Programme on 8 December 2022, prior to the CITP, and this included an allocation to the M3 project. The third lane proposed will bring relief to multiple trip purposes such as school trips, business trips, and freight. The M3 corridor is a major link connecting the southern region to the CBD, and consists of the railway line, Main Road, and the M3 highway. Main Road carries both bus and MBT services.	No change
17	**Personal capacity**	I appreciate the efforts to enhance public transportation in Cape Town through the MyCiTi bus service. However, I believe the current routes primarily cater to those working in the city center and southern suburbs. As a resident of Milnerton, I'd like to highlight the need for more inclusive routing. Many individuals, including friends and colleagues, commute daily from Milnerton to Durbanville and surrounding areas, relying on personal vehicles due to limited public transportation options. I kindly request that you reassess and expand your routes to better serve: 1. Northern suburbs (e.g., Milnerton, Table View, Blouberg) 2. Areas like Durbanville, Bellville, and surrounding regions Potential improvements: - Increased frequency and coverage - Direct routes or efficient transfers - Extended operating hours Enhancing the MyCiTi service will: - Reduce traffic congestion - Promote	6 / App. 6	The City's public transport plans are guided by the Integrated Public Transport Network (IPTN) Plan, which includes the roll-out of MyCiTi services across Cape Town over many years. The next phase of MyCiTi will see the roll-out of services linking Khayelitsha and Mitchells Plain with the hubs of Claremont and Wynberg via Govan Mbeki Road in the coming years. Planned services to other parts of Cape Town will be implemented in the years that follow.	No change

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		environmentally friendly transportation - Increase accessibility and affordability Thank you for considering my feedback. I look forward to seeing improvements that benefit a broader range of communities.			
18	**Personal capacity**	Cape Town is a gift from God! Develop Cape Town like straits and ports around the world. Develop Cape Town like Europe! 1.The gift of ocean should be used- like in Istanbul Turkey, like France, Greece, etc. develop ferry transport from Simonstown to town, town to Milnerton, to Strand, etc. This is best to reduce road traffic! Use logic and develop this beautiful city! 2.Introduce dual carriageway where possible to mitigate traffic! Introduce metro system on roads with state-of-the art security like in Italy, Belgium, France, and other European countries. 3. Develop rail further, even do underground /tube like London! Common sense needs to be used by you whose duty it is to fix issues -a God-given responsibility! Get these ideas implemented and started ASAP! Politicians need to give credit to their intelligence if.	6 / App.6	The review and update of the Integrated Public Transport Network (IPTN) Plan are currently under way. This review and update are considering all modes as part of the public transport solution. As part of this work, a Modal Transition Framework has been developed, which guides the decisions regarding suitable modes of transport for the Cape Town context. This framework considers the capacity, operations and costs of the solutions. The IPTN Plan then guides the way forward in which the public transport system needs to develop.	No change
19	**Personal capacity**	The CITP update takes strides in recognising that building out road infrastructure has to be cognisant of future context - that more lanes defer congestion rather than solve it, and that NMT and public transport are the only sustainable options. However, the spatial development proposals for the city centre, as captured in the draft Local Spatial Development Framework, are not reflected into the overall transport plan for the city. The LSDF makes it unambiguous that the CBD should be pedestrianised, and the implications of this clear directive should inform the CITP.	7	Firstly, from a timing perspective, this draft was developed before the LSDF proposals were shared. Secondly, the draft LSDF does not propose full pedestrianisation of the CBD. It is consistent with the CITP. Agreed, the CITP could mention the CBD LSDF as part of the update.	Mentioned the CBD LSDF and CBDMAP in a new section: 4.5
20	**Government organisation**	20.1. The Department supports the Draft Update in principle, subject to the comments and recommendations set out in this document.		Noted with thanks.	No change.

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		20.2. Section 3.3.3.1 Supply and Utilisation for MyCiTi busses - Below the tables a note is made:"Practical capacity is defined as the number of passengers that can fit comfortably into a vehicle, compared to legal capacity, which is often not practically possible." Comment:The above sentence needs to clarify what is meant by "legal capacity" and "practical capacity. This statement is open to interpretation.	3	*Practical capacity is defined as the number of passengers that can fit comfortably into a vehicle, compared to legal capacity, which is the legal number of passengers the vehicle is permitted to carry.	Changed CITP section 3.3.3.1 accordingly (with amended words in response to 20.2.).
		20.3. Section 5.2.1 Need to reverse the decline of rail - No update to this, which remains a critical need. Comment: It is evident that there is no new information currently. However, it must be emphasized that the importance of revitalizing rail needs to be addressed.	5	The Cape Town Rail Feasibility Study (CTRFS) is a substantial project and is currently in progress. The outcomes will be shared in the CITP as they become available.	No change.
		20.4. Appendix 4 – MEC Approval letter and supporting memo Supporting memo can be removed	App.4	Agreed	Removed supporting memo from appendix 4.
		20.5. Appendix 6 – Public Transport Plan (Introduction of Battery electric busses) - Once the procurement process has begun, it would be valuable for the City of Cape Town (CoCT) to share any lessons learned and strategies for mitigation. This could include insights on best practices, potential challenges encountered during the process, and effective solutions implemented.	App. 6	Noted and agreed.	No change.
21	**Government organisation**	21.1. 3.6. Roads and traffic - Figure 3-17: Public Right of Way road network classification Comment: While it is appreciated that the transport system is considered as a whole in Figure 3-17, it is important to note that the Department of Infrastructure's Transport Infrastructure Branch is responsible for the classification and management of the Proclaimed Provincial Road Network.	3	Noted	No change

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		21.2. 7.2. The City's role as planning authority for transport infrastructure Comment: Further detail and consultation will be required in order to provide detailed comment. However, It is important to note that while the Department of Infrastructure (DOI) supports the integration of project planning and implementation across road authorities and spheres of government, the DOI will manage the Proclaimed Provincial Road Network within the City of Cape Town in accordance with its mandate and Departmental priorities.	7	Agreed Currently, the City and DOI share information regarding their plans, and coordinate well on implementation. The IPC is useful in this regard. The City appreciates DOI's openness to engage in future on its role as the planning authority within the municipal boundary.	No change
		21.3. 7.3.1. Policy implications of induced demand - "Future road capacity increases, by any implementing institution, must will be evaluated with due consideration paid to induced demand. In general, additional road capacity for mixed traffic should be considered only when unquestionably necessary, providing that it can be shown to be unlikely to induce additional demand." Comment: It is important to note that the nature, scope, implementation timing and funding of DOI-led Projects is determined by the DOI Transport Infrastructure Branch in accordance with the relevant Provincial Budget, commonly referred to as Vote 10. This includes maintenance, upgrade and new construction works as applicable. Typo with must will (see adjacent extract)	7	Please see response to 21.2.7.2 above. Induced demand does not relate to maintenance projects, only upgrade and new construction.	No change

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		21.4. 12. IMPLEMENTATION MECHANISMS FOR SPATIAL RESTRUCTURING TO SUPPORT ACCESS - 12.6.1. Review of the Road Access Guidelines - "Some engineering standards in place, such as the Western Cape Road Access Guidelines, that prohibit TOD outcomes (or contravene current urban design principles) and are generically applied without considering site specific implications and contextual factors that are historically oriented towards COD (car oriented development). The use of standards that relate to road layouts, parking and/or access are often inappropriately applied in a South African context, especially in terms of human settlements planning and along public transport corridors. A review of the Provincial Road Access Guidelines or the development of City's own road access guidelines is necessary to support a higher density and diversity of development in spatially targeted areas. The intention of the guidelines should be to provide a safe road environment, to balance the access and mobility functions of all roads, and to contribute to the public realm." Comment: The Department of Infrastructure's Transport Infrastructure Branch is responsible for the management of planning adjacent to the Proclaimed Provincial Road Network. The Department's Access Management Guideline document is applicable to the Proclaimed Provincial Road Network. The DOI supports the development of a City Access Guidelines document for application to Municipal roads and streets.	12	Noted, and referred to the relevant branch.	No change
		21.5. Previous comments made on the CITP are not repeated. Comments made are included as Annexure A for ease of reference.		Responses to the department's previous comments (on the main CITP document) were included in appendix 6 of the CITP 2023-2028: pp. 436-437.	No change

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		21.6. Corridor Development: The development of corridors is identified in the document. As an affected stakeholder, the DOI Transport Infrastructure Branch will need to be consulted in connection with any impact (direct or indirect) on the Proclaimed Provincial Road Network assets. Endorsement and approval by the DOI Transport Infrastructure Branch is required prior to the implementation of any measures adjacent to or on the Proclaimed Provincial Road Network. Corridors include, but are not limited to scenic, tourism, freight, TOD etc. Where applicable Arterial Management Plans exist for these corridors, these plans should be given due consideration. Arterial Management Plans are to be developed, where warranted, as determined by the DOI Transport Infrastructure Branch. Arterial Management Plans for the Proclaimed Provincial Road Network are to be approved by the DOI Transport Infrastructure Branch. Approval is required before the implementation of any proposals can be initiated.		Noted	No change
		21.7. Activity Streets: DOI Transport Infrastructure Branch approval is required for all proposals along and adjacent to the Proclaimed Provincial Road Network.		Noted	No change
		21.8. Node Development / Access Provision: Provision of access to and from the Proclaimed Provincial Road network is to be assessed and provided in accordance with the WCG DTPW (now DOI) Access Management Guidelines (2020). Approval to be granted by the DOI Transport Infrastructure Branch, Subdirectorate Road Use Management. Approval is required before any measures can be implemented on the Proclaimed Provincial Road Network.		Noted	No change

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		21.9. Cultural landscape – sense of place: Identification of scenic routes and/or rural areas: As an affected stakeholder, the DOI Transport Infrastructure Branch will need to be consulted in the development of any Scenic Drive (or similar) Policy. Endorsement and Transport Infrastructure Branch approval will be required before any measures can be implemented on the Proclaimed Provincial Road Network.		Noted DOI is a registered stakeholder for consultation during the review or amendment of the City's spatial plan, the MSDF. With regard to the identification of scenic routes / rural areas / areas of agricultural significance, the City's spatial plans take their lead from the approved provincial scenic routes and other similar provincial (and national) legislation or policies. The Scenic Drive Policy was approved in 2003 and 2013: the routes identified in the current MSDF were based on already delineated provincial scenic routes. Rural areas / areas of agricultural significance were also identified in the MSDF in consultation with provincial and the relevant national departments, in line with their approved legislation/policies. The Provincial Spatial Development Framework (PSDF) is currently being updated. The City will share relevant updates as part of the 2026-2027 MSDF review.	No change
		21.10. Outdoor Advertising limitations: As an affected stakeholder, the DOI Transport Infrastructure Branch will need to be consulted in the development of Policy, especially as it relates to the road environment. All proposals adjacent to, and within the road reserve of the Proclaimed Provincial Road Network are subject to DOI Transport Infrastructure Branch approval.		This has been referred to the relevant department.	No change
		21.11. Traffic Calming: The Proclaimed Provincial Road Network serves a vital mobility function, providing connections between provincial towns and settlements.The Proclaimed Provincial Road Network provides for the movement of citizens and goods, and in so doing, supports economic activity in the Western Cape.The DOI is mandated to provide and protect the Proclaimed Provincial Road Network to ensure that the network provides the required mobility function.Any proposal for traffic calming on the Proclaimed Provincial Road Network needs to be strongly motivated and is subject to the DOI Transport Infrastructure Branch approval.	11	The Traffic Calming Policy, which is one of the City's tools to improve safety, currently specifies that physical traffic calming measures are not an appropriate intervention on the arterial network.	No change

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		21.12. Public Transport – proposed projects and new links: The DOI Transport Infrastructure Branch will need to be consulted in connection with any proposal that has an impact on the Proclaimed Provincial Road Network assets. DOI Transport Infrastructure Branch approval is required prior to the implementation of any measures on the Proclaimed Provincial Road Network.	6 / App. 6	The relevant road authority will be consulted to obtain approval.	No change
		21.13. Renewal Energy Generation: Wind Farm Sites: The DOI Transport Infrastructure Branch needs to be consulted in connection with any potential impact, both during construction or operation, on the Proclaimed Provincial Road Network assets. DOI Transport Infrastructure Branch approval is needed prior to the implementation of any measures on the Proclaimed Provincial Road Network Assets.		Noted	No change
		21.14. Area development – provision of bulk utilities: The planning of key bulk infrastructure needs to be considered to ensure that appropriate space/provision Is made. During the process of providing the required infrastructure to support growth and development, the DOI Transport Infrastructure Branch will need to be consulted where the Proclaimed Provincial Road Network Road Reserve is affected.		Noted	No change
		21.15. Land use – proclaimed road reserve: Land use of Road Reserve considered. Any proposal to expropriate sections of the Proclaimed Provincial Road Network Road Reserve to accommodate development will require consultation and approval from the DOI Transport Infrastructure Branch.		The City does not expropriate land from the provincial government. Negotiations are always entered into with PPI and DOI when the need arises to use provincially owned property. The acquisition process is followed as per the SOP Acquisition by Agreement.	No change
		21.16. Project Implementation: It is important to note that implementation timing and funding of DOI- led Projects is determined by the DOI Transport Infrastructure Branch in accordance with the relevant Provincial Budget, commonly referred to as Vote 10.		Noted	No change

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		This includes maintenance, upgrade and new construction works as applicable.			
		21.17. Roads Master Plans: The Municipality is responsible for the development of a Municipal Roads Master Plan. The DOI Transport Infrastructure Branch is to be consulted where proposals impact (directly or indirectly) the Proclaimed Provincial Road Network. Consideration of the Proclaimed Provincial Road Network is to be based on the Provincial Road Classification. Liaison to be undertaken with the DOI Transport Infrastructure Branch if required.	3	Noted	No change
		21.18. Property Developments: Property Developments need to be undertaken with due consideration not only of the provision of direct access and egress, but also the impact on the surrounding road network. Consideration and preparation of Arterial Management Plans to be undertaken where applicable.		Noted	No change
		21.19. Road Authority Boundaries/ Urban Edge: Amendment to the urban edge has an impact on road authority boundaries. Any amendments made to formal, agreed upon , urban edge boundaries need to be made in consultation with the relevant Road Authority/authorities.	4	This comment was referred to the Spatial Planning and Environment Directorate. City transport officials will be part of the MSDF and DSDF review process intended for 2026-2027, to guide such consultation.	No change

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22	**Personal capacity**	22.1. As business owners within the transport sector we are guided by the same principles as any other business in Cape Town. To employ an affordable minibus taxi service in a safe, reliable and transparent manner and to avoid unnecessary risks for commuters, staff and other road users. Also, to be guided by our own vision for the minibus taxi industry; ie to follow the recommendations of the (1995) National Taxi Task Team The CoCT has highlighted some key points in their CITP documents 7.2.1 ADVOCACY ACTIONS The statement by the CoCT; "The City requires sufficient autonomy to design locally relevant solutions to transport challenges." The CoCT finds merit in determining their own path to meet the challenges posed by unique challenges in Cape Town. This statement is also true of the taxi industry, in that they are faced with unique challenges where they purportedly form part-and -parcel of the public transport resources for the city, however they are also under daily scrutiny for creating transport solutions where none existed in vulnerable communities. As business owners, we are expected to carry out a transport mandate that the city is unable to achieve on their own. We have developed our business to achieve outcomes that serve every community across the country, yet there are limitations placed on our own autonomy. 7.3.1. POLICY IMPLICATIONS OF INDUCED DEMAND "More roads, doesn't necessarily mean less congestion", would be the same sentiment shared by the taxi industry. We would be more inclined to agree to improve Public Transport services, where more private vehicle owners choose public transport, thereby reducing congestion through efficiencies in road use. However, the CoCT's skewed support of bus services over an existing public transport mode, the MBT service, remains a conflicting issue. There is consistent disregard for the value provided by the MBT transport mode, evident in subsidy consideration. We find that your approach undermines the overall urban mobility vision. There continues to be an uneven playing field.	6 / App. 6 and 7	The review and update of the Integrated Public Transport Network (IPTN) Plan are currently under way. This review and update are considering all modes as part of the public transport solution. The review and update are done in accordance with the national Department of Transport, Integrated Public Transport Network (IPTN) Plan development technical guidance version 4. This guideline recognises that innovative approaches are required in which more gradual, user-responsive and viable business models are generated, that preserve paratransit's (i.e. the minibus taxi industry's) flexibility and demand responsiveness, but also address some of its shortcomings. Thank you for your comment on induced demand and the importance of public transport: Agreed.	No change

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		22.2. ADDRESSING THE CITP VISION "All people have efficient access to a range of opportunities in a manner that is sustainable and provides dignity" Two components of the statement stand out: i) Opportunities; This speaks once more to the constraints placed on operators in the industry to be recognised as contributing business entities to job creation and creating access for vulnerable communities, beyond the mandate of public transport operator. Every business has a vision for growth. Profitability, while a factor of operating a sustainable business, is not the only driver for a business owner. Effectively, operators in the industry are seeking economic opportunity. These opportunities are limited in their own communities and stifled within an association model. The CoCT, while recognising the potential of commercial endevours are single-minded in their vision. An independent collaborative effort could ensure business development of operators could spark more employment opportunities, outside of transport operations. The economic potential to uplift communities, foster community development and establish taxi industry-based economic nodes seems to elude the CoCT. ii) Dignity Recognition of taxi industry operators as business owners, supporting their efforts, pursuing collaborative efforts and developing the economic opportunities envisioned by the taxi industry delivers the objective of providing dignity to all.	6 / App. 6	In line with addressing the CITP vision, the Minibus Taxi Transformation Strategy has been developed to engage the industry in a viable model for streamlined, on-demand services that would operate in a complementary way to scheduled services (p. 13). The aim of this strategy is to encourage the industry to form transport operating companies (TOCs) in order to create economies of scale and to engage with the City in the provision of improved on-demand services and alternative revenue-generating activities. This strategy proposes a further opportunity for the minibus taxi industry with the formation of regional transport companies (RTCs). These can potentially provide services associated with the IPTN infrastructure, such as management contracts for stations or public transport interchanges (PTIs). The City recognises that this transformation can only occur if there is a strong partnership with the minibus taxi industry.	No change
		22.3. In summary The planning document, while open to discussion and comment, neglects to deliver on meaningful application of the urban mobility model for all. It is not the updated CITP document in it's current form that raises concern, it is the absence of economic opportunity development that serves communities which does raise concern.	12	Given the context of the comment as a whole, it is assumed that the 'economic opportunities' referred to here relate to the MBT industry. The IPTN review and update do in fact recognise the importance of private sector service providers operating within an integrated system. In addition, chapter 12 shows how the City is creating mechanisms to enable economic development opportunities around public transport. Please also see response to 22.2. above regarding the Minibus Taxi Transformation Strategy.	No change

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23	**Personal capacity**	p. 148 / 223 12.5.1.3. Environmental Exclusions and NEMA Urban Area Paragraph 3 … "In addition, the NEMA Environmental Impact Regulations (2014, as amended), makes provision for the adoption of a NEMA Urban Area, by the Competent Authority (i.e. Department of Environmental Affairs and Development Planning). The main reason for this provision is to enable certain of the Environmental Impact Assessment (EIA) Regulations listed activities within urban areas taking place, without the requirement to obtain environmental authorisation – and thus facilitate the provision of infrastructure and services. As such, it is important to note that the NEMA Urban Area serves a different purpose to the Urban Edge typically delineated in the District Plan. Discussions with DEA&DP are currently underway regarding the alignment of the proposed NEMA Urban Area with the Urban Development Edge." Comment: The FoBCA opposes in principle any development of infrastructure and services without the appropriate environmental authorisation. The proposed expanded NEMA Urban Area needs to be brought to the attention of the wider public and environmental community; and there must be an opportunity to comment. Example - The lowland vegetation types that occur within the boundaries of the CoCT are almost all of extreme conservation concern. Small corridors of land carry the last remaining populations of many threatened species. p.142 / 223 "iii. Current land use and National Environmental Management Act, 1998 (Act No. 107 of 1998) (NEMA) processes allow for opposition to any redevelopment to be challenged: this trend is especially prevalent in areas that are well resourced, resulting in developments that produce "more of the same"." Comment: The opportunity to challenge proposals is part of the functioning of a healthy democracy. Although a generalization, the opposition may be based on expectations of the status quo, traditionally not an unreasonable point of view. Densification has in the past been associated with inner cities, not suburbs. The new planning model that the CoCT has embarked upon is a worthy, long term strategy that will inform new	12	Please note that the demarcation of the NEMA urban area will require a separate public participation process prior to the approval by the competent authority. Furthermore, only certain listed activities would be exempt, should the NEMA urban area be adopted. It should also be noted the NEMA urban area does not exempt land that contains core biodiversity, hydrological assets (retention ponds, rivers, etc.) or high-potential agricultural land. These areas have been designated in approved spatial and environmental policies such as the MSDF, DSDF and environmental management frameworks.	This response has been added to section 12.5.1.3.

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		and the next generation of residents and homeowners. Given these long term goals, it is fair that full EIA investigations and challenges must be allowed to take place. For once the building or redevelopment starts there is no going back. The FoBCA is opposed in principle to any legal changes that reduce the rights of citizens to comment and oppose issues that materially impact on them and are of concern to the wider community.			

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24	**Personal capacity**	24.1. I attach some thoughts and ideas on the CITP for 2024. **Executive summary:** Usually, to rank nineth in the world is a good thing. However, to rank nineth in the world due to traffic congestion is nothing to brag about, espescially if it deteriorated from 13th to 9th in one year! And!, only the likes of New York, Mexico City, London, Paris, etc are the metropolises with worst rankings. Not good! So, the immediate benefits that must be attained with an optimised public transport system include: • Increased efficiency • Enhanced passenger experience • Increased ridership • Reduced congestion • Cost savings An improved and optimised public transport system will go a long way in addressing the scourge of traffic congestion. In doing so, it is important to have a long-term vision but, to eat the elephant one bite at a time with quick wins: • Get all means of travel including buses, trains, etc up and running, safe and on time. • Get tertiary institutions and/or businesses immediately involved to assist with artificial intelligence systems to gather the vast amount of information related to transport and provide practical results to improve the services. • Improve safety measures on public transport significantly • Identify and implement quick wins (shorter than a year) and communicate these results to the public.	All	This commenter provides a well-considered, point-form submission. It is 'text book best practice' for ITP. However, the structure of the CITP is prescribed, so the City cannot change the format of the document as advised here. In terms of addressing the ideas submitted, the City is actually already implementing many of the ideas. However, many of the ideas are tricky to implement because the City has little control or influence over three of the public transport modes (rail, MBTs and GABS). The commenter provides some good suggestions about the use of apps and communication platforms to provide real-time, relevant, information on each of the PT services for the user. These will be referred to the relevant people.	No change
		24.2. The full document is too long to include here. More details have not been included here, but only the Executive Summary.	All	The full document is too long to include here. More details have not been included here, but only the executive summary.	No change

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25	**NPO**	25.1. The City of Cape Town's transportation system is the backbone of the economy, and it is therefore paramount that people are provided with all available options, especially public transportation and first- and last-mile services. As you know, Cape Town is currently the most congested city in South Africa and the 9th most congested in the world, with 83 hours wasted in traffic annually. This is a significant cost to the economy, and we hope that the minor but critically important changes in the CITP will finally support the decades-long efforts of ourselves and others who have written to the Civic Centre about the vast consequences of induced demand and the large deviation between the objectives of the CITP and what the City is actually implementingAs such, we are optimistic yet cautiously commend the City and in particular to the Urban Mobility directorate for the improvements and additions to various sections of the CITP. These include the acknowledgment of induced demand in section 7.3, and reference to Travel Demand Strategies such as park-and-ride facilities, which are essential in facilitating the shift from private transport use to public transport.We support Travel Demand Management Strategies wholeheartedly as they are a great way to alleviate congestion and change travel behaviour and support the majority of us who do not commute via private transportation. The above is a step in the right direction to a better transport system for Cape Town that closes the gap between the cities objectives and what it is actually doing. Insomuch, we trust that our suggestions below will prove beneficial to the development and implementation of the CITP going forward.	2, 7 and 8	Noted, with thanks.	No change

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		25.2. Section 9.2.1 of the CITP provides for the promotion of walking and cycling, and mentions that the measures will be amended in the upcoming NMT Strategy. We would request specific details around any plans relating to the NMT Strategy, and whether the City has determined the timeframe in which to review and revise this important strategy document. We propose incorporating open streets car-free days into Section 9.2 of the CITP, drawing from the upcoming Bree Street Sunday closure Street Experiment every Sunday till March, 2025. It is crucial to emphasize that these car-free days are not classified as events and should not require event permits, but rather be approved through a Road Incidents Management (RIM) G14 Certificate. The City's policy should provide the flexibility to accommodate such innovative approaches, allowing us to reimagine and test how we utilize roads and public spaces.	9	Tactical urbanism, street experiments, pilot studies and trials are identified in the draft Walking and Cycling Strategy. It also mentions the need to develop standard operating procedures and planning guidance to undertake these.	No change
		25.3. Additionally, we suggest expanding the CITP to include Public Private P private partnerships (PPPs) for parking bays and cycling lanes. This would address challenges such as illegal parking in micro-mobility bays and the need for safer cycling infrastructure. By enabling private sector funding models, such as branding rights on compliant infrastructure, we can secure investment in protected cycling lanes and parking bays, while also generating ring-fenced revenue for maintenance. This approach aligns with the broader Safe Passage Programme and supports the development of safer, more accessible urban mobility networks.	9	To be unpacked in the Walking and Cycling Strategy's implementation where collaboration with internal and external stakeholders is a key focus area.	No change
		25.4. Modal Split Page 33: It is projected in the Cape Town Cycling Strategy aims to reach an 8% cycling mode share by 2030. The cycling mode share should be separated from the walking mode. This will distinguish between walking and people using vehicles that are human-propelled. The progress toward the 8% mode share goal cannot be accurately monitored if the cycling mode share is hidden within the NMT mode share.	3	At this stage, the cycling modal share is less than 1% (please refer to section 3.2.1 of the document, i.e. point number viii). Please also refer to chapter 9, which indicates that the City is currently developing the Walking and Cycling Strategy.	No change

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		A minor comment that would be applicable across the CITP is founded on the fact that we all are pedestrians at some point and this should be reflected throughout the CITP.			
		25.5. Non-motorised Transport (NMT) Page 127:We appreciate and commend the City for the comprehensive NMT section that has been included in the update of the CITP. NMT users (walking, skating, cycling, micro-mobility etc.), are the most vulnerable users of the road and account for 35-40% of road deaths in South Africa. We appreciate the efforts to review key components of the 2017 NMT strategy to create NMT facilities, and also aspirations to make changes to legislation/regulations/by-laws in order to secure NMT infrastructure that is integrated into the transport system, and which is anchored as user-friendly, and safe.It is our view that these amendments to the 2017 NMT strategy will place the City in a position to achieve the optimistic and somewhat aspirational target of 8% cycling mode share by 2030. We would like to stress that the cycle strategy goal should be prioritised and referenced in most if not all implementation strategies for NMT in Cape Town. Important to highlight that 2030 is closer than we think and we believe the City can prove its capability to reach the goals that are set.We look forward to the development of an NMT Strategy and urge that it be in conjunction with National legislation and policy such as the National non-motorised Transport (NMT) Facility Guidelines of 2014 and the National Technical Requirements 1 (NTR1): Pedestrian Crossings Part 1 and Part 2. These documents among others provide detailed and valuable information for developing safe and efficient infrastructure for NMT users, more especially with regard to universal access and road safety.	9	The draft Walking and Cycling Strategy aims to achieve everything mentioned here. It mentions both the national guidelines and the City's roads and stormwater guidelines. It goes further and suggests the development or adoption of more modern, fit-for-purpose design guidance that prioritises walking and cycling and the safety of pedestrians and cyclists en route (including at intersections).	No change – this will be addressed in the draft Walking And Cycling Strategy.

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		25.6. We acknowledge the City's efforts to review the Roads and Stormwater guideline to include an upgraded protected class 3 cycle lane as well as widening existing cycle infrastructure that does not meet r equired standards. Page 134 of the policy states that the following will be implemented: - Implementation of new sidewalks and/cycle facilities - Widening of existing facilities - Upgrades to existing facilities - Universal Access design (UA) improvements such as dropped kerbs and tactile paving It is our view that a great percentage of the existing cycle infrastructure in Cape Town does not meet the standards of conventional cycle lanes. This makes the cycle infrastructure unsafe and therefore inadequate for use by a cyclist. The lack of compliance with this standard also would mean that the City's vision in 2030 will be very difficult to achieve. Ultimately, resulting in the below 1% mode share and a very unsustainable private vehicle dependence.	9	As per 25.5 above. The draft Walking and Cycling Strategy addresses this.	No change
		25.7. Cycle lane classifications (c lass 1-4) are mentioned at various points in the NMT section in the update to the CITP. We recommend that the cycle lane typologies should be further elaborated on to make a reader better understand what is meant by each class of cycle lane. It is important for the City to ensure that diagrams and descriptions in the CITP should be incorporated to clearly outline the type of cycle facility typologies, more especially the "redesigned class 3 cycle facility along high order roads to give more protection by introducing rigid barriers as per CITP requirements", as mentioned on page 24. Page 47 of the Standards and Guidelines for Roads & Stormwater 2021 provides a detailed description of cycle lane typologies. The diagram in Annexure A correctly illustrates cycle lane typologies from class 1-4, according to the 2014 National NMT Guidelines, and 2021 Standards and Guidelines for Roads & Stormwater.	9	Noted: Updated design standards to be developed should include descriptive typology class names.	No change

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		25.8. Access to bicycles is one factor that sets back lower-income groups and results in them remaining captive to public transport. Several organisations such as Bicycle Empowerment Network, Khaltsha Cycles, Langa Bicycle Hub, and Shova kalula programme have attempted to bridge this gap by providing pre-owned bicycles at low prices and providing free bicycles to school learners. This can be further supported through the City's own distinctive programme. We support the mention of a formalised partnership to establish a bicycle production plant in the city as outlined on page 129.	9	Access to bicycles is something that is discussed in the draft Walking and Cycling Strategy. The implementation plan will unpack how the City aims to promote access to bicycles to those that cannot afford them.	No change
		25.9. In addition to measures that promote walking and cycling, we propose the inclusion of street experiments as a way to encourage government and civil society to test out new road cross sections to encourage and or make it safe for people to enjoy walking, cycling or just experience public spaces in the road network. Street Experiments Tools (SET) should be a tool that non-governmental, private, and public organizations can apply without cumbersome regulations, provided they justify a change. The purpose of street experiments is to test an idea to see if it works or not. This is the genesis of an experiment and would be very helpful for both government and communities alike.Some examples include testing out temporary street closures (Annexure B), road diets, pop-up public spaces, and pavement extensions at intersections, among other examples. The Bree Street experiment (Annexure C) demonstrates how to test an idea for a duration of 6 to 12 months that is cheap, tactical, and removable. Key to this is providing an internal mechanism where RIM absorbs some of the regulatory approval to allow PPP with the private sector.	9	Please see response to 25.2.	No change

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		25.10. A final benefit to Non-Motorised Transport (NMT) is the promotion of more public-private partnerships (PPPs) involving the use of removable curbs and safe-hit bollards in the following key areas: ➔ Repurposing Class 3 cycling lanes into protected Class 3 cycling lanes and/or constructing new protected Class 3 cycling lanes. ➔ Protected demarcation of micro-mobility parking bays (as outlined in Annexure D). The protected demarcation of micro-mobility parking bays is crucial to prevent unauthorized use by private vehicles and taxis. Using removable curbs and safe-hit bollards will ensure these bays remain safe and accessible for cyclists and micro-mobility users. This not only prevents encroachment but also promotes the use of micro-mobility by creating a secure, dedicated space. The City should streamline approval processes for working with the private and civil society sectors on these changes and ensure future designs incorporate these improvements—relying on paint alone is not sufficient infrastructure. An important example of this collaboration can be seen in the Safe Passage Programme, which focuses on protecting key cycling lanes such as those on Bree Street and Albert Road. This initiative ensures that cycling lanes remain clear of obstructions, providing a safe, dedicated space for cyclists and last-mile delivery workers, like Green Riders. By implementing measures such as removable curbs and safe-hit bollards, the programme creates a secure barrier between vehicle traffic and cycle lanes, effectively preventing encroachment and prioritizing the safety of vulnerable road users. The CITP should actively promote more PPPs, especially where government resources are insufficient to improve cycling lane safety. This is particularly crucial given the recent CITP updates, which call for protected cycling lane facilities on higher-level roads. A key aspect of this model is enabling private sector investment through mechanisms like branding rights on infrastructure that	9	To be unpacked in the Walking and Cycling Strategy's implementation plan, where collaboration with internal and external stakeholders is a key focus area.	No change

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		meets compliance standards. This would allow the private sector to adopt and maintain the infrastructure, generating ring-fenced revenue for ongoing maintenance and ensuring long-term sustainability. Moreover, this PPP supports the cycling lane upgrades detailed on page 134 of the CITP update, highlighting the need for sustainable and safe urban mobility solutions. It is important to emphasize that these initiatives related to street experiments and PPPs are already being implemented in partnership with Young Urbanists, the Active Mobility Forum, and the Urban Mobility Directorate at the City of Cape Town. Therefore, it is essential that the CITP accurately reflects this ongoing collaboration and the progress being made in these areas.			

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		25.11. Universal Access (UA) Page 139:Cape Town has little to no universal access at several intersections and pedestrian crossings. Several pedestrian crossings and intersections lack universal access consistency, whereby dropped kerbs are found on one side only. We do commend the City for acknowledging this and stressing that "accessible infrastructure is required to allow greater access for people with disabilities and to encourage public transport use by providing safe and well-connected accessible pedestrian infrastructure from home to the stop".This is also crucial for ensuring that people with disabilities have adequate access throughout the City of Cape Town. The lack of universal access is evident, as it's rare to see disabled individuals navigating the city. We propose that the city conduct more Universal Access Audits on businesses, ensuring that restaurants, retail stores, and other facilities meet UA requirements. By doing so, we can create more inclusive spaces where people with disabilities feel welcome and supported.	11	1) The City acknowledges the needs of persons with disabilities for accessible infrastructure such as sidewalks and pedestrian crossings. In order to improve accessibility, universal access improvements have been undertaken citywide through projects implemented under the citywide NMT Programme. The universal access improvements at intersections in the Cape Town CBD are an example of improvements that have been implemented. The City will continue with universal access improvements through existing programmes and projects. 2) The Standards and Guidelines for Roads and Stormwater document sets the requirements for all new projects. It addresses universal access through design requirements for sidewalks, dropped kerbs, application of tactile paving, and gradients, e.g. for pedestrian ramps and bridges. The application of the standards and guidelines will assist in uniform infrastructure citywide. 3) The National Building Regulations (NBR) Part S were approved in 2011, and all new building plans must comply with Part S. All new buildings triggered by S1 must therefore comply, and the applicant must satisfy the City of such compliance. However, these regulations do not apply retrospectively, i.e. to buildings constructed prior to these regulations being approved.	No change
		25.12. Travel Demand Strategy Page 125: Firstly, we support the inclusion of Travel Demand Management (TDM) as per the TDM Strategy 2017. We believe additional strategies should be considered, one of these is congestion pricing. Congestion pricing has been implemented in Singapore (and elsewhere globally) in the form of Electronic Road Pricing and manages travel demand by charging higher tolls for private vehicles during peak hours and lower during off-peak.	8	There are various forms of congestion pricing for CBDs, which disincentivise private car use into the CBD. The City needs to consider the best form of disincentive for our context, which will not harm the economic viability of the CBD. Parking provision and management is seen as a useful tool in this regard. The recovery of rail is an effective incentive, which provides a real alternative to the use of private transport.	No change

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		25.13. Secondly, the average vehicle occupancy is according to your own records are around 1.6 per-person, which means people are travelling by private vehicles more often alone than in groups. High Occupancy Vehicle (HOV) lanes have been implemented along the N2 Highway in the form of bus-only lanes. The meaning of such lanes can be modified to better implement HOV lanes. Motorcycles, mass transits (bus, minibus taxi), and vehicles with 2 or more passengers are allowed to use these lanes during peak hours, while lanes are open to all vehicles during off-peak hours.	8	Yes, HOV lanes are a good tool to be considered, once the technology and capability to enforce them become viable.	No change
		25.14. Thirdly, with the development and expansion of public transport modes such as the Metrorail, and Myciti BRT, people can be offered vouchers to use public transport. Similar to flexible hour programs whereby the municipality works with companies to reduce private vehicle use by staff members, the same can be done by providing staff with vouchers to use public transport for free for a month. This way people can be prompted to switch to public transport. For Cape Town Metrorail specifically, people living along fully operational lines such as the Southern line should be approached.	8	Metrorail has gone a long way towards this through its current monthly tickets, which are highly cost competitive compared to any other mode, especially for choice users who need an incentive. The barrier may be perceptual now, and could be addressed through increased positive publicity.	No change
		25.15. The above suggested strategies would be ideal for Cape Town to encourage public transport use, and reduce congestion during peak hours. Cape Town experiences high levels of congestion daily and is the most congested city in South Africa, 2nd in Africa and 9th in the world. Therefore, this CITP document is crucial for addressing congestion. Furthermore, aligning the details of the CITP with existing policy will benefit the city greatly.	8	Noted	No change

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		25.16. National NMT Facility Guideline 2014:We urge that the city align its CITP principles and make reference to the 2014 NMT Facility guidelines to avoid contradictions. The guideline includes on page 80 the designs for a protected intersection that accommodates all modes including Universal access, NMT (approaching from a protected class 3 cycle lane), and traffic calming to ensure the safety of NMT users at high volume intersections.Incorporating Universal Access forms a large part of the guidelines and should be closely referenced. These designs are crucial to achieving an all-inclusive city that accommodates people with disabilities.	9	Please see response to 25.5 above.	No change
		25.17. National Technical Requirements for Pedestrian Crossings 1: Part 1 and Part 2 The National Technical Requirements 1 (NTR1): Pedestrian Crossings Part 1 and Part 2, as per Government Gazette 40174, should be adhered to by law when pedestrian crossings, dropped kerbs, and everything universal access is concerned. Government Gazette 40174 states that all transport must be universally accessible, as a minimum requirement, and has been in effect since 2016. NTR1 is a minimum legal requirement. Failure to adhere to these legal guidelines not only violates the NTR1 requirements but also undermines the goal of creating a universally accessible transport system. The City must honour its commitment to these standards to protect and promote the safety and mobility of all its residents regardless if this is law or not.	9	Agreed This is to be incorporated in the UA policy and in design standards, as a legal requirement.	No change

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		25.18. Recommendations: Following our review of the update to the City's CITP, we for your ease have summarised the following key recommendations that we believe should be considered by the City and seriously adopted. Our submission seeks to acknowledge and commend the City, however, we wish to propose and recommend the following: 1. We propose the separation of NMT into walking and cycling (including skating, and scooters) on the modal split diagrams and illustrations. This allows us to clearly distinguish between the usage of walking and human-propelled vehicles such as bicycles, skateboards, scooters, etc. 2. We appreciate the expansion of the NMT strategy, the eminent review of the strategy, consideration of separated and protected class 3 cycle lanes, as well as increasing access to cycling through manufacturing. 3. The goal to reach an 8% modal split for cycling should be given more focus and used as a reference for the implementation strategies for the next 5 years.	9	Separation into walking and cycling has explicitly been done in the drafting of the Walking and Cycling Strategy, which treats these modes as distinct.	No change
		25.19. Recommendation: 4. Adopt and expand Steet Experiments: The City should expand street experiments to include initiatives like road diets, pavement expansions, and temporary street closures. These projects can be quickly implemented using RIM G14 Certificates instead of event permits, streamlining the process. This would allow the City and civil society to test new ideas for improving public spaces, enhancing pedestrian safety, and making streets more accessible for micro-mobility.	9	Please see response to 25.2 above.	No change
		25.20. Recommendation: 5. Promote PPPs for Cycling Lanes and Parking Bays: The City should foster public-private partnerships (PPPs) to support cycling lane protection and micro-mobility parking bays. By enabling private sector investment through branding rights on compliant infrastructure, the City can raise funds for construction and maintenance. This approach also helps absorb regulatory burdens like RIM approvals, ensuring more efficient and widespread	9	This will be referred to the relevant branch for consideration in the draft Walking and Cycling Strategy.	No change

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		implementation of safer cycling and parking infrastructure.			
		25.21. Recommendation: 6. The City should ensure future designs incorporate physical improvements, such as removable curbs and safe-hit bollards, to protect micro-mobility parking bays. Reliance on paint alone is insufficient, and infrastructure should prioritize secure, dedicated spaces for cyclists and micro-mobility users.	9	The design standards mentioned in other points, which are identified as a priority focus area within the draft Walking and Cycling Strategy. This would include the design of 'transitional' items such as safe-hit bollards, removable kerbs, etc.	No change
		25.22. Recommendation: 7. We believe the following policy and legislation documents are significant for developing cycling and should be referred to and adhered to:a. National non-motorised Transport (NMT) Facility Guidelines of 2014- Page 80: Protected, safe, and all-inclusive intersections for cyclists, disabled individuals, and traffic calming.- Page 108 to 117: Safe low effort Universal access design requirements at intersections and crossingsb. National Technical Requirements for Pedestrian Crossings 1: Part 1 & Part 2- Safe low effort Universal access design requirements at intersections and crossings- Midblock crossing designs for people with disabilities	9	The draft Walking and Cycling Strategy is cited in the CITP. This document makes strong reference to, and is informed by, those bodies of work.	No change
		25.23. Recommendation: 8. Additional Travel Demand Strategies should be considered for the CITP and reviewed Travel Demand Management Strategy of 2017: a. Congestion pricing or tolls. This will make travelling by private vehicle more expensive than public transportation. b. High Occupancy Vehicle lanes. These lanes will allow mass transit, motorcycles, and cars with 2 or more passengers to use the lanes during peak hours. c. Offering free month-long public transport vouchers	8	Covered above: this is a summary of previous points.	No change

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		to commuters who live along Metrorail lines that are fully operational.			
		25.24. We reaffirm our commitment to prioritizing vulnerable road users across Cape Town's streets. On behalf of Young Urbanists and the Active Mobility Forum, we appreciate the opportunity to provide feedback on the CITP update and thank the City for its commendable work on the proposed amendments. We have outlined key concerns and offered suggestions to improve certain sections of the document.		Noted with thanks	No change
		25.25. One major point of feedback is that the CITP update, like the CITP itself, is becoming increasingly technical and difficult for non-professionals to understand. We urge the City to consider ways to make the document more accessible to all citizens and residents, providing clearer explanations and rooted context that resonate with the public.		The City has produced an easy-to-read CITP summary to resolve this issue, which can be found here: https://resource.capetown.gov.za/documentcentre/Documents/City%20strategies%2c%20plans%20and%20frameworks/CITP_Summary_2023-2028.pdf	Added a reference and hyperlink to the CITP Summary document in the introduction chapter (1).
		25.26. We acknowledge the positive inclusion of sections on NMT expansion, induced traffic, Travel Demand Strategies, and Universal Design Access Development as an official transport strategy. However, the NMT sections need further elaboration, such as separating the mode share of cycling from walking and offering a clearer explanation of the cycling infrastructure typologies discussed. Travel Demand Strategies, like high-occupancy vehicle lanes, congestion pricing, and incentivizing companies in the CBD with public transport vouchers, should also be planned for as part of the City's broader Travel Demand Management Strategy.	8 and 9	We agree and changes have been made to chapter 9 accordingly. TDM has been covered in comments above.	Chapter 9 has been updated accordingly.

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		25.27. It's essential that all relevant policies, plans, and frameworks be strictly adhered to in order to create roads that are inclusive and safe for all users. Our recommendations align with critical documents such as the Cape Town NTR1 for pedestrian crossings, the 2014 National NMT Facilities Guideline, the 2017 Cycling Strategy, and the Comprehensive Integrated Transport Plan (CITP) 2023-2028. These documents emphasize the need for continuous and separated NMT infrastructure, safe pedestrian crossings, and the elimination of slip lanes to safeguard vulnerable road users, including pedestrians and people with disabilities. It's important to note that many of these guidelines are not just recommendations but legal requirements. Failure to comply not only jeopardizes road safety but also constitutes a violation of the law. We strongly urge the City to take these considerations seriously and implement necessary measures to ensure future road developments prioritize safety and inclusivity for all road users.	9	Depending on the context of the road, sometimes a signalised or high-angle yield slip lane is a safer solution than a wider crossing when such slip is not present. The CITP is not the correct space to address this level of detail, but is considered by the relevant branch. In terms of NMT safety, the Traffic Calming Policy, Road Safety Strategy and the Walking and Cycling Strategy are the documents that will inform change in the planning, design and implementation of transport infrastructure.	No change
		25.28. The provided annexures could not been included here. However, they have been refered to the relevant branch.	9	25.28. The provided annexures could not be included here. However, they have been referred to the relevant branch.	No change
26	**NPO**	26.1. #UniteBehind is deeply concerned that Cape Town's Draft 2024 Comprehensive Integrated Transport Plan (CITP) does not place enough focus on fixing the commuter rail system that poor and working-class residents depend on. The City of Cape Town admits that commuter rail is important but has not made clear or strong plans to restore this service. Without adequate provision of commuter rail services, many people in Cape Town are forced to spend a large part of their income on other, more expensive transport. #UniteBehind believes this fails to meet the City's duty to provide safe, affordable, and reliable transport.	6 / App. 6	In response to the rail crisis, the Urban Mobility Directorate is undertaking the Cape Town Rail Feasibility Study (CTRFS). The outcomes of the CTRFS will inform the CITP with specific emphasis on how rail will be further supported and integrated with all modes within the Cape Town functional area.	No change
		26.2. #UniteBehind endorses Disability Revolution's submission on the draft 2024 update to the CITP.		Noted	No change

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		26.3. Safe, affordable, efficient, and reliable commuter rail is a basic right as it impacts on many other constitutional rights. To live full, diginified lives, we need trains so that we can get to work (right to access work opportunities), to get to school (right to education), to get to hospital (right to healthcare), and other important places. The poor and working class cannot afford to pay for taxis and busses, which are many times more expensive than trains. This forced extra-expense can be seen as an additional tax on the poor and working class of Cape Town.	6 / App. 6	In response to the rail crisis, the Urban Mobility Directorate is undertaking the Cape Town Rail Feasibility Study (CTRFS). The outcomes of the CTRFS will inform the CITP with specific emphasis on how rail will be further supported and integrated with all modes within the Cape Town functional area.	No change
		26.4. The failing rail service is making life harder for many people in our city. ... Many residents now have to spend far more on bus tickets due to unreliable or non-existent trains.	6 / App. 6	In response to the rail crisis, the Urban Mobility Directorate is undertaking the Cape Town Rail Feasibility Study (CTRFS). The outcomes of the CTRFS will inform the CITP with specific emphasis on how rail will be further supported and integrated with all modes within the Cape Town functional area.	No change
		26.5. Lack of Focus on Commuter Rail: The draft CITP 2024 update gives very little attention to commuter rail, despite its importance for people with low incomes. The document includes only a few lines on "reversing the decline" of rail and offers no clear plan to make this happen. Many residents ... have no choice but to use costly alternatives to trains because trains are not available or reliable. "Metrorail's return to service in Cape Town has been so limited it has left most commuters dependent on minibus taxis and buses, which are much more expensive."...	6 / App. 6	In response to the rail crisis, the Urban Mobility Directorate is undertaking the Cape Town Rail Feasibility Study (CTRFS). The outcomes of the CTRFS will inform the CITP with specific emphasis on how rail will be further supported and integrated with all modes within the Cape Town functional area.	No change
		26.6. Failure to Ensure that PRASA Fixes the Central Line – Six Years and Counting: The Central Line is the most important route in Cape Town, serving the poorest residents. PRASA, the national rail service provider, has given itself many deadlines to fix the Central Line in Cape Town. It has missed all of these dates – the Line remains mostly non-functional. Many stations, like Nonkqubela, are still unusable, with broken platforms, grass covering the tracks, and non-existent overhead wiring.	6 / App. 6	According to PRASA's programme for the central line corridor recovery, it is anticipating to have a train service for the section between Nolungile and Chris Hani stations as well as between Kapteinsklip and Nyanga stations by the end of PRASA's financial year (March 2025). PRASA's signalling contractor is currently engaged at Nyanga station with commissioning expected shortly.	No change

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		26.7. City's is Failing its Citizens by Ignoring its Legal Responsibilities: The National Land Transport Act (NLTA) gives Cape Town powers and duties to plan, monitor, and enforce commuter rail standards. However, the City has not used these powers, instead waiting for others to act. #UniteBehind pushed the City to work with PRASA to create a service-level plan (SLP). This SLP takes the form of an agreement between PRASA and the City, as a municipality. The SLP is required by law (the NLTA) and would improve commuter rail by holding PRASA to achieve higher service standards. But the draft SLP is still not signed and does raise the standards that PRASA must achieve. The City must take more action, in terms of its powers and duties in the NLTA, to improve commuter rail.	6 / App. 6	The objective of the service level plan (SLP) is to ensure that PRASA delivers regular, reliable, safe and secure rail services. The City and PRASA have met, and a redrafted Service Level Plan (SLP) is (at the time of drafting responses to public participation comments) with PRASA for final approval.	No change
		26.8. Lack of Safety and Security: The City has also not made plans to improve safety for people walking to and from train stations. The Rail Enforcement Unit (REU), which previously helped keep people safe on stations and on trains, has not been brought back.	6 / App. 6	The Rail Enforcement Unit (REU) is currently on hold due to PRASA finalising its funding arrangements. The City continues to engage PRASA in this regard.	No change
		26.9. No Budget or Staff for Rail:The City has not dedicated enough resources or staff to plan, monitor, and improve commuter rail. Without these resources, the City cannot keep up with its legal duties to ensure that Cape Town's rail system improves.	6 / App. 6	The objective of the SLP is to ensure that PRASA delivers regular, reliable, safe and secure rail services. The City and PRASA have met and a redrafted Service Level Plan (SLP) is (at the time of drafting responses to public participation comments) with PRASA for final approval. Key staff with relevant rail environment experience have joined the City recently to add to the body of knowledge in furthering the completion of the Cape Town Rail Feasibility Study project.	No change
		26.10. Support for Local Control of Rail: #UniteBehind supports the devolution of commuter rail, meaning local control and ownership of rail services, which could allow the City to make faster improvements. However, the draft CITP offers no new information on progress toward devolution.	6 / App. 6	New information on the outcomes of the CTRFS will be included in further updates of the CITP.	No change

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		26.11. Cape Town's residents need a commuter rail system that respects their rights and supports their everyday needs. #UniteBehind urges the City of Cape Town to take action to restore commuter rail services, use its legal powers under the NLTA, and publish a clear plan to recover rail. If the commuter rail system is not prioritised, it will worsen transport inequality and continue to alienate Cape Town's most vulnerable communities.	6 / App. 6	The Cape Town Rail Feasibility Study (CTRFS) is intended to address this.	No change
		26.12. The draft 2024 update to the City's CITP for 2023-2028 recognises that "Public transport services, particularly rail requires urgent attention."2 However, the City is not taking real action regarding the dire need and its responsibility to ensure the revitalisation of commuter rail. In the 2023 CITP, the City's plan for commuter rail takes up one page of a 567-page document.3 In the 2024 draft update, this trend continues. Under the section, "Need to reverse the decline of rail," the draft update merely states, "No update to this, which remains a critical need."4 The statement ignores significant updates regarding the commuter rail situation in Cape Town and, as with the 2023 CITP, ignores the City's powers and responsibilities in revitalising commuter rail within the municipal area. 2 Draft 2024 CITP update, p.89 3 2023-2028 CITP, pp.204-5 4 Draft 2024 CITP update, p.89	6 / App. 6	New information on the outcomes of the CTRFS will be included in further updates of the CITP.	No change
		26.13. Paying lip-service to the dire situation in rail and failing to outline concrete plans to aid and ensure its revival, makes a mockery of the crisis' impact on poor and working-class people. If the City and its management wants to rid itself of the perception that it only works for middle- and upper-class residents of the city, it must pay greater attention and put more effort into rectifying the situation using all avenues within its power.	6 / App. 6	New information on the outcomes of the CTRFS will be included in further updates of the CITP.	No change

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		26.14. It is clear that the City recognises the importance of commuter rail. It is reported that rail "is the backbone of Cape Town's public transport system."5 Where this once was the case, it is no longer, with rail taking only a 1.3% of how many people use trains compared to other transport in the City. This share has reduced by 16.7% since 2013.6 5 2023-2028 CITP, p.204 6 Draft 2024 CITP update, p.33	3	Agreed	No change
		26.15. If, as is apparent, the City wants to revive rail usage, it must plan and act accordingly. The City must devise, publish, and action a commuter rail strategy with much greater detail. The collapse of the rail system, made worse by underfunding and lack of clear accountability, show that the City, PRASA, and the Minister of Transport are failing in their duties. The CITP and its updates must include more concrete measures for the City to use its powers and responsibilities under the NLTA to improve rail services. The City's role in, among other things, coordinating service delivery, enforcing safety standards, and ensuring service levels on commuter rail should be a central feature of the CITP and its updates. Further, the 2024 CITP update fails to inform the public of steps it has taken towards completing a service level plan in consultation with PRASA, or the steps it has taken to progress towards the devolution of commuter rail.		The City is fulfilling its mandate through the CTRFS and the proposed SLP with PRASA.	No change
		26.16. (PLEASE NOTE: The full document is too long to include here. More details which include sensitive POPI Act information have not been included here. However, the full document has been refered to the relevant branch.)	6 / App. 6	Points already covered in response to 26.1-26.15.	No change
27	**NPO**	27.1. Our rights to accessible transport:Our access to transport affects our constitutional rights to equality, human dignity, life, freedom and security, and movement, amongst others. The City is required by the Constitution and other laws to provide equitable access to transport for people living with disabilities.	11	The City has developed a draft Universal Access (UA) Policy for an accessible transport system that addresses accessibility in transport infrastructure and public transport facilities and services. Considering the many challenges that exist in realising an accessible transport system, the policy supports an incremental and phased	No change – addressed in the draft UA Policy.

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				approach, undertaken in a manner that is financially viable and sustainable.	
		27.2. The Equality Act (2000) sets into law that the fundamental rights of people living with disabilities, together with women and Black "African, Coloured and Indian" people are prioritised in laws, policies, plans, programmes, practices and budgets. Sections 24 and 28 of the Equality Act set out specific measures that the state, private companies, clubs, other organisations and individuals must take to progressively realise full equality for people living with disabilities. People living with disabilities in the poorest wards in Cape Town are the most vulnerable people in the city. There is therefore a duty for the City to provide transport for these people.	11	The City has developed a draft UA Policy for an accessible transport system that addresses accessibility in transport infrastructure and public transport facilities and services. The following vision for an accessible public transport system in Cape Town was developed: "*All people, regardless of ability, will be able to travel independently, safely and in a dignified manner on an integrated transport system with accessible infrastructure, facilities and services.*" *However, the City only has direct control over the MyCiTi and Dial-a-Ride services.*	No change – addressed in the draft UA Policy.
		27.3. Section 25(1)(c)(iii) of the Equality Act says that "the State must … where necessary or appropriate develop codes of practice as contemplated in [the] Act in order to promote equality, and develop guidelines, including codes in respect of reasonable accommodation". Equal access to transport that is safe, accessible, affordable, reliable, and reasonably maintained is fundamental to living a dignified life. We have a right to the same access to public transport as everyone else, but nothing in the CITP tells us how the City plans to promote equality for us now.	11	The City has developed a draft UA policy for an accessible transport system that addresses accessibility in transport infrastructure and public transport facilities and services. This policy focuses on addressing accessibility in relation to transport infrastructure located in the road reserve and public transport facilities and services which the City has direct control over, i.e. public transport interchanges (PTIs), MyCiTi and Dial-a-Ride services. However, the policy principles, directives and actions can also be applied to other rail-based (e.g. PRASA / Metrorail) and road-based (e.g. GABS, minibus taxis, e-hailing services and metered taxis) public transport services in order to improve accessibility for UA passengers.	No change – addressed in the draft UA Policy.

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		27.4. The Minimum Requirements for the Preparation of Integrated transport Plans (2016) says that "all municipalities must describe their proposed strategies to implement universally accessible transport services on their public transport networks in terms of infrastructure, systems, passenger information, and vehicles". The CITP references the City's Universal Design Access Plan ("UDAP"), but neither the CITP nor the UDAP commit the City to any implementation timelines. Without a proper timeline and funding strategy, these strategies are useless to us.	11	The UDAP is currently under review and will be submitted to NDoT once finalised. The UDAP provides an overview of accessibility in the MyCiTi service, and does not have budget and timelines attached to it as projects related to MyCiTi address accessibility and are implemented by the relevant departments, e.g. dedicated routes and stations implemented for MyCiTi phases, and acquisition of new MyCiTi buses.	No change
		27.5. The Consumer Protection Act (2008) and the Road Traffic Act amendment (2009) both require mainstream public transport services to be accessible. Government Gazette 40174 (2016) requires universal access to be included in integrated transport planning using a Travel Chain approach, which must be used in upgrading existing public transport and in new transport systems. But the City has not enforced such conditions on the upgrading and refurbishment of PRASA's stations and newGolden Arrow buses, despite having the power to do so through Service Level Agreements.	6 / App. 6 and 11	1) The City has developed a draft UA Policy for an accessible transport system that addresses accessibility in transport infrastructure and public transport facilities and services. The draft policy identifies the need for accessibility to be addressed across the travel chain, and for the City to engage with the Western Cape Government and PRASA (via the Inter-Modal Planning Committee (IPC)) to address accessibility of GABS and Metrorail services. 2) Provision of the Dial-a-Ride service is dependent on budget availability. 3) PRASA's passenger service charter confirms PRASA's commitment to universal accessibility at selected stations as per the PRASA Corporate Plan 2024-2027. In discussion with the Western Cape region, PRASA has indicated that stations currently being upgraded due to theft and vandalism will maintain the same basic functionality in terms of toilet facilities and ramp access, where previously available, and that future station development could include lifts to provide for persons with reduced mobility. PRASA acknowledges that much still needs to be done to ensure universal accessibility and will continue to engage commuters in this regard.	No change

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		27.6. The Implementation Plan of the City's own Universal Design Access Plan of 2022 says that "The review and update of the City's Integrated Public Transport Network Plan (IPTN) and the Comprehensive Integrated Transport Plan (CITP) must incorporate principles that support a universally accessible transport system"1. While references to universal access are scattered throughout the CITP, the most important principle to support a universally accessible transport system is the principle of providing sufficient funding. We see no commitment from the City to spending the funds required to provide transport that meets our needs. 1 CoCT UDAP 2022 - pg. 101	11	The draft UA policy identifies the need for universal access to be addressed in the CITP and IPTN. UA improvements in the transport infrastructure and public transport facilities and services are addressed through these existing programmes and projects.	No change
		27.7. Our Comments on the CITP: The CITP does not sufficiently address our urgent and important needs. People living with disabilities in Cape Town, especially black and coloured people living in working class areas, are facing a transport emergency which is not seen or addressed by the CITP. Golden Arrow Bus Services (GABS) do not offer accessible facilities. PRASA's trains and stations are not accessible. Minibus Taxis are not accessible. MyCiti buses only serve a small portion of the city. And there are only 13 Dial-A-Ride buses to serve over 100,000 people living with disabilities in the City.	11	The City has no direct control over universal accessibility on GABS, Metrorail and minibus taxis.	No change

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		27.8. Participatory Governance and Democracy:It is the City's duty to practise participatory democracy and participatory governance in all important policy decisions. It is essential that people are able to participate in the process of developing the City's approach to transport. We can only do this if the CITP is published in a way that is accessible, and if we are given enough time to engage with and understand the documents. The City should ensure that its plans are universally accessible - including for people who cannot see or hear - and should therefore publish audio and braille versions of the summaries that they publish in other languages. Also, the City cannot allocate only one month for commentary on such an important document. ..., we demand that the City involve the voices of people living with disabilities in all future planning for transport.	14	The City has developed protocols for public participation. Someone is always available to write up comments for people who cannot do so themselves, as stated in the adverts and on the Have Your Say site. When developing the main, five-year CITP, various tools to enable accessibility were used, which went beyond the minimum requirements for public participation, e.g. a summary document was produced that was available in hard copy form as well as online. Videos were flighted at City venues and on social media. Leaflets were distributed at many City facilities and PTIs.The option to provide an audio version of the summary will be investigated. This would 'cover' a braille version. Extending the public participation comment period beyond a month would lengthen the approval process significantly. However, applications from stakeholders with specific challenges are given an extension based on their motivation. Because the CITP is updated regularly, there is always an opportunity to engage more deeply in the following update.	No change
		27.9. We recognise that the City's 'Vision 2050' is that: "All people have efficient access to a range of opportunities in a manner that is sustainable and provides dignity." We agree with the City's definition of dignity - that "no matter what one's ability or vulnerability is, the full transport system should enable the user to feel secure, valued, and respected". However, the CITP does not do anything to provide us with dignity NOW, and only promises that we will have dignity at some point in the future when it is affordable.	2 and 11	The City's draft Universal Access Policy is addressing this and the City is moving in the right direction. Considering the many challenges that exist in realising an accessible transport system, the policy supports an incremental and phased approach, undertaken in a manner that is financially viable and sustainable.	No change – addressed in the UA Policy.

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		27.10. It is notable that persons living with disability are not addressed directly by any component of the plan. Universal accessibility is included only as a long-term ambition that is said to be too expensive now. The CITP says that the City's long-term goal is to "achieve universal accessibility by preferably accommodating users with disabilities within the transport system". It aims to have a fleet of quality buses that are universally accessible, but it does not commit to a timeline because it knows that this will be expensive. It says that "in the longer term, the City aims to have a fleet of quality buses that are universally accessible but this will need to be undertaken incrementally so as to ensure affordability". But it does not provide a timeline for this process.	11	Unfortunately, timeframes are dependent on national grants.	No change
		27.11. Although we support initiatives like Dial-A-Ride, which address particular needs of people living with disabilities, universal access should be built into the entire transport system NOW, rather than forcing us to continue only being transported on 'separate but equal' buses.	11	Considering the many challenges that exist in realising an accessible transport system, the draft UA Policy supports an incremental and phased approach, undertaken in a manner that is financially viable and sustainable.	No change
		27.12. We recognise that the UDAP has lots of useful information about accessibility, but it also does not commit the City to anything. The cover of the plan even says that it has NO financial, policy & strategy, legal, or risk implications for the City. This is unacceptable.	11	Universal access improvements in the transport infrastructure and public transport facilities and services are addressed through the existing programmes and projects in the Urban Mobility Directorate.	No change

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		27.13. Dial-A-Ride:The City is not doing enough to provide transport for people living with disabilities. The City currently spends R33m on the Dial-A-Ride service, which provides services for 2240 users, of which only 303 are regular users2. Many of us have been on the Dial-A-Ride waiting list for years. Even when we get registered, we have to book appointments so far in advance that it isn't useful for our everyday lives. Even when we have booked in advance, the buses are often late and we miss important appointments. All of these issues could be helped if the City allocated more budget to having more Dial-A-Ride buses available.People living with disabilities make up between 2.6%3 and 4.2%4 of the population, but only R33m is spent on providing them with transport. This makes up just 0.76% of the City's urban mobility budget5, and 0.44% of the combined budget of the City's Urban Mobility Department and the Western Cape Mobility department6. Clearly, the City is not spending a proportionate or equitable amount of money on transport for people living with disabilities. 2 SAHRC - 'Concern as cuts hit Dial-A-Ride' (Source: Weekend Argus) [Accessed 28/10/2024]https://www.sahrc.org.za/index.php/sahrc-media/news/item/3926-concern-as-cuts-hit-dial-a-ride 3 WC 2024 Estimates of Provincial Revenue and Expenditure - pg. 302 4 CoCT UDAP 2022 - pg. 5 5 CoCT Budget 2024/25 - Table 101: MBRR Table A3 (Consolidated Budgeted Financial Performance) 6 WC 2024 Estimates of Provincial Revenue and Expenditure - Table 4: Summary of provincialpayments and estimates by vote	6 / App. 6	Unfortunately, due to the high operating costs involved in the provision of the Dial-a-Ride service and budgetary constraints experienced by the City, it is unable to procure additional vehicles outside of its funded mandate. Due to these constraints, the City is unable to meet the current demand for the service and applicants are thus placed on a waiting list until space becomes available. People living with disabilities who live in the vicinity of the MyCiTi service offering are encouraged to make use of the MyCiTi instead.The City is, however, implementing various strategies, systems and developing platforms ('technological solutions') aimed at improving safety, efficiencies and the overall sustainability of the service. This is to ensure the City provides a Dial-a-Ride service to serve as many eligible users (whose impairments render them unable to access mainstream public transport) as possible, within the available budget as is required by law, namely the Local Government: Municipal Finance Management Act.	Section 3.3.2.4. has been updated with more details.
		27.14. We understand that, because Dial-A-Ride is expensive and does not reach everyone, the City wants to create a "lower cost and more responsive service". We understand that the City will set up a company that manages the booking, scheduling, and payment, and then subcontract accessible transport providers and provide a 'base load' of adapted	6 / App. 6	Noted	No change

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		vehicles. We note that the City has committed to subsidising this service to lower the cost to passengers.			
		27.15. We support the testing of the new Dial-A-Ride model, and underscore the importance of fees being kept at an affordable rate. The rollout of this model and its pilot should also prioritise the most vulnerable people, starting with African and Coloured working class areas in the city. There should be at minimum one universally accessible bus available per ward, provided or subsidised by the City. This should be a minimum condition of the new business model, and the City must commit to allocating the necessary funding to achieve this goal.	6 / App. 6	The number of buses the City is able to procure through the Dial-a-Ride contract is limited to the approved budget available for the service.	No change
		27.16. The CITP also says that the City wants to use technology to help manage Dial-A-Ride in the future. It says that "smartphone technological innovation will also be introduced to these on-demand services for wheelchair users, which should significantly improve the process of requesting such services". But many of us cannot afford smartphones or data, and we already struggle to access Dial-A-Ride because of barriers to accessing the internet. The City must commit to ensuring that access to Dial-A-Ride is not dependent on access to smartphones and data.	6 / App. 6	The Dial-a-Ride service will still be available for Dial-a-Ride users unable to make use of the Dial-a-Ride user web-based platform and mobile app. The operator call centre will still be available to take bookings/cancellations telephonically. EFT payments are still to be made to the operator-dedicated bank account, and in exceptional circumstances users will still be allowed to pay for the trips in cash until alternative solutions are developed.	No change
		27.17. Finally, we demand that the City consult with people living with disabilities throughout the design and piloting process. We have been unable to find the Dial-A-Ride Business plan from 2022 that is referenced in the CITP, and we request that this be made public immediately.	6 / App. 6	A sample of users with varying impairments was selected to test the mobile app and web-based platform. Feedback received will be consolidated and the necessary amendments will be made for the improvement of the app/web-based platform. Stakeholder engagement processes were held to inform the long-term plan for Dial-a-Ride services. A Dial-a-Ride Business Plan was thereafter developed for internal purposes to inform the next Dial-a-Ride contract. Engagements on the Dial-a-Ride service are conducted through the Dial-a-Ride forum.	No change

No.	ORGANISATION TYPE	COMMENT	CHAPTER(S)	RESPONSE (as at 30 November 2024)	CHANGE TO DOCUMENT
		27.18. The Intermodal Planning Committee:We note that there is currently no Universal Access subcommittee on the City's Intermodal Planning Committee (IPC). The CITP states that "the purpose of the Intermodal Planning Committee (IPC) is to coordinate and integrate public transport between the modes, as well as all other aspects relating to the integrated transport plan of the municipality and to perform other prescribed functions in order to achieve the objects of the NLTA"7. In 2023 the National Land Transport Strategic Framework was updated, and the only changes to its functional areas was the inclusion of Universal Access8. We demand that the City add a Universal Access subcommittee to its IPC to better coordinate the inclusion of universal access in all intermodal planning. 7 CoCT CITP 2023-2028 - pg. 5 8 National Land Transport Strategic Framework 2023-2028 - pg. 39		UA is a transversal issue and should be addressed and considered from planning through to implementation, management and maintenance. It cannot be confined to one subcommittee. Ideally, universal access should be an item on all IPC subcommittees, including the ITP, rail, bus, and MBT subcommittees. This will be referred to the IPC secretariat.	No change
		27.19. Our Demands: We demand that the City urgently update the CITP, as well as the UDAP, to include immediate solutions to the transport problems faced by people living with disabilities. We cannot wait for 2050. We need accessible Transport NOW! - Universal Accessibility is only ever described as a long-term ambition. The CITP makes no commitments to resolving the transport crisis we are facing NOW. The CITP and Budget must be updated immediately to allocate an equitable share of the transport budget to promote universal access. At least 1% of the Urban Mobility budget should be allocated to Dial-A-Ride in FY25/26, with a target of at least 3% by FY27/28.	11 and 13	The transport infrastructure, public transport facilities and services within the City's mandate are designed for universal accessibility. Hence the funding on universal access is already included in project budgets.	No change

No.	ORGANISATION TYPE	COMMENT	CHAPTER(S)	RESPONSE (as at 30 November 2024)	CHANGE TO DOCUMENT
		27.20. We cannot access our trains. PRASA is currently upgrading their stations without ensuring universal accessibility. The City must urgently sign a service level agreement with PRASA that guarantees that all stations, platforms, bathrooms, and trains are upgraded to be universally accessible.	6 / App. 6 and 11	The objective of the SLP is to ensure that PRASA delivers regular, reliable, safe and secure rail services. The City and PRASA have met and a redrafted Service Level Plan (SLP) is (at the time of drafting responses to public participation comments) with PRASA for final approval. PRASA's passenger service charter confirms PRASA's commitment to universal accessibility at selected stations as per the PRASA Corporate Plan 2024-2027. PRASA has indicated that stations currently being upgraded due to theft and vandalism will maintain the same basic functionality in terms of toilet facilities and ramp access, where previously available, and future station development could include lifts to provide for persons with reduced mobility. PRASA acknowledges that much still needs to be done to ensure universal accessibility and will continue to engage commuters in this regard.	No change
		27.22. We cannot use Golden Arrow buses. The City must work with the province to ensure that any new Golden Arrow buses are universally accessible. In the meantime, the City must scale up access to Dial-A-Ride to ensure equitable access to transport.	6 / App. 6 and 11	The draft UA Policy identifies the need for the City to engage with the Western Cape Government and PRASA to address accessibility of GABS and Metrorail. The provision of the Dial-a-Ride service is dependent on budget availability. The number of buses the City is able to procure through the Dial-a-Ride contract is limited to the approved budget available for the service.	No change
		27.22. Public Transport operators treat us without respect for our dignity. All public transport staff must be given sensitivity training, and must be reminded to treat all people with respect for their dignity.	11	The draft UA Policy identifies the need for staff awareness raising and sensitivity training.	No change
		27.23. The UDAP is a meaningless document unless it has a budget and a timeframe. The UDAP should be updated to include binding timeframes for the implementation of its recommendations, and the City must commit to providing the necessary budgetary allocations to achieve these timelines.	11	Universal access improvements in the transport infrastructure and public transport facilities and services are addressed through the existing programmes and projects in the Urban Mobility Directorate. The City does not have direct control over GABS, minibus taxis and Metrorail services.	No change

No.	ORGANISATION TYPE	COMMENT	CHAPTER(S)	RESPONSE (as at 30 November 2024)	CHANGE TO DOCUMENT
		27.24. Fix Dial-A-Ride:'Technological solutions' exclude working class people who can't afford smartphones or data. The City must make Dial-A-Ride accessible to all people living with disabilities, not just those with access to a specialised app. Any new system must be accessible via a toll-free number, or via WhatsApp.	6 / App. 6	The Dial-a-Ride service will still be available for Dial-a-Ride users unable to make use of the Dial-a-Ride user web-based platform and mobile app. The operator call centre will still be available to take bookings/ cancellations telephonically. EFT payments are still to be made to the operator-dedicated bank account, and in exceptional circumstances users will still be allowed to pay for the trips in cash until alternative solutions are developed. Part of the digital solutions is also the introduction of an updated eligibility criteria and improved registration and approval process to ensure only eligible users make use of the service.Those who do have data and access to a smartphone and computers are more readily able to manage their bookings and payments, and to actively track trip progress for an improved user experience. The City and VOC platforms allow for improved scheduling, schedule adherence, seat allocation, service quality monitoring and data analysis to track performance and make better decisions to further improve the service.	No change

No.	ORGANISATION TYPE	COMMENT	CHAPTER(S)	RESPONSE (as at 30 November 2024)	CHANGE TO DOCUMENT
		27.25. We sit on Dial-A-Ride waiting lists for years, and then we have to wait weeks if we need to use the service. The City must urgently provide more Dial-A-Ride buses in the City, with the aim of having a dedicated dial-a-ride bus in every Ward by January 2026.	6 / App. 6	Unfortunately, due to the high operating costs involved in the provision of the Dial-a-Ride services and budgetary constraints experienced by the City of Cape Town, the City is unable to procure additional vehicles outside of its funded mandate. Due to these constraints, the City is unable to meet the current demand for the service and applicants are thus placed on a waiting list until space becomes available. The City is however implementing various strategies, systems and developing platforms ('technological solutions') aimed at improving efficiencies and the overall sustainability of the service. This is to ensure the City provides a Dial-a-Ride service to serve as many eligible users (whose impairments render them unable to access mainstream public transport) as possible, within the available budget as is required by law, namely the Local Government: Municipal Finance Management Act.	No change
		27.26. The City already has buses that it could use for Dial-A-Ride services. The City must follow the "strong recommendation" in the 2022 MyCiti Business Plan Update 2022-2036 to establish a programme to dispose of the excess 9m bus fleet "as soon as possible"9. The report states that "they are ideally suited to use for special needs users and … could also be deployed in dial-a-ride operations by a private operator". 9 MyCiTi Business Plan Update 2022-2036 - pg. 64	6 / App. 6	The City undertook a modelling exercise and went out on tender (which was unsuccessful due to non-responsive tenders) for the use of 9m buses on the Dial-a-Ride service. It is also important to note the MyCiTi service is universally accessible, hence it is encouraged that users who are able to use the MyCiTi service should consider MyCiTi as a first option.	No change
		27.27. Nothing about us without us! We have never been consulted about our experience of the transport system in Cape Town. The City must follow the NTLSF's key performance indicator that requires it to "undertake focused research with universal access passengers every year in order to report on implementation progress, and remedy complaints, as required by the NLTA". The voices of black and coloured working class people living with disabilities should be prioritised in this research.	11	The draft UA Policy raises the need for engagement with representatives from the disability sector.	No change
		27.28. The CITP does not once mention people living with disabilities in informal settlements, who are amongst the most vulnerable people in the City. The	11	The City acknowledges this problem. The UA Policy Implementation Framework will consider the challenges of people living with disabilities in informal settlements.	No change

No.	ORGANISATION TYPE	COMMENT	CHAPTER(S)	RESPONSE (as at 30 November 2024)	CHANGE TO DOCUMENT
		City should immediately update the CITP to include a specific transport access plan for people living with disabilities in informal settlements.			
		27.29. The City has not consulted with us about the new Dial-A-Ride business plan, and it is not publically available. The City must immediately provide access to and promote knowledge about the 2022 Dial-A-Ride Business Plan, and it must actively invite participation by people living with disabilities in the design and piloting of the new system.	6 / App. 6	1) Stakeholder engagement processes were held to inform the long-term plan for Dial-a-Ride services. A Dial-a-Ride Business Plan was thereafter developed for internal purposes to inform the next Dial-a-Ride contract. Engagements on the Dial-a-Ride service are conducted through the Dial-a-Ride forum. The Dial-a-Ride Business Plan was drafted in consultation with various stakeholders including organisations representing people with special needs; private sector transport companies who provide services to people with special needs. and more importantly the Dial-a-Ride Forum and users. These engagements guided the drafting of the Dial-a-Ride Business Plan, which in turn guided the procurement of the current 72-month (6-year) contract and the development of the digital platforms for improved service sustainability. A sample of users with varying impairments was selected to test the mobile app and web-based platform. Feedback received will be consolidated and the necessary amendments will be made for the improvement of the app/web-based platform.2) The comment that the 2022 Dial-a-Ride Business Plan is not publicly available will be referred to the relevant director.	No change
		27.30. The City's Intermodal Planning Committee does not have a structure dedicated to universal accessibility. The City must create a Universal Accessibility Subcommittee on the Intermodal Planning Committee.		UA is a transversal issue and should be addressed and considered from planning through to implementation, management and maintenance. It cannot be confined to one subcommittee. Ideally, universal access should be an item on all IPC subcommittees, including the ITP, rail, bus, and MBT subcommittees. This will be referred to the IPC secretariat.	No change
		27.31. The full document is too long to include here. More details which include sensitive POPI Act information have not been included here. However, the full document has been refered to the relevant branches.	6 / App. 6 and 11	The full document is too long to include here. More details, which include sensitive POPI Act information, have not been included here. However, the full document has been referred to the relevant branches.	Section 3.3.2.4. has been updated with more details regarding Dial-a-Ride.

APPENDIX 6 – PUBLIC TRANSPORT PLAN

The Public Transport Plan (PTP) is driven by and seeks to meet/achieve the 'CITP Vision of Access'. However, the PTP's implementation and success in meeting/achieving the access vision are highly dependent on funding availability and adequacy (among other things).

The new information regarding the Public Transport Plan, since the development and approval of the CITP 2023-2028, is provided in this appendix. As indicated earlier, the intention is to move towards reducing chapter 6 into a summary of the Public Transport Plan in the next CITP.

This appendix includes changes or updated information only. It includes new information on the introduction of battery electric buses as well as updates to the following:

i. Integrated Public Transport Network Programme 2032
ii. Policies, strategies and plans
iii. Public transport enforcement information

1. INTRODUCTION OF BATTERY ELECTRIC BUSES (BEBS)

1.1. City's intention to procure/introduce battery electric buses

In October 2017, the City was invited to sign up to the C40 'Fossil Free Streets' Declaration in the run up to the launch event in Paris, France. The declaration was later changed to the 'Green and Healthy Streets' (GHS) Declaration to better align with associated C40 programmes and networks. Cape Town is the only African city signatory to this declaration. Declaration commitments include:

i. Procure, with our partners, only zero-emission buses from 2025.
ii. Ensure a major area of our city is zero emission by 2030.

According to the NDoT's Green Transport Strategy (GTS) for South Africa: 2018-2050, the road transport sector contributes approximately 91,2% of total transport GHG emissions. The strategic intent and focus of the GTS is to drastically reduce emissions in the road transport sector. One of the primary goals to achieve this is through a modal shift from road to rail, with specific reference to the freight sector. A second goal is for government to lead the way in procuring alternative energy vehicles – thereby setting an example.

The GTS states that national government aims to set an example for procuring energy efficient vehicles by instituting procurement guidelines for the government vehicle fleet. The national Department of Transport (NDoT) intends to engage with National Treasury and relevant national departments, as well as provincial and local government, to set appropriate targets for the procurement of alternative fuels and efficient-technologies vehicles.

In accordance with the above, on 27 March 2024, the City of Cape Town Council resolved that authority be granted to approve the proposed procurement strategy for MyCiTi Phase 2A bus procurement, which comprises a dual-path strategy for the procurement of a combination of both low- and zero-emission vehicles.

1.2. Implications of introducing battery electric buses for the Public Transport Plan

The next planned procurement of buses will be for Phase 2A of the MyCiTi service, which provides the first opportunity to implement the envisioned green energy strategies.

Low- and zero-carbon-emission vehicles generally have a limited range, require multiple refuelling points, have technology-specific maintenance regimes and have differing operational

performance; however, the advantages of having alternate energy vehicles are to mitigate the fuel volatility within the sector and mature with the market that has moved from fossil-fuel vehicles to diesel vehicles.

2. THE INTEGRATED PUBLIC TRANSPORT NETWORK PROGRAMME 2032

2.1. Phase 2A Implementation Plan: Milestone rollout

The Phase 2A system will be implemented and operationalised in stages referred to as milestones. These milestones are largely dependent on the construction programme (which is dependent on grant funding availability) and availability of buses. Further, these milestones are subject to the availability of infrastructure required to run the services. There are four main milestones, milestones A to D. A description of milestones A to D is provided in the approved Phase 2A System Plan Report. One of the key assumptions underlining these milestones is that as far as possible services will be rolled out once the required infrastructure is completed, in order to minimise operational inefficiencies.

3. COMMUTER RAIL PLAN

3.1. Service level plan

The City and Passenger Rail Agency of South Africa (PRASA) have entered into a Service Level Plan (SLP), the first of its kind between PRASA and a metropolitan municipality. This agreement outlines the roles and responsibilities of both parties in restoring and enhancing passenger rail services in Cape Town, in accordance with the Constitution of the Republic of South Africa, 1996, the Local Government: Municipal Systems Act, 2000 (Act 32 of 2000), and the National Land Transport Act, 2009 (Act 5 of 2009).

The SLP establishes a formal framework for collaboration, with PRASA responsible for providing reliable, safe, and accessible rail services aligned with the City's Integrated Public Transport Network (IPTN) Plan. The City will support these efforts through the provision of municipal services and infrastructure required for the operation of passenger rail as part of the broader public transport system.

Key components of the SLP include:

i. **Collaboration and oversight:** Regular monitoring of progress and performance through a steering committee.
ii. **Integrated planning:** Incorporation of passenger rail services into the City's transport planning frameworks to enable a coordinated public transport system.
iii. **Service delivery:** PRASA's commitment to improve reliability, safety, and accessibility of rail services.

The SLP formalises the working relationship between the City and PRASA to facilitate the development of an integrated public transport network in Cape Town.

4. POLICIES, STRATEGIES AND PLANS

4.1. The future development of the public transport system

4.1.1. Minibus taxis

Phase 1 of the BRT rollout envisaged that the minibus taxi industry would be entirely replaced with scheduled MyCiTi services. This approach led to major inefficiencies and financial challenges, including:

i. The traditional full replacement BRT model proved to be unsustainable in Cape Town due to its low density and disparate spatial form
ii. Actual operating costs were higher and revenues lower than expected
iii. Many taxis are still operating illegally in competition with the MyCiTi services as they took up the shortfall in MyCiTi's coverage
iv. There is inadequate enforcement and administrative capacity to address these illegal taxis
v. Some passengers choose to use the minibus taxis rather than the MyCiTi services
vi. The process of the full replacement model was both time and resource intensive for the City

Due to the abovementioned issues, the full replacement model was found to be unaffordable and operationally ineffective.

This has led the City to develop a 'hybrid' strategy involving partial rather than full replacement of minibus taxi services on future MyCiTi routes. This has the advantages of lowering the peak fleet requirement that MyCiTi needs to provide, allowing more passenger choice and widening the service coverage by allowing minibus taxis to fill gaps in the MyCiTi service.

Minibus taxi operators in the Metro Southeast will be eligible to participate as shareholders in the Phase 2A vehicle operating companies. Affected operators will also be able to access compensation to address the negative impact of current minibus taxi passengers shifting to the MyCiTi service.

The new 'hybrid' approach also harnesses the existing minibus taxi network to provide feeder services to MyCiTi rather than replacing them with MyCiTi feeder services as happened in MyCiTi Phase 1.

The objective of this strategy is also to leverage the strengths of the minibus taxi industry to deliver an improved service in line with the Integrated Public Transport Network (IPTN) vision, but at a cost that is affordable to the City. The hybrid approach will also support the progressive transformation of the existing industry so that if forms an integral part of the IPTN service mix.

The approach seeks to enhance this integration of feeder minibus taxis into the IPTN by incentivising operators and drivers to use the City's integrated ticketing platform linked to a fare discount on the MyCiTi service for transferring passengers. This approach will be initially implemented as part of the MyCiTi Phase 2A rollout.

The Minibus Taxi Transformation Strategy was developed to engage the industry in a viable business model for streamlined, on-demand services that would operate in a complementary way to scheduled services.

The aim of this strategy is therefore to encourage the industry to form transport operating companies (TOCs) to create economies of scale and to engage with the City in the provision of improved on-demand services and alternative revenue-generating activities.

In 2017, the City of Cape Town Transport Directorate embarked on the first phase (first pilot) of a study aimed at piloting the transformation of invited minibus taxi associations into TOCs.

Pilot MBT associations were chosen on the basis that they operate in a typical feeder-line-haul or feeder-trunk-model, that lends itself to testing the possibility of alignment, and/or integration of such services into the IPTN Plan of the City.

The TOC model envisages the conversion of individual licensed operators in an association into shareholders in a company with a management team to run their transport business in the best interest of all stakeholders, including the TOC shareholders.

This model intends to eliminate competition for passengers along a route. The TOC will operate like any transport company and own all the assets of the business, including operating licences and vehicles. It will further employ all drivers and staff and be responsible for all expenses.

The first pilot undertaken in the Mitchells Plain region (which ended in March 2019) yielded the following results, inter alia:

i. An unscheduled and over-traded minibus taxi operation was converted into a scheduled, reliable and significantly improved passenger transport service (as illustrated by the results of the passenger satisfaction survey undertaken).
ii. The introduction of an agreed to (corporate) owners' earnings model;
iii. The retention of all drivers and related operations staff;
iv. The agreement of improved driver conditions of service and a structured driver earnings model;
v. The (organic) development of institutional arrangements, including operations, finance and HR management arrangements from within the ranks of the association;
vi. The ongoing improvement of planning and forecasting processes and the sustained achievement (and acceding) of performance (including financial) targets.

The second phase of the pilot was severely restricted by the lack of budget and financial support.

In the first quarter of 2024, the City, with the support of the national Department of Transport, embarked on its second study (second pilot) with a feeder minibus taxi association also in the Mitchells Plain region. The objectives of this pilot will focus mainly on the following four aspects: (1) Operational optimisation, (2) Automated fare collection, (3) Modernised virtual management tool, and (4) Transport operating entity.

The results of the abovementioned transformation test/pilot cases will contribute to placing the City in a position where it would be able to embark on a scaled rollout of the formalisation of the minibus taxi industry in Cape Town. Such processes must necessarily be supported by the availability of approved budgets and funding.

The City will also use technology to enhance the role of the minibus taxi industry so that it becomes a key part of the City's integrated, interoperable public transport service offerings. Minibus taxis are well placed to take advantage of the technology advances. This will be used to improve the ability of minibus taxis to provide on-demand and demand-responsive services. E-hailing mechanisms and similar alternative technologies will become increasingly important as a way to access public transport services. The City will explore these innovations in partnership with the minibus taxi industry.

There is a further opportunity for the minibus taxi industry with the formation of regional transport companies (RTCs). These can potentially provide services associated with the IPTN infrastructure, such as management contracts for stations or public transport interchanges (PTIs). The City recognises that this transformation can only occur if there is a strong partnership with the minibus taxi industry. The industry will be encouraged to increase its engagement with the City through the Minibus Taxi Subcommittee of the Intermodal Planning Committee.

4.2. Policies on public transport regulation

The City is currently incorporating the newly gazetted NLTA into its latest Operating Licence Plan (OLP) 2023 to 2028: Publication of final operating licence conditions as determined by the Western Cape Province regulatory entity and stipulated by planning authorities, i.e. *Gazette* number 49768 of 24 November 2023. In addition, the City is in the process of finalising its metered taxi demand model and revising the minibus taxis demand calculation. These are to be added to the decision-making tools in the latest approved OLP as well.

4.3. Policies in relation to contracts

4.3.1. Assignment of NLTA s.46 Contracting Authority

This update responds to the MEC's comment. The assignment process would be compliant with the regulatory and legislative framework. The City's intention would be to balance the various modes of public transport within the city in accordance with the City's IPTN and simultaneously ensure compliance with the regulatory regime. Importantly, the assignment will be managed in accordance with the PTOG grant conditions, and wherein the City will ensure a staged and managed process to achieve this efficiently. The outcome of the period of the contract would need to align with the National Land Transport Act directives provided for under the grant conditions.

The assignment process will seek to cover the issues highlighted by the WCG, and the inclusion of those items is noted in a non-exhaustive manner. In addition, the WCG's openness to this assignment is welcomed. In implementing its IPTN, as well as the Assignment, the City is not focused on displacement of the section 46 contract routes but rather a balancing thereof. The City will be embarking on a process for the operational implementation of Phase 2A of MyCiTi: this will consider appropriate service allocations, and there may be rebalancing that takes place in such a manner wherein MyCiTi services those routes with adjustments being made holistically in a staged and structured manner. Ultimately, through this process and the broader implementation of its IPTN, the City will seek to ensure the rebalancing across the geographic area, and to ensure consistent compliance with its IPTN, and compliance with grant conditions outlined in both the PTNG and PTOG.

4.4. MyCiTi fare collection media

The use of smart phones, QR codes and normal credit cards as payment for MyCiTi fares is and has been a consideration for the City. Factors such as the predominant kind of clientele, and the cost and availability of the resources necessary for the City and the customers come into play.

The City is open to exploring the best payment options, and is currently investigating an account-based system vs a card-centric system. This due diligence and benefits analysis will inform its decisions.

5. PUBLIC TRANSPORT ENFORCEMENT

The updates to the public transport enforcement information are not substantial but serve to provide clarity and additional information.

5.1. Rail Enforcement Unit

The national Minister of Transport launched the Rail Enforcement Unit (REU) in October 2018. The City of Cape Town, the Western Cape Government and the Passenger Rail Agency of South Africa (PRASA) jointly funded the unit. The unit focused on providing an additional 100 law enforcement officers in addition to the existing security personnel (PRASA's internal Metro Protection Services) to assist in stabilising the urban rail services.

The unit has made arrests on a range of charges including assault, possession of drugs and stolen property, malicious damage to property and theft. It has also confiscated massive amounts of electrical copper and railway signal cable, among other successes.

The Rail Enforcement Unit (REU) has been on hold as of June 2020 due to PRASA finalising its funding arrangements.

5.2. Bus Enforcement Unit (BEU)

Golden Arrow Bus Services (GABS), with the support of the then Western Cape Department of Transport and Public Works, now known as Western Cape Mobility Department, sought to obtain enforcement support to improve commuter safety by making a financial contribution towards the deployment of law enforcement officers to ensure efficient and effective law enforcement services on GABS high-risk routes. The parties intended to enter into an agreement, which would delineate the terms and conditions of, amongst other things, the provision of enforcement support, improvement of commuter safety and the efficient and effective law enforcement services on GABS, as well as MyCiTi and Dial-a-Ride high risk routes.

However, the project was cancelled during pre-implementation phase, as GABS could not secure their portion of the funding.

5.3. Public Transport Facilities Safety Team (Public Transport Roving Team)

Western Cape Mobility Department has endeavoured to support improvement of commuter safety by making a financial contribution towards the deployment of law enforcement officers to ensure efficient and effective law enforcement services at identified high-volume public transport facilities. The parties (Western Cape Mobility Department and City of Cape Town) hereby entered into an agreement, which provides for the enforcement support, improvement of commuter safety and the efficient and effective law enforcement services at such public transport facilities.

The Western Cape Minister of Mobility, the Executive Mayor and MAYCO member for Urban Mobility formally launched this team during October 2023. The team is currently housed in the City's dedicated Transport Enforcement Unit (TEU).

5.4. Transport Enforcement Unit (TEU)

The Urban Mobility Directorate entered into an agreement with the Safety and Security Directorate that saw the rollout of the Transport Enforcement Unit (TEU) as part of MyCiTi Phase 1. The TEU focuses on public transport traffic enforcement, public transport regulation, public transport safety and security, and revenue protection (fare evasion). This dedicated unit prioritises safety and security and revenue protection in respect of the MyCiTi IRT service, by deploying traffic and law enforcement

officers to deter antisocial behaviour at MyCiTi facilities and on the IRT routes, as well as high-visibility deployments to prevent opportunistic criminal activity such as damage to property through stoning of the buses and fare evasion. The unit also assists with providing security cover for buses that suffer mechanical issues along the IRT routes.

In terms of its focus on public transport regulation and traffic enforcement, the unit similarly deploys traffic and law enforcement officers to act against encroachment of illegal operators on the network, operations conducted contrary to operating licence conditions and overall enforcement against road traffic violations by public transport operators.

The Transport Enforcement Unit further, though on an ad-hoc basis only, patrols non-motorised transport corridors such as the bicycle lane between the CBD and Table View in order to promote the safety of these corridors for cyclists.

The Urban Mobility Directorate, in consultation with Safety and Security Directorate, is also currently in the process of planning around the expansion of the TEU in order to cater for the additional MyCiTi Phase 2A rollout in the near future. A similar focus will be deployed to the Metro Southeast corridor, albeit on a smaller scale, once it becomes operational.