CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

CAPE TOWN 2050

LONG-TERM PLAN

IN 2050, **CAPE TOWN** WILL BE A THRIVING **CITY OF HOPE**

CONTENTS

ANNEXURES

LIST OF FIGURES

VISION

The year is 2050, and Cape Town is a thriving city that has played a leading role in making South Africa a winning nation. Our residents are healthy and well educated, with the right skills for the current needs of our economy, having experienced a significant improvement in their quality of life over the past 25 years. Cape Town is caring, inclusive and free, driven by our strong levels of social cohesion and cultural vibrancy.

Our economy has grown significantly since 2025, far surpassing population growth for over a decade. This is the result of the Cape Town economy having achieved break-out growth compared to the rest of South Africa, having maximised our comparative advantages, removed barriers to growth, increased our resilience to climate impacts and having made sustained infrastructure investments over the past 25 years. Subsequently, we have experienced drastically decreased unemployment levels, and poverty has decreased significantly. As a result, our city is now one characterised by a high level of choice for both individuals and businesses.

As a city government we have maintained our excellent record of good governance and service delivery over the past 25 years. In this time, Cape Town has invested in modern, resilient infrastructure to support long-term growth, which has provided equitable access to quality, affordable, and reliable services for our residents. We have delivered an ambitious infrastructure agenda over the past 25 years, guided by a proactive planning approach.

Our city is a safe place to live and work, enabled by our strong municipal policing service, which significantly increased its effectiveness following the devolution of various powers from national government more than 20 years ago. Several social ills have also decreased as quality of life has increased.

In 2050, Cape Town will be a thriving city of hope where all its residents can experience freedom, opportunity and dignity.

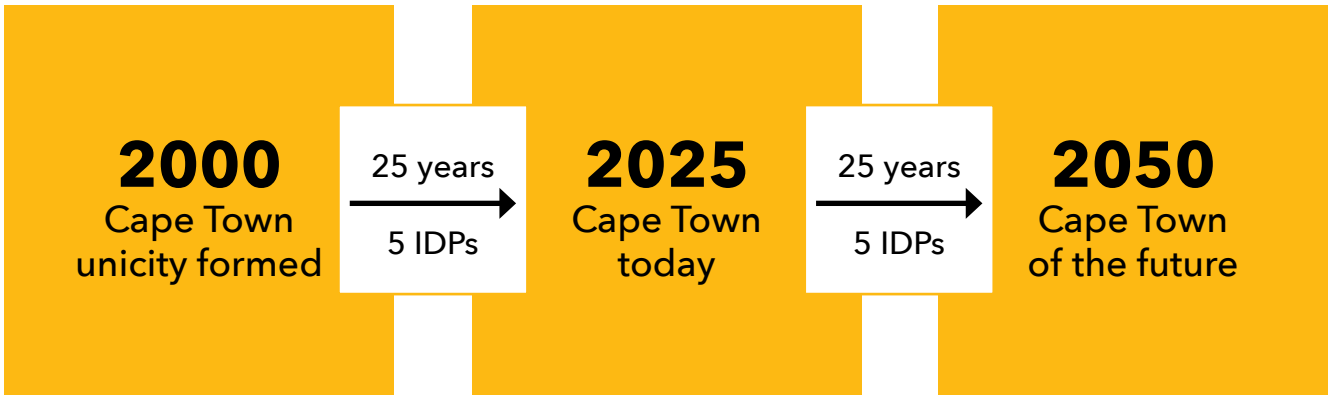
Cape Town has an accessible and efficient public transport network, strengthened by a functioning and well-utilised rail network, resulting in drastically reduced congestion on our roads. Over the past 25 years, we have succeeded in increasing density in our city, which has further strengthened the success of our public transport system and has enabled a more targeted approach to infrastructure service delivery. This has allowed us to achieve an economically efficient urban form, further enabled by a significant growth in affordable housing opportunities close to centres of economic growth with the release of large tracts of previously underutilised land by national government in the late 2020s.

Our ability to trade has improved with private sector involvement in the ports, which has increased efficiencies in the past two decades through improved inland freight rail services, and through increased airport capacity. We have also managed to successfully navigate the AI-tech wave, having harnessed the benefits for improved government responsiveness, while assisting industry to mitigate its impacts on key sectors as far as possible.

While the city has faced various shocks and stresses, communities across Cape Town have come together in times of need to not only recover but also thrive. The City and partners have proactively invested in climate responses, building climate-resilient infrastructure, securing sustainable sources of energy and water, supporting a circular economy and protecting and enhancing the natural environment.

In 2050, Cape Town stands out as a beacon of resilience, innovation and progress – proof that with vision, collaboration and sustained investment a city can truly transform lives and contribute significantly towards overall South African success and prosperity.

WHY A LONG-TERM PLAN?



Today we are 25 years on from the formation of the City of Cape Town metropolitan government as we know it today. This makes the current moment an appropriate one to reflect on the past and present, and to plan for the next 25 years towards achieving our 2050 vision for Cape Town.

Alongside persistent stresses, detailed in the challenges section below, Cape Town has withstood various significant shocks such as the global financial crisis (2008-2009), the regional drought (2015-2019), the Covid-19 pandemic (2020-2022), severe load shedding (2021-2024) and recently, an increase in organised crime. We know that further shock events, whatever they may be, are a certainty in the future. We can wait to see how the future unfolds and respond as things come, or we can do everything in our power to overcome our current challenges, anticipate and plan for potential future challenges, and achieve our 2050 vision for Cape Town.

While as a country we have the National Development Plan 2030, there is currently no SA-wide plan that goes beyond the 2030 period. The City has many strategic planning instruments of which the most important one is the Integrated Development Plan (IDP), which is the guiding strategic plan for each five-year term of office. Our infrastructure directorates have masterplans that look decades into the future and we have a range of strategy documents guiding various functions across the City. However, the reality of the challenges that persist in Cape Town 25 years after the formation of the unicity and over 35 years since the end of apartheid, is that we need to make some bold strategic decisions now. Persistent challenges in the city include unemployment, poverty, crime and the continued legacy of apartheid spatial planning. Plans to address these challenges will inform, but must also transcend, five-year terms of office, as well as inform all other strategic planning instruments so that we can make a unified and concerted effort to achieve our 2050 vision for Cape Town.

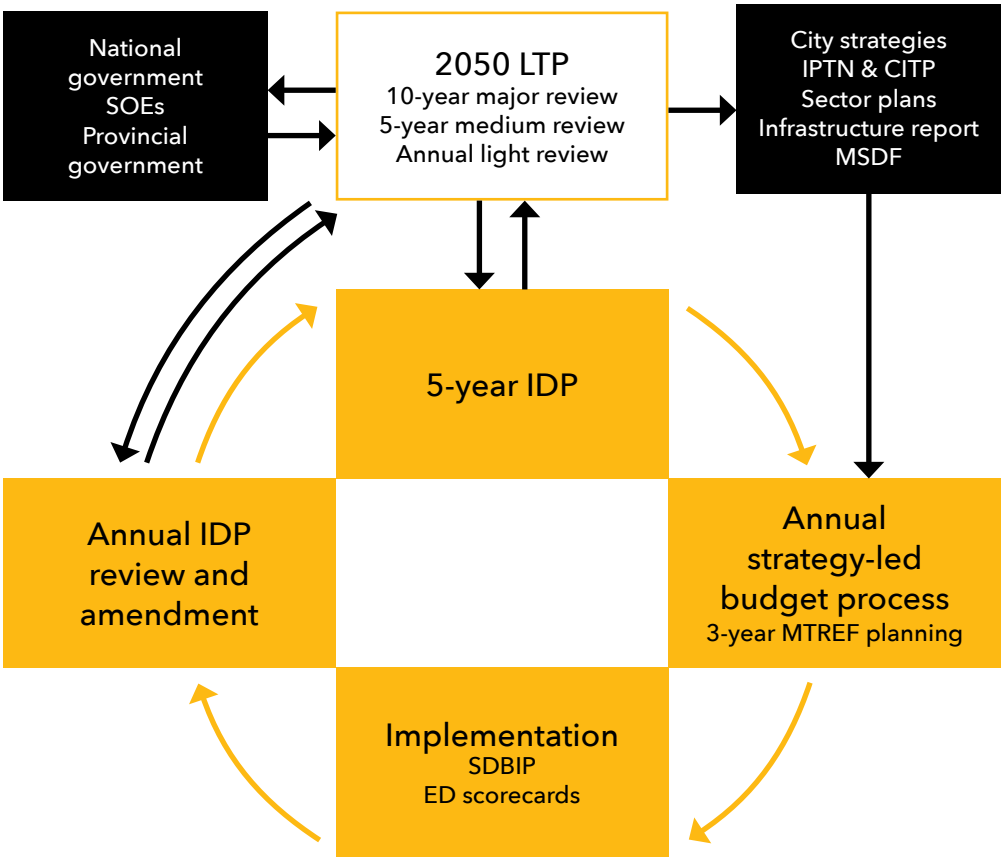
A LONG-TERM FRAMEWORK WILL HELP **ADDRESS PERSISTENT CHALLENGES**

Providing a current and historical context and related long-term framework to plan for and address these persistent challenges is the core aim of this long-term plan. Importantly, this plan will not seek to be all things to all people. We know that the challenges that Cape Town faces are not only ours as the City government to overcome. This plan is written to purposefully focus on those areas within our direct control as a local government, and areas where we are actively advocating for municipal mandates to match a proper realisation of both the constitutional functions and the objects of local government. This ultimately means planning for the future with the levers we have, or are advocating to have. At the same time, this long-term plan will provide residents, partners and the rest of South Africa with insight into our intended path to the future so that they can support us in achieving our goals and structure their plans to complement ours to achieve their own goals too.

We also recognise that as a City we are intricately connected to, and impacted by, national and global developments. For example, we can play our fair role in mitigating climate change by decreasing our carbon footprint and we can put adaptive measures in place to ensure climate resilience against the impacts of climate change, but we overcome this challenge alone. Similarly, while we aim to overcome poverty and inequality, these two challenges are impacted by several factors beyond our control, such as national policy and legislation, the national economic performance and our country's education system.

Finally, this plan will not be a static one for the next 25 years, but will be reviewed periodically to assess whether we are moving in the right direction as a City. This process will allow for flexibility and adaptability and for this plan to be updated and adjusted over time to respond to changing circumstances and new realities as they emerge.

Figure 1: LTP review cycle within the broader strategic planning system



THEORY OF CHANGE

What are the core building blocks that we need as a City to ensure that we are a thriving city of hope by 2050, where our economy is growing much faster than our population and where poverty is drastically decreasing?

A strong operating platform

The starting point is the achievement of a strong operating platform for people and businesses within our city. Such an operating platform is enabled by several components.

We need healthy people and communities, achieved through both a strong health system and a healthy environment. This is a foundational base for economic success.

We need a strong talent base that will enable businesses to source the right skills that they need to enable growth and success. This strong talent base is first achieved through a solid education system, both primary/secondary and tertiary, which ensures that our people are trained with the right skills to meet the future needs of the economy.

This talent base is then also achieved through affordable housing at all levels, which must be enabled by the public sector but delivered by the private sector. In order for our city to attract the right skills, people need to be able to afford housing, no matter their entry point into the housing market.

A key enabler of an affordable housing market is a city with an efficient spatial form that empowers the economy and supports healthy neighbourhoods. We need our people to be able to efficiently and affordably travel for work in our city, reaching their work opportunity within a maximum of an hour at any time. This requires an effective, efficient and reliable public transport network. We also need to ensure that as our city densifies, it does so in a sustainable and inclusive way.

Underpinning and enabling these components is safety. We need our people and businesses to be able to move around and operate safely. This means neighbourhoods, streets and business operating environments that are safe from violence and crime. Additionally, the City, partners and residents need to work together to reduce exposure and vulnerability to emergent climate risks as well as a range of other natural and man-made risks.

This cannot be achieved without a capable and responsive state that is financially sustainable and predictable, ensuring quality provision of basic services through reliable and resilient utilities. This enables the health of people and helps attract and retain businesses.

Finally, as a city on the southern tip of the African continent, we need to be able to ensure effective and efficient trade into the future. This means we need both a strong, enabling logistics base and access to key markets. For this to be achieved, the infrastructure and operating environment of our rail, air, port and road networks need to be excellent.

If we can achieve such a strong operating platform for Cape Town, then we have the foundational blocks for significant economic growth and drastically reduced poverty.

Maximised competitive and comparative advantages

This foundation can then be harnessed for maximum economic success by making the most of Cape Town's competitive and comparative advantages.

We have natural locational beauty and outdoor recreational amenities, which makes Cape Town an attractive place for tourists to visit and individuals to live. We are a strong finance and insurance hub, agri-processing hub and tech hub, with agglomeration advantages in these industries. Other sectors that provide investment opportunities also include green energy and creative industries. The adoption and dissemination of new emerging technologies by companies in Cape Town can also create new comparative advantages. Our time zone compatibility with Europe and good English language skills also make us an excellent base for business process outsourcing (BPO) operations. Our record of good governance and our strong infrastructure planning and delivery programme give us a competitive advantage over other cities in South Africa and the region.

WE NEED HEALTHY **PEOPLE,** STRONG **TALENT,** AFFORDABLE **HOUSING**

We have four major universities and several technical colleges located in and around Cape Town, giving us a comparative skills advantage locally. We also have the highest percentage of matriculants qualifying for further study, and the highest percentage of those that start grade 10 completing matric. Finally, we have a vibrant, biodiverse natural environment, which makes our city very liveable compared to other cities in the country. Our natural resources also provide critical ecosystem services for our residents and local business that should be protected and enhanced.

Collaboration

Importantly, not everything that Cape Town requires in order to achieve a strong operating platform for business and people is within the control of local government. Collaboration with other spheres of government, the private sector and civil society and academia will therefore also be crucial for the achievement of our 2050 goal.

In particular, we need to collaborate with the Western Cape Government, and the private sector, on the provision of quality healthcare and quality education. Similarly, we need to collaborate with national government to ensure that our schooling curriculum provides our children with the skills they need to be successful market participants in the future; and that our schools are supported with the right budget to enable their success. In addition, we also require collaboration from national government with our higher education institutions to ensure that there is a reinvestment in the fundamentals of our universities and technical colleges.

We also need to collaborate with national government and its entities on the provision of quality infrastructure to enable economic growth, specifically, road, rail and port infrastructure, with the ultimate aim of becoming a fully integrated transport authority in the future, which includes devolution of rail services to the City and increased private sector involvement in our ports. The private sector will also likely be an important partner in infrastructure delivery into the future. Finally, we need to collaborate with national government to ensure that there is excellent provision of policing services in Cape Town, including devolution of investigative and other powers to municipal officers and the sharing of real-time data and insights to enhance operational decision making by all law enforcement agencies.

Disruptors

Importantly, both climate change and the current technology wave (including AI [artificial intelligence], bioengineering, quantum computing and robotics) will likely be significant disruptors over the next 25 years.

AI has the potential to make government more efficient and responsive, if used well, but also presents inherent risks that need to be carefully managed in the government context. AI also has potential benefits for our economy, yet could significantly disrupt some of our key areas of comparative advantage, such as our BPO and film sectors. Planning ahead, and targeting our sectors for the right markets to mitigate against such risks, will be very important in the coming years.

While the cornerstone of this plan is to drastically reduce poverty in the city, current levels of poverty, inequality and other social challenges mean that, at least in the short term, social unrest may occur and pose a risk of societal disruption. Building social cohesion will be a critical element of preventing this type of disruption into the future. Similarly, climate change and the move to reduce carbon emissions globally could significantly disrupt international travel into the future, which could negatively affect our trade connections and tourism sector. That said, earth breached the 1,5 degrees Celsius global warming threshold for the first time in 2024, and current global political realities mean that we could see commitments to carbon emissions decline in the next few years, but possibly return again with more urgency in later years. This could result in a scenario over the next 25 years where we experience more severe impacts of climate change and also a disruption to travel and trade.

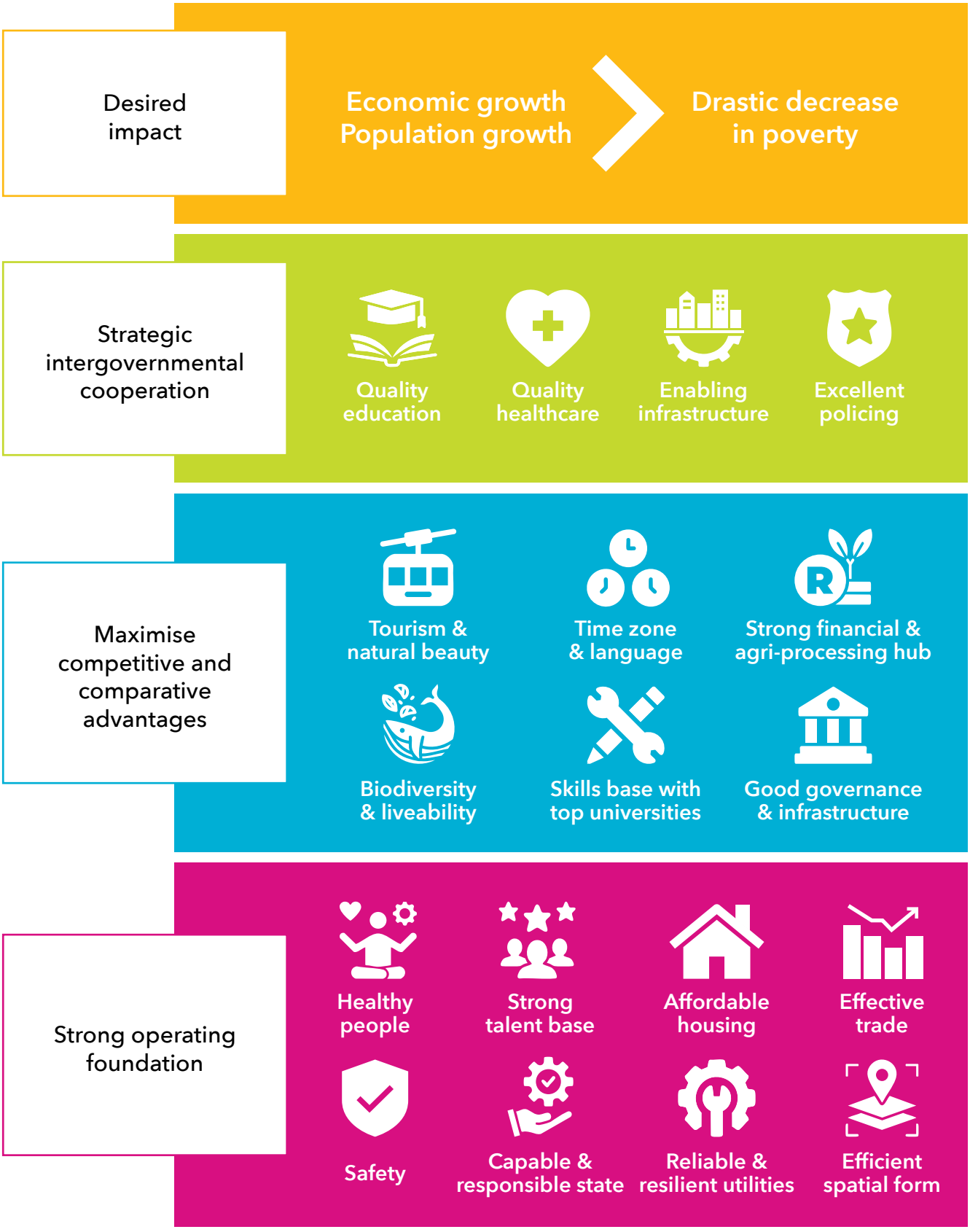
In addition, it is plausible that the current retreat of countries from globalisation may lead to a more transactional approach to global trade in the short to medium term. Alongside this, the next 25 years will undoubtedly see conflicts continue in different areas of the world, which could impact the stability and price of key commodities at key moments.

Thriving city of hope 2050

By preparing for disruptors and harnessing the core building blocks of this theory of change, we will enable progressive change in Cape Town over the next 25 years. This will lead to significant economic growth, which will outstrip population growth and create greater employment opportunities. This will result in drastically decreasing poverty in our city, which will culminate in a 2050 where Cape Town is a thriving city of hope for all its residents.

Figure 2: LTP theory of change

THRIVING CITY OF HOPE 2050



20 targets up to 2050

To guide our journey as a City over the next 25 years, we need to track several metrics to see whether our progress is moving in the right direction, or if we need to focus our attention on specific areas at specific moments in time. Part 2 of this plan sets out a full description of each of these targets, as well as midway (2035) targets and current baselines.

Desired impact	**Economy**	1. Decrease the unemployment rate in Cape Town to 13,9% by 2050. 2. Increase GDP by 120% by 2050.
Strong operating foundation	**Ease of doing business**	3. By 2050, 60% of land use applications are approved within 30 days. 4. By 2050, connecting to the electricity network will take less than 20 days.
	Transport	5. By 2050, over 75% of trips are made by public transport, walking and cycling. 6. In 2050, no residents spend more than 10% of their monthly disposable income on transport. 7. Achieve a freight rail mode share of 50% by 2050.
	Housing	8. Increase housing opportunities to 50 000 per annum by 2050.
	Infrastructure and services	9. 70% of waste diverted from landfill by 2050. 10. 25% of water provided from alternative sources (other than surface water) by 2040. 11. TBC% of total Electricity demand that is sourced from alternative suppliers in City supply areas. 12. Reduce and maintain non-revenue water losses to below 20% of water supplied by 2035.
	Capable and responsive state	13. 85% of households live in formally rated properties by 2050.
Maximise advantages and reduce risk	**Biodiversity and liveability**	14. Plant 100 000 trees in Cape Town by 2050. 15. Conserve 25% of Cape Town's total land area under our 'conservation estate' of protected areas by 2050.
Strategic Inter-governmental cooperation	**Health**	16. By 2050, the City will maintain clean air for all by protecting residents against harmful pollutants through maintaining a PM2,5 below 5 µg/m^3. 17. By 2050, 99% of samples have biological indicators of recreational water quality within acceptable range. 18. Decrease in maternal mortality in facility ratio to 45 per 100 000 by 2050.
	Safety	19. Decrease the murder rate to under 25 murders per 100k population per annum by 2050. 20. Increase perceptions of safety to 60% of residents feeling safe walking alone at night and 90% feeling safe walking alone during the day by 2050.

CAPE TOWN TODAY

Progress since 2000

Cape Town has made significant strides since 2000. Life expectancy has increased from 58,3 to 61,7 in males and from 67,4 to 71,6 in females.[1] Adults (aged 20+) with no schooling decreased from 4,2% to 1,8%,[2] while those with a matric increased from 25,2% in 2001 to 36,5% in 2022. Access to basic services has also seen significant improvements between 2001 and 2022, and Cape Town is now a leading city in South Africa in this regard. Access to piped water inside a dwelling increased from 69,3% to 85,4%, while households with no access to water decreased from 1,3% to 0,8%. Access to a flush toilet increased from 85,3% to 92,4% while households with no access to sanitation decreased from 7,2% to 1,1%. Finally, access to electricity for lighting increased from 88,8% to 96,7%.

Despite experiencing a number of economic shocks since 2014, Cape Town has remained the top performer for job growth among South African metros. Since June 2014, Cape Town's job opportunities grew relatively faster than all other metros, with a 21,4% increase over six years. This is equivalent to an average increase of 3,6% per annum, the highest annual job growth among the metros.[3]

Strengths

Good governance

Cape Town is arguably South Africa's best-run city, having achieved unqualified audit reports for the past 10 years, and in 2024, for the third year in a row, achieving a clean audit outcome. Cape Town practises sound financial management, consistently achieving a funded budget and showing the best performance in South Africa for directing funding to capital expenditure, while also ensuring that basic services are kept as affordable as possible for low-income households. In this regard, on average, basic services for low-income households are 30% cheaper in Cape Town than the South African average. Further, Cape Town offers the highest allocation of free water, free sanitation and free electricity units of any other metro in South Africa.

Economy

Cape Town has the second busiest container port and the second busiest airport in South Africa and our service-driven economy has a well-established business culture and a clustering of financial institutions. Our favourable time zone makes Cape Town a prime location for BPO and service exports to the European market.

The unique locational beauty and liveability of our city is one of our comparative advantages, making tourism a key economic driver for Cape Town. Cape Town was voted Time Out's Best City in the World 2025, the Telegraph's Best City in the World to Visit in 2023 and the 4th Best Large City in the World in 2023.[4]

We have a strong pipeline of skills, being home to four major universities in the metro region. One of these, the University of Cape Town, is the top-ranked university in Africa. The city also has a number of technical training institutions and we have the highest percentage of matriculants qualifying for further study of all provinces. Cape Town services large agricultural surroundings and acts as a processing, trade and retail hub for agricultural products.

Biodiversity and liveability

Cape Town has over 1 300 ha of natural public green space, a coastline that stretches for 307 km and over 3 250 different plant species. Over 22% of our land is formally protected – from Table Mountain National Park, community parks, reserves, greenbelts, coastline, plus a substantial network of rivers and wetlands. We also have rich marine biodiversity

[1] Western Cape Government projections.
[2] 4,2% in 2001; 1,8% in 2011 and the same in 2022.
[3] EPIC 2023: 10-year anniversary.
[4] Best City in the World to Visit, The Telegraph Travel Awards, 2023. 4th Best Large City in the World, Condé Nast Traveller's Readers' Choice Awards 2023.

CAPE TOWN IS THE **BEST-RUN CITY IN** SOUTH AFRICA

along our coastline. The scenic beauty and natural sights of our city attract international visitors, make the city globally recognisable, and make the city a very appealing place to live.

Challenges

Despite the progress we have made in the past 25 years, and our existing strengths, several fundamental challenges remain. These challenges are common across South Africa and many stem from our divided past. These challenges form the starting point of our journey to 2050. Our vision for Cape Town can only be realised if these challenges are overcome in the next 25 years.

Unemployment
This remains our most important challenge as a City. The average narrow unemployment rate in Cape Town from 2019-2024 was 24,1% and while this is lower than the national average of 32,2%, it is still much higher than the global average of 5,0%[5]. Since 2009, rising narrow unemployment reached its first peak of 24,8% in 2014, when state capture came to light, declining and bottoming at 21,5% in 2018, increasing to the highest peak of 27,2% in 2021 due to the impacts of Covid-19. Narrow unemployment decreased again in 2023 and 2024 to 23%, still falling short of the rates seen before the pandemic of 21,9%. In 2024, Cape Town's broad unemployment rate was 25,8%, slightly higher than its 10-year average of 25,5%. Cape Town remains the metro with the lowest broad unemployment rate. Additionally, unlike other developing world cities, Cape Town's informal sector, or emerging economy, remains relatively small, which points to barriers for entry and growth.

Youth unemployment
Young people in Cape Town are among the most vulnerable groups, with youth unemployment averaging 50,1%. Although this is significantly lower than the national average of 60,5%, it is still a staggering 35,6 percentage points higher than the global average. These high rates often lead to social and labour market exclusion.[6]

Crime and safety
Crime and safety remains a significant challenge in Cape Town, having been a challenge for at least the last 20 years. While total crime per 100 000 population has significantly decreased since 2005/26, from approximately 8 000 cases per 100 000 in 2005/06 to 5 000 cases per 100 000 in 2023/24, certain categories of crime show a concerning alternative trend. In Cape Town, the proportion of drug-related crime far outweighs the proportion of murder and sexual offences. Reported drug-related crime between 2005/06 and 2023/24 averages 19 times higher than murder and nine times higher than reported sexual offences. That said, murder remains a significant concern. In 2023/24, there were approximately 73 murders per 100 000 population, giving Cape Town one of the highest murder rates in the world. It is also important to recognise that many crimes disproportionately affect women and children, and while often under-reported, gender-based violence is a significant concern in our city.

Significant spatial division
The legacy of apartheid-era physical separation along racial lines is a core unemployment challenge as it hinders job-searching abilities, making it harder for the job seeker to find employment opportunities. It is further perpetuated by inadequate public transport, access to quality amenities, lack of connectivity between township economies and established economic nodes, and the fact that most jobs are far away from most job seekers.[7] Apartheid spatial planning has also resulted in our current inefficient spatial form characterised by insufficient density close to economic opportunities, commutes of longer than one hour and costly logistics, which is exacerbated by mono-functional zones resulting in unidirectional travel in and out of economic zones daily. This has an overall negative impact on the economy, therefore reducing job growth.

Housing
An associated legacy of apartheid spatial planning and our inefficient spatial form is our current lack of housing supply. Cape Town has a significant lack of affordable housing at every entry point in the market, meaning that there is a limited housing ladder for residents to climb over time. The market response to this has been a proliferation of informal settlements but also, more recently, the building of small-scale rental units. Without adequate pathways to regularisation for these housing typologies, infrastructure and services provision and financing sustainability are drastically reduced. In addition, lack of entry-level and transitional housing, together with complex social issues, contributes to rough sleeping within the city.

Climate change
The negative impacts of climate change are already being felt in Cape Town, and as the world exceeds key thresholds, these impacts will intensify over the next 25 years and beyond. Responding to climate change and dealing with its impacts will be essential for achieving a city in 2050 that is both resilient to climate risks and able to prosper in an increasingly carbon neutral-focused world.

[5] QLFS, ILO, Reuters, 2025.
[6] QLFS, ILO, 2024.
[7] IEGS 2021

Fiscal challenges

The poor state of the South African economy in recent years, coupled with state inefficiencies, has led to a significantly challenging fiscal situation in South Africa. This is characterised by a high debt-to-GDP ratio, even higher debt servicing costs, low revenue generation and a budget deficit. This has negatively impacted the country's, and by extension, the City's credit ratings. The City's ability to sustainably raise its own revenues through rates and taxes has been placed under pressure by the depressed national economy. The increasingly constrained national fiscal envelope has also meant that the grants the City receives from national government for important service delivery outcomes are diminishing. In addition to these national pressures, persistently high rates of poverty locally mean that the City's cross-subsidisation model is under pressure. A key challenge for us is to maintain this model by growing the share of residents that pay rates and tariffs through economic growth, increasing asset value, and efficient development management regulations.

The emerging economy

South Africa stands out in the developing world as one of the most restrictive business environments, with costly and burdensome regulatory obstacles that particularly affect small and informal businesses wishing to start and operate a business in the emerging economy. In a study undertaken by the Harvard Growth Lab, they found that South Africa's informal or emerging economy is not just small but underdeveloped. With a ratio of wage employed to informally employed to unemployed of 50:16:34, the informal sector in South Africa is comparatively small versus other developing contexts – typically 45:45:10 respectively. The emerging economy plays an important role in providing employment, poverty reduction, critical goods and services, the ability to absorb job losses in the formal economy and an entry point to employment for many.

The City's Inclusive Economic Growth Strategy (2021) and Integrated Development Plan (2022-2027) support the intent of reducing regulatory burdens and creating more economic opportunity within the informal sector. However, our regulatory approach, and that of other spheres of government, has been lagging behind our policy intent. Research indicates (Asmal et al., 2024) that a 'regulatory iron wall' discourages opportunity and access for informal economic participation. Additionally, a lack of skills, capital, access to high-growth markets and low-quality urban environments, crime and insecurity undermines diversification and scale-up of the sector. Similarly, a lack of accurate data on the sector undermine our understanding of relevant needs and proactive actions in support of the sector. Tackling the data challenge is something that the City must address as a priority.

A key constraint in Cape Town versus other emerging market peers is our inefficient spatial structure, with many people living far from work opportunities. The spatial challenges include a lack of density and affordable transport access. Lower densities mean lower potential purchasing power and lower footfall, decreasing demand for business. Another lesson of informality is that it fails to prescribe to conventional land-use determinations of where economic activity should take place. Instead, it materialises where demand is greatest, where density of populations is highest, and where the need is most. This effectively means informal businesses have two choices – pay high transport costs to travel to and from areas with higher-value albeit less space for informality, or remain operating in areas with limited economic opportunities such as peripheral townships. In the case of informal residential development, regulatory processes and lack of upfront capital preclude many from formal recognition, which undermines both personal asset wealth accumulation as well as service delivery planning and development.

Future growth and transformational potential

If one considers the population growth projections of Cape Town, and based on other developing world contexts, it is fair to assume that the emerging economy in Cape Town is set to remain and likely grow. This is particularly evident within cities where diverse sectors are prevalent and supply chains are extensive. The emerging economy in Cape Town has a wide variety of subsectors and activities, reflecting the diversity of activities found in industrial classifications of the formal sector, from trade and services to manufacturing and construction. While informal wholesale and retail trade remains the largest subsector for informal employment (37% in Q1 2016 to 31% in Q1 2024), the informal construction sector has also seen significant growth in the past decade (from 13% in Q1 2016 to 22% in Q2 2024).

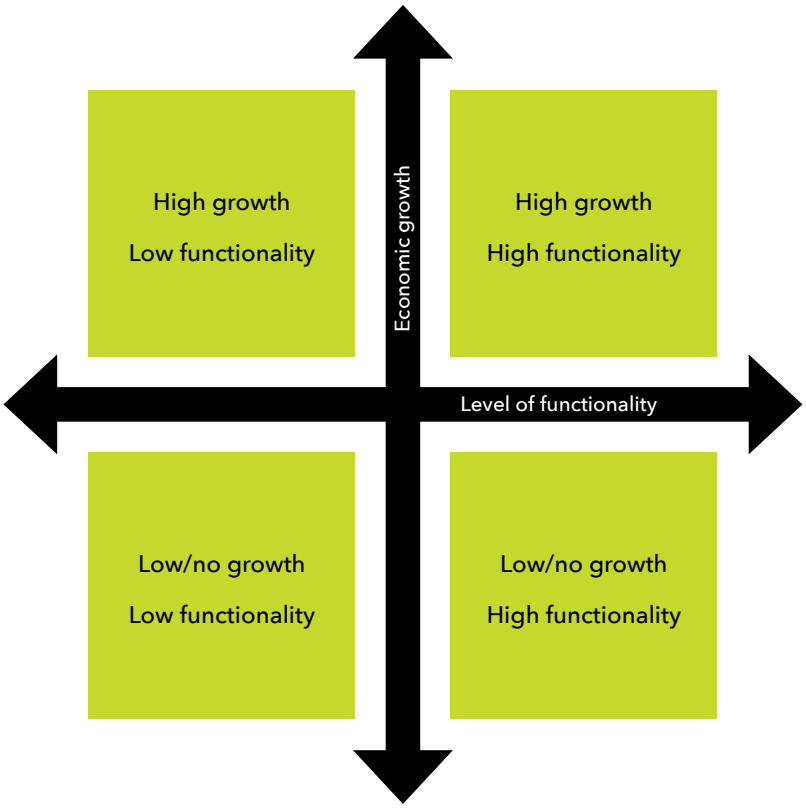

FLEXIBLE
FUNERAL
PLAN

CAPE TOWN OF THE FUTURE

In preparing a pathway to our vision for Cape Town 2050, there are several base assumptions that we can make. These are not intended to be policy statements, but rather provide a picture of the characteristics of Cape Town in 2050.

Scenario planning

During the development of this long-term plan for Cape Town, a futures approach was utilised by employing scenario planning to navigate future uncertainties. Scenario planning is crucial for long-term city planning because it allows the City to consider multiple possible future states, preparing for uncertainties and complexities at a national level, enabling the City to develop adaptable strategies that can thrive across a range of potential outcomes, rather than relying on a single projected future. Following an assessment process, the following two key uncertainties for South Africa were identified and four scenarios were developed, which will impact on both City operations as well as residents, and to which we will likely have to respond.



Economic growth for South Africa:
The South African economy may grow or contract up to 2050, which will impact significantly on residents' wellbeing and individual prosperity, and also on the ability of local government to deliver services.

Government functionality in South Africa:
Government functionality in South Africa overall can directly constrain or support economic growth and local government's ability to act. Constitutional mandates and functions can impact on the ability of local governments to act or be vulnerable to governance failures elsewhere. This includes the funding and coordination between government spheres.

PLANNING FOR UNCERTAINTY TO BUILD A **RESILIENT CAPE TOWN**

Cape Town population assumptions

Cape Town is the second-biggest city in terms of population in South Africa, but the composition of our population is changing. We are growing, but at a slower rate than in the past, and our overall population is also getting older. By 2050, we project that the city will have between 1,5 and 2,9 million more residents than 2022 levels.

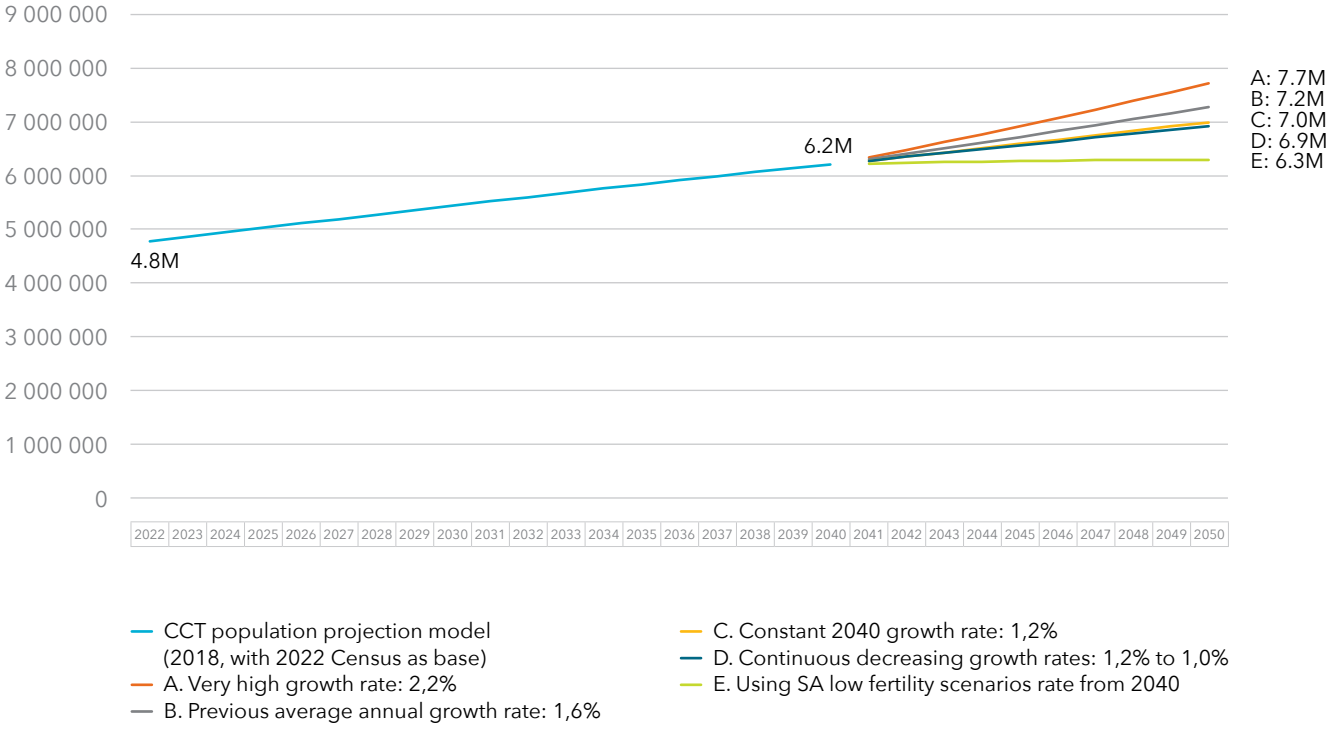
South Africa has a relatively low fertility rate (2,3 births per woman) compared to other African countries, following a similar trajectory to European countries. We anticipate that over the next 25 years the fertility rate will hold constant or decline gradually, limiting natural population increase across the country, with the same being true for Cape Town. Migration rates will be a driver of population growth in Cape Town; however, migration patterns in the region remain highly uncertain, influenced by the effects of climate change impacts on rural livelihoods and changes to relative economic prosperity of cities throughout sub-Saharan Africa.

Specifically, we project that the proportion of the population aged 65 and older could rise significantly in the next 25 years, from 6,2% in 2016 to 10,6% in 2035 and further to 15% by 2050. Despite this rise, Cape Town will still have a relatively dominant proportion of working age population in the 25-50 age group.

This will lead to an increase in demand for infrastructure and services. A higher old-age dependency ratio could have implications for healthcare, social and community services, and potentially increase strain on public resources, and makes the need for job creation even more urgent.

Moreover, further potential decreases in household sizes could add to the pressure for housing and municipal infrastructure and services. Household size also has an important bearing on local economies. One- to two-person households will often look for basic amenities such as food, haircare, etc. within walking distance of their home. This will increasingly drive demand in the emerging economy.

Figure 3: Cape Town projected population 2050

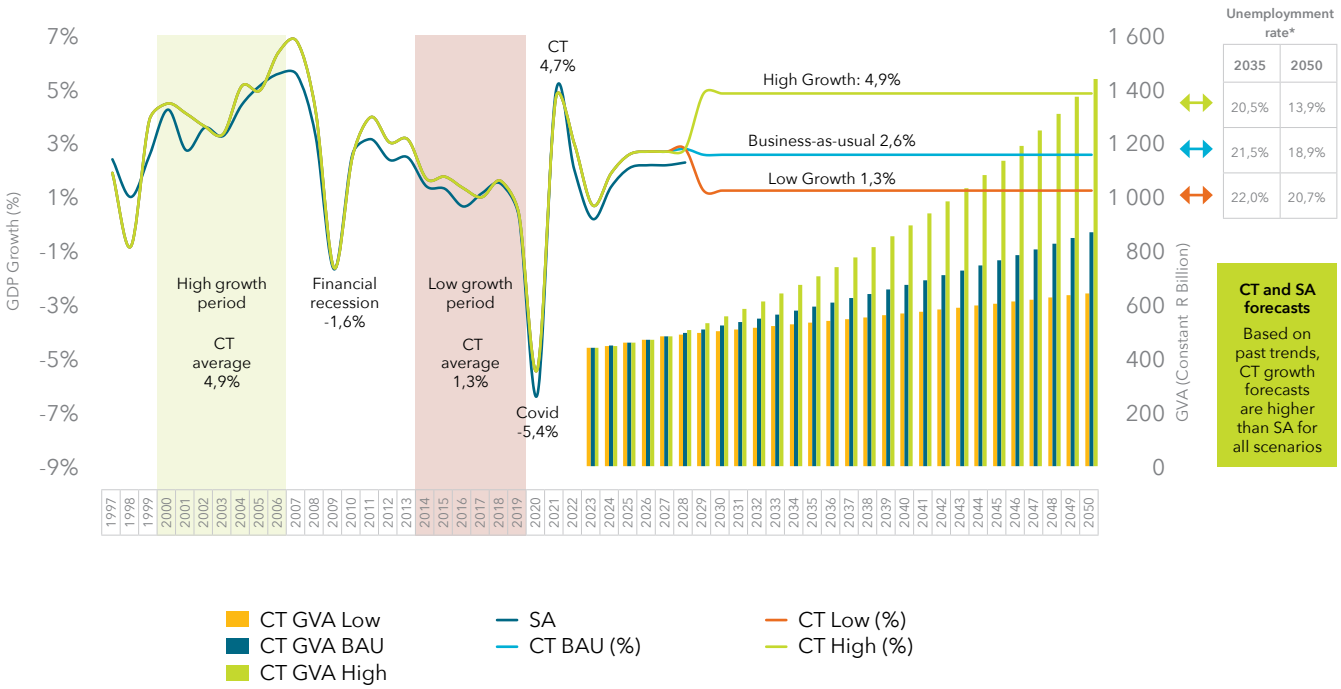


Source: City's own calculations.

Cape Town economic assumptions

Based on historical trends, the graph below shows three economic growth scenario forecasts for Cape Town to 2050 and the resultant unemployment rates at 2035 and 2050 per scenario.

Figure 4: Economic growth scenario forecasts for Cape Town for 2050



Source: City's own calculations, 2025

The analysis was then extended to sectoral GDP growth projections to 2035. High growth is projected for the finance, insurance, real estate and business services' sectors, which results in the largest portion of GDP in 2035, increasing by three percentage points. This is based on the assumption that the high-growth sectors will remain the proverbial winners. If these sectors continue their growth at the highest rate, then job creation is likely to remain skewed towards skilled workers, with high unemployment in low-skilled categories. This may entrench the existing gap between the supply and demand for labour. Manufacturing; electricity, gas and water; and transport and communication each decline by one percentage point from 2023 proportions due to the slow pace of growth in these sectors compared to faster-growing sectors.

We can also therefore assume that a portion of the skills that our economy will need over the next 25 years will come from outside of South Africa.

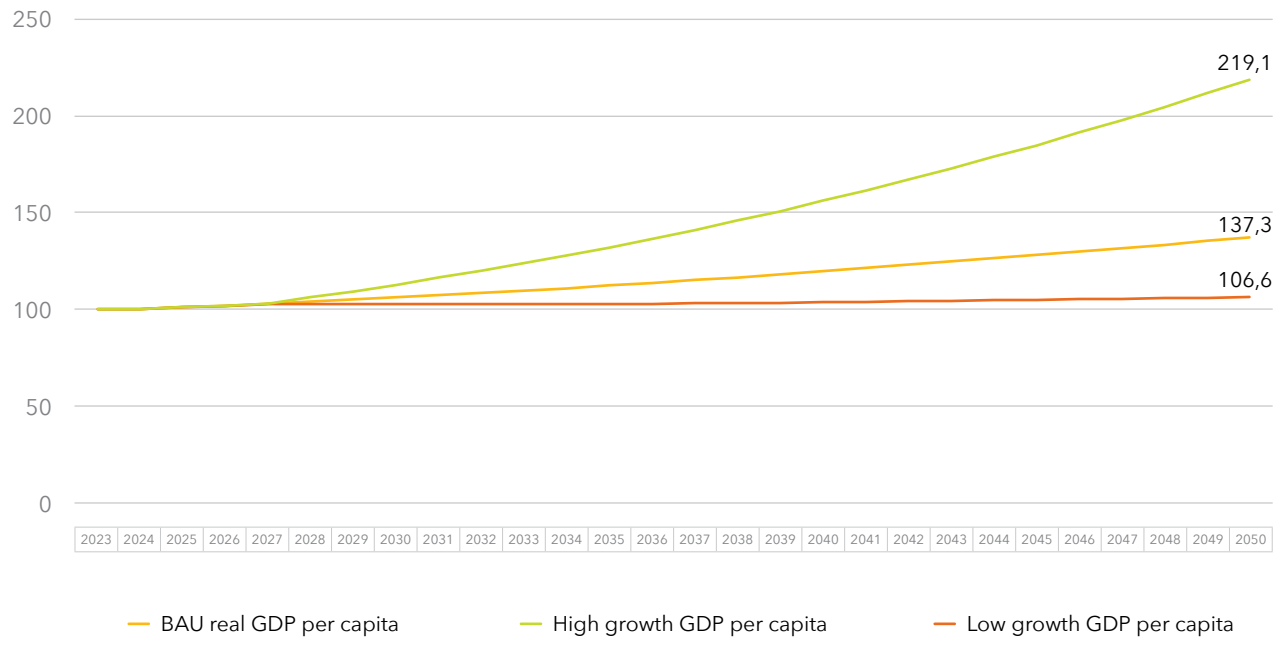
GDP growth and unemployment rate forecasts for Cape Town

In the past 15 years, GDP per capita for Cape Town has remained flat in real terms. In figure 5 below, we see that this situation persists for the low-growth scenario, where GDP per capita growth rises by only 6% over the 25-year time horizon. The business-as-usual scenario shows relatively low growth of 37%, while the high-growth scenario shows moderate growth to 219% of 2023 levels. This underlies the severity of the implications of a low-growth path for the residents of Cape Town, with potential implications for increases in poverty rates, inequality and the number of residents who are reliant on the City for free basic services. Similarly, it shows the importance of achieving a high-growth path, which will lead to significantly decreased unemployment levels by 2050.

Importantly, these projections are based on the status quo. If, however, a number of factors currently beyond our control, such as improvements to the functionality of our rail networks and port, are achieved, with collaboration from other spheres of government and the private sector, we could achieve break-out growth and as a result, achieve even lower unemployment in Cape Town.

Importantly, we recognise that economic growth is a necessary but not sufficient condition. We cannot solve inequality in our city without economic growth, but economic growth alone is not the whole answer either.

Figure 5: GDP growth per capita scenarios to 2050



Source: City own calculations based on City-generated population forecasts, 2025
Note: GVA has been used in these calculations as a proxy for GDP (i.e. excludes taxes)

Break-out growth

A high-growth forecast refers to an economic projection that anticipates a significant and sustained expansion in economic activity over an extended period. In such a forecast, it is expected that the economy will experience robust growth rates, possibly due to factors such as rapid technological advancements, new resource discoveries, strong productivity gains, favourable demographic trends, supportive government policies, etc. Many drivers of sustained high growth would likely be exogenous of City policies. A sustained high-growth forecast suggests that the economy will expand rapidly, outpacing long-term historical averages, leading to substantial increases in output, and potentially income, over the long term. In Cape Town, a future high-growth scenario could be based on periods of historical high growth within the city, i.e. 2000-2007, where growth was an average of 4,9%.

Technology assumptions

Technological advancements are on an exponential growth path and we assume that this will continue at pace over the next 25 years. The private sector is rapidly adopting new technology, including a new generation of powerful omni-use technologies, such as artificial intelligence (AI), advanced biotechnology, robotics and quantum computing. This will undoubtedly change aspects of the economy in the future and the demand for human labour in several sectors. Many current jobs will be replaced by technology solutions, while some of the jobs of the future, and the skills needed for those jobs, do not yet exist. This emphasises the need for education to increasingly produce more skilled labour supply in the city. The carbon intensity and cost of long-distance shipping and air travel are two further important technology variables for Cape Town, given our geographic location.

There are many projections from the likes of the International Monetary Fund and World Economic Forum about the impact of these new technologies on economies and jobs. The technology is changing so fast that it is probably still too early to say what the impacts will be. But it is likely that over a 25-year horizon the changes will be profound, in a similar way to the effects of the personal computer, smartphone, the internet and globalisation. So what can we safely assume?

We can assume that technology will improve our ability to plan and deliver municipal services in the future. We can assume that AI will bring significant opportunities for improved efficiency in the public sector. We also assume that technology will create new challenges and opportunities, including new forms of transport such as automated vehicles and air taxis, which will require new forms of regulation and adaptation.

The next 25 years will see significant change and it will be critical for the City government to be: a) focused on getting the fundamentals of a successful city right; b) responsive and flexible to adapt to technology change; and c) actively partnering with others in the city and nationally to maximise opportunities and mitigate risks.

Cape Town spatial assumptions

We can assume that there will be ongoing migration into Cape Town and that for at least some people, their entry point into the city will be an informal settlement.

We can assume that the City will continue to pursue strategic densification along our main transport corridors, enabled by public transport focused on road and rail investments in the coming decades. We will seek to achieve an efficient and dense urban form, while also protecting our natural assets. We can assume that, given our location at the southern tip of Africa, physical connectivity by air, sea and rail will remain of critical importance to our future economic growth and connectedness with the rest of South Africa, Africa and the world. We can also assume that the City will continue to focus investment in areas that facilitate economic growth and informal settlement upgrading and formalisation.

We can assume that Cape Town will continue to densify as we prioritise a compact city, but there will also be pressure to expand along at least one of the national highways towards a neighbouring municipality. In addition, it is likely that there will be a second airport in Cape Town.

Finally, given the impacts of climate change, it is probable that some residential areas will be under increased threat from sea-level rise and storm surges as well as river and groundwater flooding. Informal areas will remain at particularly high risk, even from relatively low-intensity rainfall events, due to the high levels of vulnerability of these neighbourhoods; this will particularly impact those located in low-lying areas or in the vicinity of seasonal wetlands.

The LUM

The City's Land Use Model (LUM) will continue to be a key planning assumption for our capital sector plans.

At a high level, the LUM provides periodic (five-yearly) updates, which model both residential and non-residential spatial trends within the city and help ensure that the plans of our utilities, community facilities and key infrastructure directorates align to where demand is happening in space and time.

The LUM follows a standardised methodology comprising the following key elements:

- Documenting metro- and district-level historical land use patterns and trends.
- Validating a base that consists of the quantification of residential and non-residential land uses in the number of dwelling units or square metres of gross leasable area.
- Establishing estimates for 2050 in terms of dwelling units, non-residential land use floor space and community facilities.
- Interpreting information about short-medium-long term future land use changes from building plans, land use applications in the application systems and other trend analysis.
- Allocating these potential land uses in spatially depicted scenarios so that it is visible in GIS over and above the current land use patterns.

Fiscal assumptions

For at least a part of the next 25 years, it is reasonable to assume that the current national fiscal challenges will remain and therefore our grant allocations and fiscal support from national government will continue to be under strain. We can also assume that indigent households will remain a feature in Cape Town as our population continues to grow. This means cross-subsidisation of services, and the provision of social relief by the City government will remain an important component of our finances. For sustainable infrastructure investment and service provision, over the long term, the City will require an expanded middleclass/ rates base through growth in the number of formal residential homes and businesses that pay property tax and pay for services.

We assume that the current tariff models of municipal utilities will evolve rapidly over the next decade. This is in response to factors such as the energy transition and is a challenge for local governments globally. Tariffs are an important part of the City's ability to generate its own income, and thus the ability to adapt our tariff models in an appropriate and sustainable manner will have significant implications for our future fiscal position.

Finally, we can assume that the nature of the type of investments needed into the future for our City, especially capital investments, will mean that we will have to harness the private sector, including through public-private partnerships (PPPs). PPPs can increase delivery speed, efficiency, innovation and management of risk.

Climate change assumptions

Based on our Climate Change Hazard, Vulnerability, and Risk Assessment Study (2019), it is likely that over the next 25 years there will be a decrease in mean annual rainfall, as well as a possible change in the seasonality of rainfall, leading to an increased incidence of drought. This may also be accompanied by an increase in the intensity of rainfall events, leading to increased flooding. There will be a significant increase in mean annual temperatures and increased maximum temperatures, as well as more high-heat days and more frequent and intense heatwaves, increasing the risk of fires and health-related impacts. There will also be an increase in wind strength and a rise in mean sea level, as well as increased coastal erosion.

Basic services

There are various internal and external demand and supply factors that will determine the viability and continued functionality of various basic services in the City of Cape Town. Taken broadly, all basic service utilities must:

- have a functional cross-subsidisation model where there is a growing proportion of customers who are able to pay for services, and support for customers who are not able to pay fully. This will require expanding and enabling the formal housing market and economic growth.
- be able to navigate and exploit technological shifts, which may change the way in which services are delivered and/or supplied.
- be able to deliver the fundamental needs of all residents.

Alongside these base conditions for success, the following assumptions can be made for Cape Town per sector:

Water and sanitation

Based on our Water Strategy, we assume the following:

- To meet the future water demand of Cape Town, the City will need to deliver more than 300 million litres of additional supply per day by 2030, and another approximately 250 million litres of new capacity per day up to 2040, while saving approximately 70 million litres per day through demand management.
- Due to a variety of factors, including climate change and expected decreased run-off to dams in the Western Cape Water Supply System, the City will need to diversify Cape Town's water sources significantly, from 96% reliance on surface water in 2020 to 75% by 2040.
- The increased bulk water that the City is planning for will have a direct impact on our reticulation and wastewater needs given that more water supply means more water to move around the city and more wastewater to treat.

Energy

Based on our Energy Strategy, we assume the following:

- Consumers of energy will become increasingly active participants within the energy system.
- The national electricity supply system will remain highly constrained in the short to medium term and will move to a status of moderately constrained in the medium to long term.
- Grid services will become the core of the City's electricity utility service offering as a basis for a competitive energy market, where multiple actors can generate, consume, store and manage electricity effectively and safely.
- The City's management and maintenance of the electrical grid will be critical in providing a platform for the transportation and storage of electricity from multiple sources to customers.
- The financial risk exposure of the municipal electricity utility will increase due to the rapidly changing energy system and, therefore, prudent financial management will require us to actively adapt the utility in response to changes in demand, technology and the market model.
- The City needs to retain the ability to provide subsidised energy access to vulnerable households and continue the electrification of informal settlements.
- While the City will retain a level of autonomy in shaping the local energy system through enhancing local electricity generation, distribution and retail capabilities, the Cape Town electrical system will continue to be interconnected within the national electricity system in the long term.
- The City will continue to be able to incrementally evolve the structure of the City's electricity utility and the governance of local supply, in the context of transitions in the national energy governance system.

Solid waste

Based on our Waste Strategy, we assume the following:

- The number of actors operating in waste services will increase into the future.
- The waste system will become more circular, leading to a decrease in the generation of various waste types.
- While waste minimisation will increase, additional landfill capacity will be required to account for population growth.
- Waste-to-energy will become a viable way for waste facilities to be energy independent.

WHAT DO WE NEED FROM OTHER SPHERES OF GOVERNMENT?

Cities will continue to be the economic engines of South Africa, and the City of Cape Town aims to lead in that regard. It is important for the country as a whole that capable local governments are empowered and supported to drive economic and social development in the coming decades. We want South Africa to succeed and we want to be part of driving that success story. To achieve our vision for 2050, as a City we need (a) to be able to maintain and fully exercise our functions in terms of the Constitution and (b) other spheres of government and state-owned entities (SOEs) to implement and collaborate on specific projects.

Ensuring we can continue to fulfil our constitutional mandates

In recent years, a number of bills and other instruments relevant to local government have introduced measures that challenge and minimise the functions and executive powers that are vested in local government by the Constitution. These include the Public Service Commission Bill, the Public Procurement Bill, the Local Government Municipal Staffing Regulations and the District Development Model and One Plan. The City will thus continue to advocate for key reforms in order to protect the fulfilment of our constitutional mandates.

Key areas requiring change

The City is committed to working actively with other spheres of government, our regional neighbours and SOEs to ensure the achievement of important projects that will enable the achievement of our 2050 vision for Cape Town.

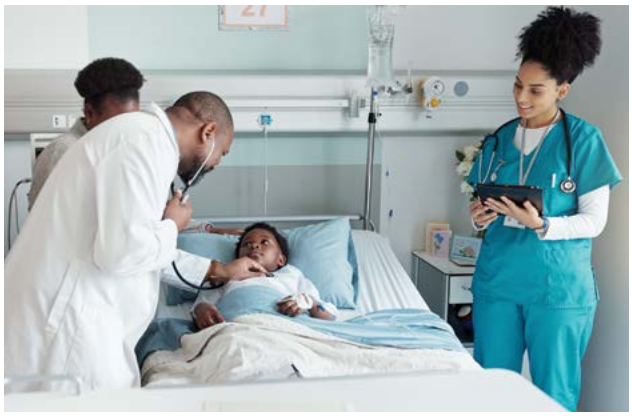
Catalytic projects

The following national or provincial catalytic infrastructure projects are currently in planning – either in Cape Town or impacting on the city. Commitment by other spheres of government to deliver on these critical infrastructure projects is of vital importance for the City:

- Berg River-Voëlvlei Augmentation Scheme
- Blue Downs Rail Link
- Klipfontein Regional Hospital
- Belhar Regional Hospital
- New Tygerberg Central Hospital

EMPOWERED CITIES DRIVE SOUTH AFRICA'S FUTURE SUCCESS

Areas of collaboration with the Western Cape Government (WCG)



Education

Quality of education cannot be provided unless there is first access to education. For this reason, the City is an active partner with the WCG in their Rapid School Build programme, which is making great progress in increasing the physical capacity of our school system, thereby drastically decreasing the number of children without a school placement. The City will continue to provide regulatory support and, where applicable, access to land to enable the further success of this programme. Critically, our education system must prepare learners for the economy of the future by empowering them with skills and knowledge that are aligned with the needs of the future economy. This means that there needs to be constant curriculum development to keep pace with the rapid changes in technology that are currently under way.

#BackOnTrack

The WCG Education Department through its '#BackOnTrack' programme is making great strides in reversing learning losses from Covid-19 and in providing extra academic support to learners, and in-person training to teachers, across the province. The programme will provide extra academic support to 23 450 learners in 2025. The impact of this programme was shown in the annual systemic test results for 2024, with Grade 9 Mathematics and Grade 3 Language scores surpassing pre-Covid-19 levels.

Health

A fundamental building block of a strong operating platform for residents and businesses to thrive is healthy people. This means that continued access to quality healthcare is critical to the achievement of our vision for Cape Town 2050. Achieving universal health coverage in the province and city remains critical. Universal health coverage means that all people have access to the full range of quality health services they need, when and where they need them, without financial hardship.

The City will continue to work with the WCG to plan future healthcare demand, facility development and rollout of services, including hospitals, primary healthcare provision, emergency medical services and disease monitoring and response. The City will support an integrated health approach, focusing on creating and maintaining an environment supportive of health and wellbeing, including supporting environmental health functions.

Three mega projects

The WCG is planning three mega projects (regional hospitals) by 2033, which will result in:

- Klipfontein Regional Hospital (640 beds by end of phase 3)
- Belhar Regional Hospital (642 beds)
- New Tygerberg Central Hospital (893 beds)

Social services

Improved social services, such as the provision of alternative accommodation and support for the homeless, gender-based violence interventions and substance abuse programmes, are an important part of the provincial mandate. Supporting early childhood education services and facilities is critical for establishing educational foundations and enabling the economic participation of particularly women. While the City of Cape Town will work to support these efforts, social service provision by the provincial government will continue to play a vital role in our city. Given our population assumptions, in particular our growing older-age population over the next 25 years, the provision of social services and older-age care facilities by the provincial government, and the private sector, will require particular focus to ensure that there are sufficient services to meet future demand.

Transport

In order to support the full service integration within the city's transport network, we need the provincial government to complete the devolution of bus subsidies to the City to administer.

Areas of collaboration with national government

Land release for market-led housing development

Outcome: Large tracts of well-located national government land released for mixed-income housing developments.

Target: Release of strategic land parcels by national government by 2028.

To make more affordable housing available to more residents in Cape Town, the City will need to secure national government-owned land parcels that are currently underutilised, such as Wingfield, for mixed-income and mixed-use developments. These will provide much-needed housing and economic development opportunities close to job opportunities.

Did you know?

It has been estimated that 67 000 housing units could be built on the land of the Ysterplaat, Wingfield and Youngsfield military bases alone.

Safety

Outcome: Safer communities with equitable access to safety and security resources.

Target: Investigative powers for municipal law enforcement officers and 50% increase in SAPS policing levels in underserviced communities by 2027.

Ensuring there is an adequate increase in policing levels by the SAPS, which are properly resourced and equitably distributed to serve all residents, is a critical priority for the City. The current police to population ratio in the Western Cape is 1:429, yet in our 13 priority stations[8] the ratio is much higher. In addition, a simple amendment to the SAPS Act will allow municipal law enforcement to not just prevent, but also investigate crime, which will be key for increasing safety in Cape Town in the coming decades. Further, we also need improved collaboration with SAPS, including joint operations and data sharing. Both of these are currently the subject of an MOU (memorandum of understanding), but implementation of this commitment will be crucial in the coming years.

Did you know?

Currently, municipal law enforcement officers arrest a high number of suspects, but due to the fact that they have no investigative powers, they are reliant on SAPS to thoroughly investigate and achieve successful convictions. For example, between 2016 and 2024, drugs and driving under the influence saw an overall conviction rate of only 6%.

[8] These stations as at March 2023 were: Harare (1:773), Khayelitsha (1:638), Samora Machel (1:838), Gugulethu (1:874), Kraaifontein (1:740), Delft (1:784), Philippi (1:674), Mfuleni (1:581), Nyanga (1:635), Mitchells Plain (1:600), Bishop Lavis (1:646), Atlantis (1:564) and Philippi East (1:435).

Public transport

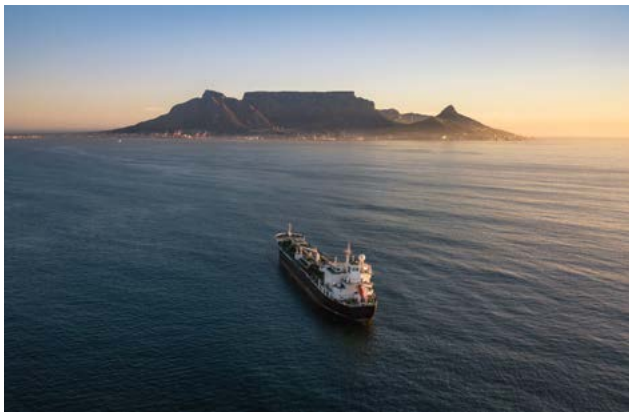
Outcome: Improved integrated transport system with the reinstatement and expansion of the rail system in Cape Town.

Target: Devolution of the rail function to the City or entity, and concessions to the private sector by 2028.

Cape Town's public transport system was designed on the assumption of a functioning, effective and efficient passenger rail network. The City is advocating for devolution of the rail system so that it can be revitalised, invested in and integrated with the rest of our public transport system. This will allow for the much-needed development of strategic lines, such as the Blue Downs corridor, where existing demand is currently unmet with a rail service. The Blue Downs Rail Link is a proposed 9,5 km line that will connect the existing Khayelitsha and Bellville-Strand lines, providing a vital link between Khayelitsha and Mitchells Plain and the bustling commercial hub of Bellville. The Blue Downs Rail Link is not merely a transportation project; it is a cornerstone of Cape Town's urban development strategy. By connecting residents directly to Bellville, the second-largest employment centre in the city, the rail link will significantly reduce travel times and improve accessibility for thousands of commuters. This proposal has been in planning since 2017; however, bureaucratic hurdles and governance challenges at PRASA have delayed its implementation. The recent completion of feasibility studies and an environmental impact assessment by PRASA mean that there is more hope that the project will now move forward.

Did you know?

It is estimated that rail usage in 2022 had declined to under 10% of 2012 usage figures. If changes were made to rail that allowed for significant investment in infrastructure and new routes, and usage was able to return to 2012 figures, then it is estimated that the impact on congestion in Cape Town would be roughly 500k fewer daily passengers on Cape Town's roads, which would have a positive impact on congestion along some corridors.



Energy

Outcome: All communities in Cape Town have access to a well-run, reliable grid and municipal electricity supply that protects them from at least four stages of load shedding.

Target: Transfer of the Eskom supply areas to the City by 2028 and commercial operationalisation of Erica main transmission substation by 2028 and Philippi substation extension by 2026.

Two electricity service providers operate within the municipal borders of Cape Town, namely the City's Electricity Generation and Distribution (EGD) Department, and the national power utility, Eskom. Each of these entities holds an electricity distribution licence for a specific supply area in Cape Town. This means that approximately two thirds of electricity customers are served by the City of Cape Town, with the remaining third of customers, in areas such as Parklands, Belhar and Monwabisi, served directly by Eskom. The City is advocating for control of all electricity service provision within our municipal borders so that we can ensure equitable tariffs, service provision and protection from load shedding. Such a transfer will need to be fair and sustainable, so a full understanding of repairs and maintenance backlogs will be needed. The Erica and Philippi substation projects are both Eskom projects that are urgently required to mitigate the risk of the current over-firm Philippi main transmission substation.

The Port of Cape Town

Outcome: Businesses in the City and broader Western Cape region have easy, efficient access to new and existing markets for export.

Target: Private concessions granted in the Port of Cape Town by 2027, the development of an inland port by 2030 and rail connection to the port as soon as possible.

We urgently need the Transnet National Ports Authority (TNPA) to grant private concessions within the Port of Cape Town, which would allow the private sector to invest in additional capacity to move freight efficiently. We also need an efficient inland port to reduce road freight in the inner city and the congestion it causes. The current inland port terminal at the Belcon site in Bellville is constrained, is not able to grow to a freight village and is causing congestion in the Bellville CBD in its current location.

Small harbours

Outcome: Full control of the small harbour precincts of Hout Bay and Kalk Bay in the hands of the City.

Target: Full control of the small harbour precincts of Hout Bay and Kalk Bay transferred from the Department of Public Works and Infrastructure to the City of Cape Town by 2028.

The Hout Bay and Kalk Bay small harbour precincts (both the harbour infrastructure as well as the buildings in the precincts) are owned by the Department of Public Works and Infrastructure. Thus, whilst the control and management of small harbours are constitutionally an exclusive municipal mandate, the ownership of much of the land and buildings in these precincts makes it impossible for the City to exert this control and management. The Hout Bay harbour has, for many years, fallen into a state of severe disrepair, with visible decay, crime and ongoing allegations of corruption, theft, vandalism and poaching. This notwithstanding, it is an area rich in historical and cultural significance, which if managed correctly has immense potential to become a vibrant hub for tourism, commerce and social community activities.

Increased surface water

Outcome: Increased surface water within the Western Cape Water Supply System (WCWSS) on which the City relies.

Target: Completion of the Berg River-Voëlvlei Augmentation Scheme.

The WCWSS serves the City of Cape Town, surrounding urban centres and irrigators. It consists of infrastructure components owned and operated by both the City of Cape Town and the Department of Water and Sanitation (DWS). In 2016, DWS identified the need for augmentation of the Western Cape Water Supply System by 2019 and proceeded with pre-feasibility and feasibility studies into potential surface water development options. The studies gave rise to the Berg River-Voëlvlei Augmentation Scheme as the most favourable surface water intervention, which would involve the transfer of approximately 23 million m^3 per annum from the Berg River to the existing Voëlvlei Dam, i.e. the yield of the dam would be 23 million m^3 per annum more than it is currently. However, despite significant need, the work on this project stalled. More recently, work has resumed under the Presidential Infrastructure Coordinating Commission after the project was designated as a Strategic Integrated Project. Construction is currently scheduled to begin in 2026.

THE PATH FORWARD

Our vision for Cape Town 2050 ultimately seeks to (i) create a city of opportunities for all and (ii) create a city that is future-fit and ready for the challenges and opportunities of the next 25 years.

There are seven pathways to achieving these two goals, each with its own set of initiatives, which will be followed over the coming 25 years and will inform the next five IDP cycles in an effort to achieve our vision for 2050.

These pathways intentionally focus on initiatives that are within the mandate of the City, as well as those we believe will have the greatest impact on our core challenges of unemployment, poverty and the legacy of apartheid spatial planning. If we can get these things right, we believe that many of our other challenges will be positively impacted as a result.

Pathways to achieving goals:

- Access to opportunities through economic growth
- Access to opportunities through increased safety and security
- Access to opportunities through an efficient urban form and housing opportunities at all levels
- Infrastructure planning for the future
- Utilities for the future
- A climate-resilient, biodiverse city
- A fiscally healthy, future-fit city

1. An opportunity city

2050 aspiration: Residents and businesses can move about the city efficiently and affordably. Access to housing has improved at all levels of the market. Infrastructure investments have been well planned and coordinated to match both densification and expansion of the city and the City is a leader on the continent for infrastructure expertise. The city is a safe place to work, visit and live. There is a closer match between supply and demand in our labour market. Cape Town is an attractive city to invest in and is a global frontrunner for events, film and tourism. Cape Town is a technology leader in Africa. Our economy is growing significantly faster than population growth and providing more employment. There is a decrease in poverty, and associated social ills, and a growing middle class.

1.1 ACCESS TO OPPORTUNITIES THROUGH ECONOMIC GROWTH

1.1.1 Infrastructure-led growth initiative

Excellent and reliable infrastructure is a core enabler of economic growth by providing businesses and people with the operating platform they need to succeed. Providing and maintaining core service delivery functions in a consistent and efficient manner will remain the foundation of the City's approach to supporting inclusive economic growth.[9] The City will continue with its current trajectory of an ambitious infrastructure investment approach. Informed by data, this initiative will ensure that Cape Town is on the front foot of infrastructure provision, anticipating areas of densification or growth, rehabilitating and refurbishing, pre-emptively upgrading or building new capacity as needed. Businesses will have confidence that Cape Town will remain a City of excellent service provision while this investment by government will also stimulate the local construction industry and growth in low-skilled jobs.

[9] Inclusive Economic Growth Strategy 2021

FUTURE-FIT CAPE TOWN, **BUILT ON OPPORTUNITY**

1.1.2 Increased mobility and access initiative

We need to achieve an economically efficient city, where people can travel at speed and at reasonable cost. The City will advocate for increased authority over all transport modes in the metro that support interoperability, and integrated planning and ticketing for the entire public transport network. A cornerstone of improved mobility in Cape Town will be the restoration and expansion of a quality urban rail system, where the City is advocating for devolution and increased private sector participation. While this advocacy is ongoing, the City is actively planning for this devolution in a number of ways. The City will also focus on incremental improvements on the next three key corridors in the urban inner core, namely (i) Khayelitsha to Century City, (ii) Symphony Way, and (iii) Klipfontein Road. This will prioritise high-occupancy vehicle movement at speed, both conventional and BRT bus services, as well as the expansion of a network of safe and connected cycling and walking infrastructure. The City will also work with the WCG and the minibus taxi industry to ensure that they continue to play a role in delivering transport solutions into the future, but in a more formalised way that increases passenger and road safety. Finally, the City is committed to decarbonising its public transport services over time.

1.1.3 Ease-of-doing-business initiative

The City is committed to removing red tape, simplifying processes and making it easier to do business wherever possible. Our current ease-of-doing-business initiative is making great strides at simplifying processes such as water and electricity connections, land use and building plan approvals, business licensing and informal trading permits. The City will remain committed to improving the ease of doing business over the next 25 years by actively looking for more efficient technological solutions to standard processes by utilising AI and other new technologies to make government more responsive and by removing obstacles to growth wherever possible. This programme will also focus greater attention on the emerging economy, which requires innovation and an enabling environment to achieve its growth and employment-generating potential. Another important focus area will be the tourism, events and film sector where, alongside promotional efforts, we will facilitate and enable businesses to ensure that Cape Town is a destination known for its ease of doing business in these sectors.

1.2 ACCESS TO OPPORTUNITIES THROUGH INCREASED SAFETY AND SECURITY

1.2.1 Integrated, data-driven approach to safety initiative

The City will maintain an integrated metropolitan policing service with a unified command and control structure that maintains a sufficient level of skilled officers, enabled by technology to continue delivering excellent services. The City already generates a significant amount of data from its various policing and law enforcement activities. The City will work to utilise this further, to better inform deployment, to understand crime trends and to better tailor our strategic responses to crime. The City will aim to strengthen the use of data to inform its policing and to implement a true data-driven policing approach, while also working to harness technology for maximum impact.

The City will also develop an outward-facing Integrated Safety Strategy that will detail its strategic responses to crime prevention, including organised crime, in Cape Town. This will promote a targeted approach to crime prevention through holistic place-based strategies that include designing the urban realm for safety. This strategy should also specifically elaborate on the City's partnerships approach in the safety space and how it plans to further harness these partnerships for increased safety and crime prevention into the future. This strategy will also detail how the City will use data to improve collaboration on safety, both across departments and between the City and external safety structures and residents.

1.2.2 Staff safety initiative

The ability of City staff to physically deliver basic services, such as waste collection and electricity infrastructure maintenance, is a fundamental requirement for the achievement of our fundamental role as local government. Excellent and efficient basic service provision is a pillar of our success as the City as it provides residents and business with the foundation on which to operate from. In recent years, this has been threatened by increasing attacks on staff on job sites. This has also significantly delayed some important infrastructure investments, where there have been both safety and extortion risks. To combat this, the City has and will continue to take an active approach of

utilising our own municipal law enforcement officers to provide protection to our staff where needed. Over the next 25 years, as safety in our city improves, this requirement will diminish, but at the start of this period, this initiative will remain an important area of focus.

1.2.3 Disaster preparedness initiative

Climate change is likely to result in more frequent, high-intensity climate events.[10] The City will thus ensure that its disaster risk management capacity and other emergency services, especially fire and rescue services, are optimally resourced and skilled for emergency response to meet the needs of the future. This will include a focus on enhanced preventative and monitoring measures using technology, where appropriate, to mitigate the risk of climatic events in the future.

Climate hazards for Cape Town

The most recent Climate Change Hazard, Vulnerability and Risk Assessment showed that the following climate hazards are likely to occur in Cape Town, and have already started to occur to some degree:

- A decrease in annual average rainfall
- Changed seasonality of rainfall
- An increase in mean annual average, maximum and minimum temperatures
- An increase in the number of very hot days (35+ °C) and the frequency and intensity of heatwaves (three days or more of 32+ °C)
- An increase in both average wind strength and maximum wind strength
- Sea-level rise and increased coastal erosion.

1.3 ACCESS TO OPPORTUNITIES THROUGH AN EFFICIENT URBAN FORM AND HOUSING OPPORTUNITIES AT ALL LEVELS

1.3.1 Public realm improvement initiative

Public space is where public life happens – it guides and shapes our experience of the places where we live, work and visit, filling them with vibrancy and energy as we connect, interact and share with others. The liveability of our city is a key competitive advantage for Cape Town, which we want to continue and increase. The City will create and maintain a network of memorable, quality and functional public spaces, parks, amenities and markets that attract visitors and residents. This will be done through a more structured, programmatic and consistent approach to precinct development and management in our key urban centres, supporting improved public spaces and safety. An improved public realm will create economic, social and cultural opportunities and improve the liveability and health of communities. The City will work with communities to activate and increase the use of public space for increased public safety. The City will also collaborate with the private sector to support improved spaces and amenities, including privately owned spaces that are accessible to the general public, building on other successful models such as the V&A Waterfront.

1.3.2 Accelerated land release and sustainable densification initiative

The City will accelerate the release of municipal land parcels to enable economic growth and poverty reduction, and the delivery of well-located affordable housing by the private sector. The City will also advocate for national government to release catalytic tracts of land in the city for affordable housing. Given the current lack of affordable housing across the city, the market has responded through the proliferation of small-scale rental units, many of which are currently built without appropriate regulatory compliance. In response to this, the City is reviewing its current regulatory framework to support sustainable densification and unlock further opportunities for micro developers. This includes improving informal settlements through the development of long-term infrastructure upgrading to support incremental improvement and formalisation.

[10] The City of Cape Town Climate Action Plan details our planned response to anticipated climate hazards: CCT_Climate_Change_Action_Plan.pdf (capetown.gov.za)

1.3.3 Municipal regional coordination initiative

While the City will continue to support and promote densification of the urban inner core, it is very likely that the urban footprint of the city will extend to the boundary of at least one other municipality over the next 25 years. The City will actively plan for such expansion and will liaise and coordinate closely with our neighbouring municipalities. The focus will be to ensure that development along the municipal boundary (a) minimises impacts on critical biodiversity assets; (b) is met with sufficient and coordinated provision of infrastructure, with clarity on revenue allocations; and (c) is approached consistently in terms of land use policy.

1.3.4 Targeted urban development initiative

The City has an important role to play in improving areas across the metro through increasingly coordinated investment and management in key precincts, in line with the MSDF. This will allow for intensification, land use diversification and accessibility to public transport. Several areas have already been identified, but ongoing and future investment will be informed by data, taking into account development growth, transit-oriented development and areas where existing private sector investment can be multiplied and strengthened by government investment. The City will also work to ensure that there is a 'crowding-in' of incentives, aligned to our spatial strategy. This will include, for instance, advocating for the expansion of the Urban Development Zone[11] to other areas along the main structure of our city.

2. A future-fit city

2050 aspiration: Service delivery excellence has been maintained and strengthened across Cape Town. Infrastructure investments have been well coordinated, with a good balance between new build and maintenance, and the City is harnessing technology to maximise efficiency and service delivery. There is greater community buy-in to infrastructure assets and less vandalism. The biodiversity and green infrastructure of our city have been maintained, strengthened and harnessed to help us adapt to the worst impacts of climate change, and the City has worked hard to reduce vulnerability and mitigate risk across the metro. Our utility services have adapted to shifts in technology, markets and consumption to improve affordability, quality and access. The financial model of the City has been strengthened through utility revenue and tariff model reform and through the growth in revenue as a result of economic growth. Our government workforce has adapted to technology and is delivering more and better services, while maintaining an efficient staff structure that is fit for purpose.

2.1 INFRASTRUCTURE PLANNING FOR THE FUTURE

2.1.1 Infrastructure planning and coordination initiative

While the City already has a mature system of long-term infrastructure planning in place, in coming years the focus will be placed on shifting this system to an increasingly proactive planning environment that is fully integrated and focused on the needs of all residents in the city. The City will further enhance its infrastructure planning system by building a digital system for its infrastructure plans that would specifically support and enhance targeted area coordination and investment across infrastructure types. The City will also continue to strengthen asset management, project management and engineering competencies. This will ensure that the City builds the right infrastructure in the right place at the right time and that infrastructure upgrades in the same area across sectors are coordinated for maximum efficiency. Alongside digitalisation, the City will explore the use of AI to improve infrastructure planning, coordination and interdependency analysis.

[11] A South African Revenue Services (SARS)/City initiative introduced in 2003, premised on tax incentives within specific city precincts linked to urban renewal and reinvestment. The aim of the UDZ is to stimulate private sector-led residential and commercial development in inner-city areas with developed public transport facilities by means of a tax incentive administered by SARS.

Infrastructure planning maturity journey

There are four key components of our current infrastructure planning maturity journey that will contribute to the achievement of our vision for 2050:

1. A proactive planning system where we define what is invested in based on our vision, and which enables formalisation over time.
2. A shift from planning for what we think we can afford to what the city really needs.
3. Each year, planning for more projects than we can afford so that we have 'shovel-ready' projects on the shelf that can replace projects facing delays and therefore mitigate underspend.
4. Substantially and sustainably expanding our infrastructure investment over time.

2.1.2 Infrastructure maintenance initiative

While the City will pursue an infrastructure-led growth agenda over the next 25 years, it is imperative that there is a similarly significant level of focus on the ongoing maintenance of our current infrastructure assets. In the past, during shock events such as the regional drought, maintenance expenditure was deferred to prioritise immediate needs during the crisis, allowing backlogs to build up. This cannot be the approach taken during future shock events. Ongoing maintenance is also critically important to maximise the lifecycle of our assets and therefore, improving planning and provision for future operational expenditure requirements will be critical for new infrastructure investments.

2.1.3 Digitalisation initiative

The City will adopt digital tools to strengthen service delivery, including planning using digital twins, remote sensing and other solutions to improve the design and lifecycle management of assets, allowing for predictive, responsive and adaptive planning. Many of our existing tools and plans are still manual and thus the digitalisation of products such as our infrastructure sector plans will be a critical next step in our digitalisation journey. This digitalisation journey will be critical to strengthening and maximising the data generated from our existing operations. Ultimately, the better the quality of data, the better it can then be harnessed for analytical purposes to improve service delivery.

2.1.4 AI and data analytics initiative

In recent years, the City has laid a strong foundation for data analytics and AI. Early successes include leveraging City billing data and high-frequency satellite imagery to identify and correct hundreds of properties incorrectly classified as vacant. This initiative not only promises increased City revenue and fairer billing for residents but also highlights the power of data-driven solutions. Furthermore, the application of deep learning and satellite data has revolutionised building change detection, transforming a laborious annual process into a more frequent, automated one. This ensures more accurate property valuation and appropriate rates collection. These data initiatives also improve data quality, streamline operational processes, and enhance transactional systems. Looking ahead, the City is committed to further maturing its data analytics capabilities and exploring the transformative potential of AI to build a smarter, more sustainable future, one where data-driven insights proactively address challenges, optimise resource allocation, and deliver personalised services to residents.

2.1.5 Community ownership of infrastructure initiative

Vandalism of public assets is a persistent threat facing the City. Yet in some areas, despite instances of significant protest action and public violence, the community has actively protected City assets. Community ownership of assets is key to the prevention of vandalism. The City will take proactive steps to engage with communities on existing and new planned infrastructure assets, to increase awareness of community benefits, and to increase community ownership. Public-facing infrastructure will also include maximising economic and social opportunities as well as community co-developed public artworks and other community-led initiatives wherever possible. This will also have a potential co-benefit of increasing social cohesion in our city.

2.2 UTILITIES FOR THE FUTURE

2.2.1 Water for the future initiative

The City will continue with its efforts to diversify Cape Town's water supply away from the current significant reliance on surface water through an approach that will accommodate Cape Town's dynamic demand profile, while balancing investments to meet that demand and affordability. The city's water future will continue to be informed by a best-in-class lifecycle asset management approach, which will ensure the water utility achieves the right balance between new projects and the maintenance of existing infrastructure. Raising service levels in informal settlements remains a strong commitment and focus area of the water utility, while proactively providing for future anticipated growth, such as anticipated areas of small-scale rental unit growth. Cape Town's future water will be enabled by adjustments to the utility business model to improve agility, harness technology and ensure sustainability into the future.

Infrastructure project highlight: Desalination plant

The City is currently investigating the construction of a desalination plant that would be both scalable and independent of rainfall. While the social, environmental and financial implications are still being considered, desalination can ensure a reliable supply when other options are less available.

Infrastructure project highlight: Automated metering infrastructure (AMI)

The City is planning to roll out an AMI programme over two phases that will conclude by 2037 and will result in 660 000 AMI meters being installed across the city. This will be a massive investment in smart water meter infrastructure, with metering units being able to communicate in two directions leading to improved accuracy, the elimination of estimated readings and improved planning data. This will result in 24-hour visibility on consumption per erf and will drive the City towards our goals of being both a water wise and smart City.

2.2.2 Sanitation for the future initiative

The City will continue its efforts to ensure universal and safe access to sanitation, fundamental for public health, environmental sustainability and economic development. To meet growing demand, alongside the rehabilitation and expansion of existing reticulation networks to reduce system failures and improve service delivery, the City will prioritise investment in infrastructure for new bulk wastewater treatment capacity. Recognising the urgent need for dignified solutions, we will implement innovative, efficient sanitation for informal settlements, reducing reliance on unsafe and undignified facilities. Additionally, we will address marine outfalls by enhancing treatment standards and exploring alternative disposal methods to protect coastal ecosystems. Through these integrated efforts, we aim to create a resilient, efficient and inclusive sanitation system that supports the health and dignity of all residents.

Infrastructure project highlight: Wastewater treatment plant capacity upgrades

The City is planning to upgrade three critical wastewater treatment plants by 2035 – Athlone 2A, Potsdam and Macassar. This will result in an additional 170 Mℓ/d capacity in total, helping to ensure that our sanitation systems can keep pace with demand in our rapidly growing catchments. This will ultimately enable increased economic development and growth.

2.2.3 Energy for the future initiative

As the energy market in South Africa changes and becomes more competitive, so too does our energy utility need to adjust its business model to ensure agility and viability in response to these market changes. Grid services will become the core of the City's electricity utility service offering as a basis for a competitive energy market, where multiple actors can generate, consume, store and manage electricity effectively and safely. Alongside this, the energy utility will need to ensure that it has the right skills in its workforce to enable it to perform optimally into the future. These interventions, coupled with the harnessing of data and digital technologies, will be important as the utility business model transforms, allowing for maximum operational efficiency and to effectively balance the

demand and supply of electricity, in the context of more diverse electricity supply options. The imperative to diversify our energy supply so that our energy demand is met by a reliable and cost-effective supply of cleaner energy from multiple suppliers, is embedded in the City's Energy Strategy.

Infrastructure project highlight: Paardevlei solar Photovoltaic (PV) plant

The City will design, build, and operate a R800 million solar PV plant with battery storage capable of yielding up to 70 MW of renewable energy and providing up to a full stage of load-shedding protection. This project is another critical step in achieving our vision of decreased Eskom reliance and a load-shedding-free Cape Town. The feasibility study for the Paardevlei plant is complete and the project is progressing through the design stages of the project lifecycle. Full commissioning and operation of the plant are estimated for early 2029, subject to the necessary governance processes and budget approvals.

Energy Strategy

The Energy Strategy takes a 2050 view, with key priorities and programmes implemented in a three-phased approach to enable and drive change in the energy system over time:

- **Short term (by 2026):** Increase capabilities to mitigate up to four stages of load shedding.
- **Medium term (by 2031):** Reforms implemented to maintain a financially sustainable electricity utility with enhanced operations and asset management practices.
- **Long term (by 2050):** Transforming the energy system to be carbon-neutral.

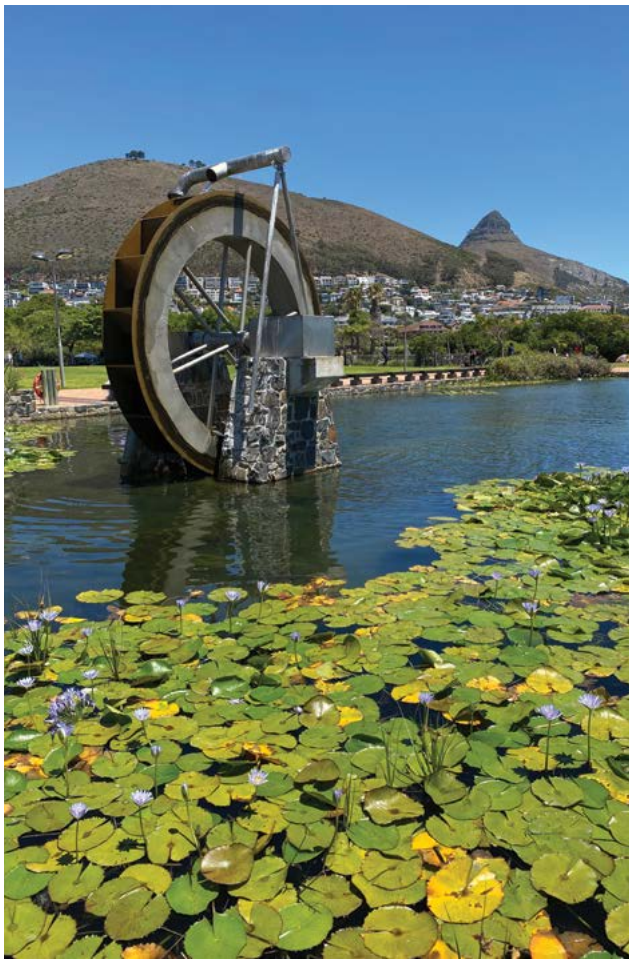
2.2.4 Waste management for the future initiative

The City seeks to promote circularity as part of its long-term Waste Strategy, which includes waste minimisation and recycling. However, in the immediate term, the City will still need to increase landfill capacity to offset current constraints. To accommodate longer-term demand for waste disposal services, driven by population growth, procuring and building a new landfill site is a matter of critical priority. Given changes in the waste landscape, a fundamental reform of the business model of the waste utility will be required to ensure sustainability and viability into the future. The utility also needs to address ongoing challenges in service provision in informal settlements to ensure that sustainable and effective solutions are provided for service delivery into the future. Increasing the role of the private sector in, for instance material recovery, will also be investigated and pursued wherever possible. This is especially important given the interconnectedness of solid waste management and sanitation systems. Unmanaged waste is often disposed of in drains and sewers, leading to blockages, overflows, flooding, and contamination of water bodies. To address this, alongside strengthening waste collection services and area cleansing, investments will be directed towards upgrading drainage and sewer infrastructure to improve resilience, while promoting waste separation and recycling to reduce pressure on treatment facilities. By aligning sanitation and solid waste strategies, we will enhance service efficiency, protect public health, and create a cleaner, more sustainable urban environment. Finally, a critical component of our success in waste management into the future is the need for collective pride and commitment by Capetonians to a clean city enabled through increased education and awareness and incentivising improved behaviour. This is especially important to the health of our natural environment, such as our rivers, vleis, parks and beaches.

Infrastructure project highlight: New regional landfill site

The City is actively investigating the option for the procurement of land for a new regional landfill site. This will likely be located within the boundaries of the metro, but waste from neighbouring municipalities will also be accepted on a tariff basis. Once the land and relevant authorisations have been successfully procured, the City will ensure that the facility is built as a matter of critical priority. The mechanism for this, which could include private sector involvement, is still to be determined. Importantly, the new landfill site will include waste to energy generation.

In the immediate term, our current landfill capacity constraints will be mitigated by building additional cells at our existing landfills.



2.3 A CLIMATE-RESILIENT, BIODIVERSE CITY

2.3.1 Natural capital initiative

The interactions between natural and human systems will become increasingly important to manage as our city grows and as the impacts of climate change increase. The biodiversity of our region is another competitive advantage and in many ways, nature is the foundation of our value proposition to the world. Nature-based solutions are also crucial to adapting to the impacts of climate change, especially those exacerbated by urbanisation such as the urban heat island effect. The City will pursue nature-based solutions, such as trees and urban greening for cooling, rehabilitation and restoration of watercourses, wetlands and coastal dunes, and improved infiltration of stormwater for aquifer recharge, wherever possible. The City will also prioritise the conservation and sustainable management of public open spaces such as parks and beaches to maintain the city's liveability and to reap the social benefits of such spaces. Importantly, the City will ensure that nature and public open spaces are considered at the start of new building developments and these will be a component of development authorisation.

2.3.2 Stormwater master planning initiative

In the absence of a full set of stormwater master plans for each catchment area, a comprehensive stormwater master planning initiative will be concluded as a priority in the next five years. In this regard, the City will prioritise updating floodline models and reassessing floodlines to reflect changing climate conditions and urban expansion. This will include refining 1:100-year flood event data and incorporating climate resilience projections to ensure accurate risk assessments.

Based on updated assessments, the City will invest in expanding and upgrading stormwater infrastructure, including detention ponds, permeable surfaces, and improved drainage networks to reduce flood risks. Sustainable urban drainage systems and nature-based solutions, such as wetland restoration and river rehabilitation, will be prioritised to enhance stormwater retention and water quality while mitigating environmental impacts. Finally, to ensure long-term system performance, the City will implement a proactive maintenance programme, including regular inspections, sediment and debris removal, and repairs to critical drainage infrastructure. Community engagement and enforcement measures will be strengthened to prevent blockages from solid waste and illegal dumping, which contribute to urban flooding.

Densification and stormwater

Urban densification, stormwater management, sanitation, and the health of our water bodies are deeply interconnected, requiring a coordinated approach to ensure sustainable development. Increased densification places greater pressure on sanitation and drainage systems, leading to higher wastewater volumes and stormwater runoff. If not properly managed, stormwater can carry pollutants from dense urban areas, including sewage overflows and solid waste, into rivers, wetlands, and coastal waters, degrading water quality and harming ecosystems. To address this, the City will prioritise upgrading sanitation infrastructure to accommodate growth, integrating sustainable stormwater solutions, such as green infrastructure, to reduce runoff pollution, and strengthening wastewater treatment to prevent contamination of water bodies. By managing these systems holistically, we can support urban growth while protecting water resources and public health.

2.3.3 Resilience-building initiative

Creating a built environment that is able to adapt and respond to shocks and stresses is critical. The negative impacts of shock events and natural hazards are exacerbated by exposure as well as vulnerability, both physical and social. For example, people living in informality are most vulnerable to flooding, while also having the least financial means to recover from a disaster. In order to build individual and community-level resilience, vulnerabilities should be actively addressed – specifically poverty and unsafe built environments.

The City will work to identify areas of vulnerability and will work with communities in these areas to increase protection from flooding, fire and other risks. The City will adopt a hazard-exposure-vulnerability approach to identify areas where ensuring the continuity of essential services is critical. This includes building infrastructure that integrates climate resilience and enhances the environment, such as blue infrastructure (water-based solutions such as wetlands and floodplains) and green infrastructure (nature-based solutions such as parks, trees and green roofs) to manage climate risks and support urban sustainability. The City will support the delivery of safe, affordable housing and ensure that long-term informal settlements upgrading includes climate adaptation. The City will also use a hazard-exposure-vulnerability approach to identify areas where continuity of City services cannot be fully protected against risk ourselves and where the municipality may need to explore disaster insurance products. This same approach will also identify areas of private land or areas where there are an interface between public and private land at high risk of exposure to shock events and natural hazards, such as storm surge. In these instances, the City will partner with private land owners to consider the use of novel insurance products to mitigate their own risk and potential risk-sharing or public-private partnership models where there is a public-private interface.

Infrastructure project highlight: New Strand seawall phase 3

The City will invest in a new coastal protection structure to increase resilience of the population and infrastructure to the impacts of climate change, specifically sea-level rise, coastal flooding, and windblown sand accumulation. This will ensure enhanced local economic development as well as improved recreational value of the coastline in the Strand. This proactive investment ensures cost saving over the next 50 years, eliminating the need for reactive and temporary repairs and maintenance.

2.4 A FISCALLY HEALTHY, FUTURE-FIT CITY

2.4.1 Revenue protection, growth and cost control initiative

While the City already has sound financial management practices in place, the fiscal challenges that we are experiencing, together with changes in the energy and other utility sectors, and the impacts of our changing population, mean that the City will have to continue to take an active approach to revenue protection and growth. The fundamental underpinning for this will be economic growth, which if achieved will allow the City to grow the number of formally rated households and businesses, therefore increasing our revenue generation and allowing for increased and continued quality service provision. The City will also maintain strict cost control measures across our operations to ensure that we operate as efficiently as possible into the future.

2.4.2 City partnerships initiative

The City needs to actively partner with business, civil society and residents to bring our vision for 2050 to life. While service delivery will remain a fundamental responsibility of the City, it is likely that active citizens and organisations, such as neighbourhood watches and friends of the park/ library, may take an interest in contributing to, for example, the upkeep of a park, river, library or other community facility. The City already partners to great effect with many such organisations and individuals, in particular the current 55 City Improvement Districts (CIDs). In this regard, the City is committed to continued active collaboration with the private sector, learning from and expanding the CID model. The reality is that government alone cannot solve many of our intractable societal problems and so we will actively encourage citizen participation and initiatives to help us achieve our vision for Cape Town 2050. To improve the ease with which those wanting to partner with the City can do so, the City will establish a formal pathway through which this can happen in a coordinated manner by harnessing our subcouncils to greater effect. The City will also continue to learn from and innovate its approach to public engagement and participation, including developing a consistent approach to user research and testing.

2.4.3 Facility enhancement initiative

The City will ensure all residents have access to quality community facilities. Libraries and other community facilities remain important community spaces; however, usage is changing. The City will partner with NGOs and community organisations to ensure that facilities are utilised optimally but are also fit for purpose and support the needs of the community. For example, traditional circulation of library materials has decreased significantly in recent years, while access to information through electronic media and the usage of libraries for safe study spaces have increased. The City will thus embark on an initiative to reshape the physical layout of our libraries to create more reading and study spaces, essentially turning each library in the city into spaces that can support the national effort to improve literacy and numeracy outcomes. While facility security is an increasing challenge at present, any physical security hardening around our facilities, especially of our community facilities such as halls and parks, will be done in such a way that future usability and accessibility remain at the forefront.

2.4.4 Digital communications initiative

Over the next 25 years, the digital progression will also have a profound impact on how we communicate as government with our residents and key stakeholders. We will harness the opportunities presented by digital solutions by growing our use of digital channels by increasing creativity and innovation in the way we communicate and by developing mechanisms to enable us to communicate with every resident about services, opportunities and emergencies in real time.

CONCLUSION

This plan sets an ambitious framework to achieve our vision of Cape Town 2050. Our starting place to the future is one of strength, having already overcome many challenges as a City and having made much progress over the last 25 years. As we look ahead, we are committed to facing our challenges head on, while building on our values of openness, accountability and good governance. We will work hard, together with residents, businesses and other spheres of government, to transform our city into the future, building on past achievements and harnessing our existing areas of competitive advantage. We will work to build a strong foundational platform for individuals and businesses to succeed, for the economy to grow and for poverty to decline. We will work to actively collaborate with other spheres of government and will continue to advocate around key issues in this regard. Together, we are committed to achieving significantly increased economic growth and drastically decreased poverty. As Cape Town has done so many times before, this journey will aim to inspire and show what is possible in South Africa when government is proactive, forward thinking and ambitious. A city where hope is realised, together.

BUILDING ON PROGRESS, UNITED TOWARD A HOPEFUL, FUTURE-READY CAPE TOWN

ANNEXURE A:
GUIDE TO IMPLEMENTATION

The initiatives that make up our pathway to 2050 will not happen all at once, but will be either implemented in the short, medium or long term over the next 25 years, informing the next five IDPs. Many need to start in the short term but if they are successful will continue and will lead to positive change in the long term. Below is an initial guide to implementation.

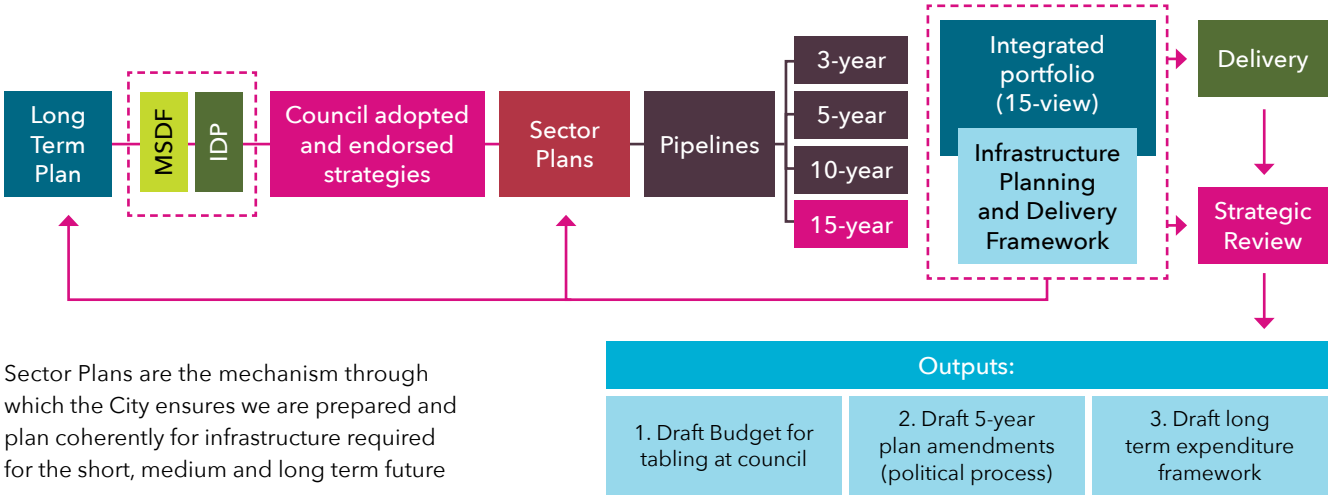
	25 years		
	Short 2027-2032	Medium 2032-2042	Long 2042-2050
	IDP 1	IDP 2 and 3	IDP 4 and 5
1.1.1 Infrastructure-led growth initiative			
1.1.2 Increased mobility and access initiative			
1.1.3 Ease-of-doing-business initiative			
1.2.1 Integrated, data-driven approach to safety initiative			
1.2.2 Staff safety initiative			
1.2.3 Disaster preparedness initiative			
1.3.1 Public realm improvement initiative			
1.3.2 Accelerated land release and sustainable densification initiative			
1.3.3 Municipal regional coordination initiative			
1.3.4 Targeted urban development initiative			
2.1.1 Infrastructure planning and coordination initiative			
2.1.2 Infrastructure maintenance initiative			
2.1.3 Digitalisation initiative			
2.1.4 AI and data analytics initiative			
2.1.5 Community ownership of infrastructure initiative			
2.2.1 Water for the future initiative			
2.2.2 Sanitation for the future initiative			
2.2.3 Energy for the future initiative			
2.2.4 Waste management for the future initiative			
2.3.1 Natural capital initiative			
2.3.2 Stormwater master planning initiative			
2.3.3 Resilience-building initiative			
2.4.1 Revenue protection, growth and cost control initiative			
2.4.2 City partnerships initiative			
2.4.3 Facility enhancement initiative			
2.4.4 Digital communications initiative			

ANNEXURE B:
INFRASTRUCTURE AGENDA

Since 2017, the City has been actively developing and maturing its strategic, long-term planning capabilities in relation to the future infrastructure needs of the city. Prior to this, our utilities conducted 20-year master planning, but the connection between these plans and the immediate project pipeline was not always clear. The City was also not necessarily planning for the future based on a unified set of quantitative assumptions.

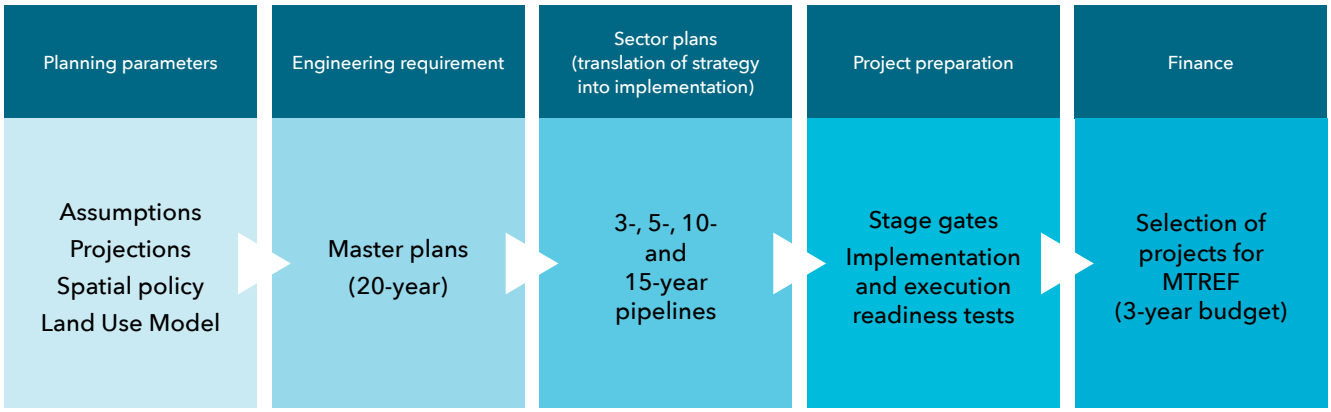
The aim of this agenda is to ensure that the right long-term capital investments happen in the right place at the right time. The central mechanism through which the City will achieve this, is through our capital sector plans, which link strategic intent to projects. Sector plans provide a 15-year view of the City's current and future demand versus supply, and the planned project pipelines to meet that demand. These plans are also a key informant to our strategy-led budgeting approach, strengthening informed decision making and strategy-led prioritisation within the organisation.

Figure 6: LTP relating to the IDP, sector plans and infrastructure planning



Sector Plans are the mechanism through which the City ensures we are prepared and plan coherently for infrastructure required for the short, medium and long term future

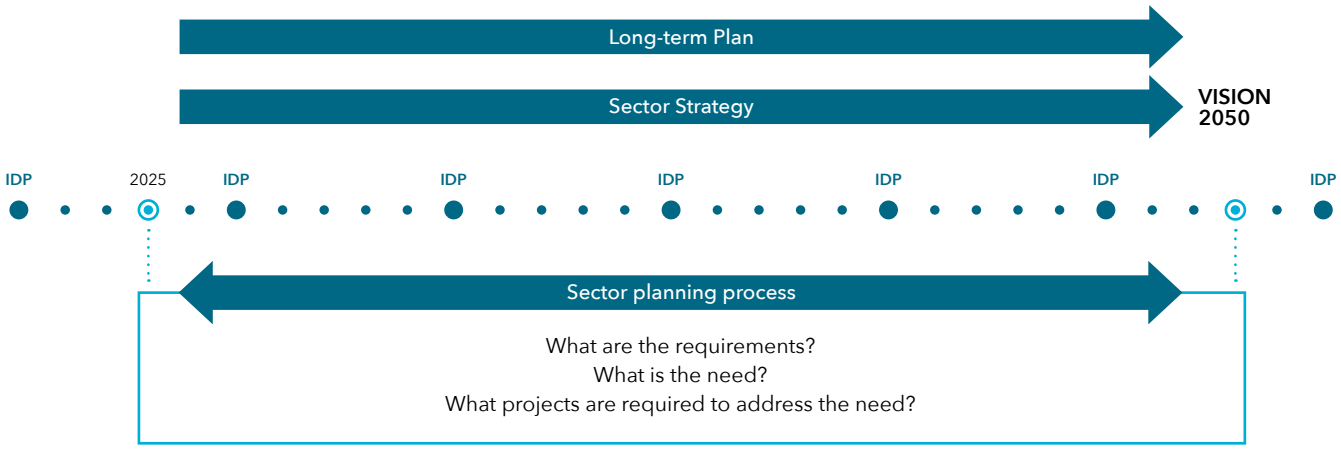
The City's current infrastructure planning process consists of the following key components:



Sector plans allow the City to translate legislatively required comprehensive 20-year master plans into sequenced project pipelines that reflect the relevant sector strategy for the immediate and medium-term future. Over the past five to ten years, the City has invested significantly in our project preparation and delivery system that takes a whole-of-lifecycle approach and which is now well resourced and mature and has contributed to much-improved service delivery over past five years. The City is leading the country in this regard.

Sector plans are regularly reviewed by the key infrastructure functions. Further institutionalisation and enhancement of this practice is the cornerstone of the infrastructure agenda. To respond proactively to future demand, sector plans must simultaneously take into account the objectives of the 2050 Long-Term Plan when forward planning, and work backwards towards the present from the 2050 goals, to ensure that the step changes that are needed are planned, timed and delivered appropriately.

Figure 7: Sector planning process over the LTP period



To achieve this, the City has identified the following non-negotiables to drive enhanced and mature sector plans.

Understanding long-term needs

Infrastructure development with an increasingly forward-looking approach to anticipate future demands driven by population growth, urbanisation, climate change and technological advancements. By refining scenario planning, demand forecasting and risk assessments, the City can ensure that infrastructure investments remain relevant and resilient over time.

Project pipelines that not only respond to current needs, but also future needs

Infrastructure project pipelines designed to address sustained and evolving needs rather than short-term fixes. Strategic planning ensures that projects are developed with long-term service delivery, economic impact and sustainability in mind.

Continual expansion of project pipelines

As demand for infrastructure services grows, expanding project pipelines ensures a continuous flow of planned and implementation-ready projects beyond the 10-year horizon.

Comprehensive system of triggers that serve as an early warning system

Improved early warning systems that integrate predictive analytics, real-time monitoring, and automated alerts to identify infrastructure risks, maintenance needs, or capacity constraints before they escalate into critical failures are essential. This proactive approach minimises disruptions and optimises asset management, and thus service delivery.

Prioritisation methodology

Improved prioritisation frameworks will ensure that the City selects infrastructure projects based on the best agreed-to criteria to help allocate limited resources efficiently and will ensure that the right projects are implemented at the right time, in the right place.

Systematic annual review system that ensures adjustments respond to context and are aligned with strategy

Infrastructure plans should be dynamic, adapting to economic shifts, technological advancements, and environmental challenges. An annual review process ensures that projects remain relevant, funding is adjusted as needed, and implementation aligns with sectoral strategies.

Digitised sector plans

The City is embracing digital transformation in infrastructure planning. This involves the use of data analytics, GIS mapping and cloud-based platforms to create interactive and adaptive sector plans. The City is seeking to enhance decision making, improve collaboration and coordination across sectors, and increase transparency in project implementation.

Advancing asset management maturity

Asset management (AM) means the combination of management, financial, economic, engineering, and other practices applied to physical assets to provide the best value level of service for the costs involved. The City of Cape Town commits to incrementally improve AM maturity in all directorates. The City commits to evidence-based decision-making processes to forecast and plan infrastructure asset lifecycles to achieve organisational objectives and service delivery requirements.

The following focus is needed to enhance current planning and will inform a five-year infrastructure agenda linked to the term-of-office IDP.

	Long-term needs of the sector are well understood	Project pipelines respond optimally to the long-term need	Planning of bulk infrastructure for the 15-year horizon	Enhanced system of triggers that serve as an early warning	Enhanced prioritisation methodology	Extent that the sector is digital, or digitally accessible	Enhanced annual review of project pipelines	Advancing asset management maturity
Water and Sanitation								
Transport								
Energy								
Housing								
Solid Waste								
Environment								

Low effort required Medium effort required Significant effort and focus required

Using the above focus areas as informants, each sector plan will require a five-year work plan that must be submitted and approved by the City Manager by 1 July 2026, setting out enhancements that will improve the City's planning trajectory to achieve the outcomes of the 2050 LTP.

ANNEXURE C:
MEASURES OF SUCCESS – DETAILED

	LTP goal	Mid-way goal	Current
Economy	Decrease the unemployment rate in Cape Town to 15% by 2050.	Decrease the unemployment rate in Cape Town to 20% by 2035.	QLFS (Quarterly Labour Force Survey) Q3 2024 strict unemployment rate: 22,3%.
	Description: Unemployment here refers to strict or narrow unemployment. It is defined as a person who is unemployed only if they have "taken active steps to look for work or to start some form of self-employment in the four weeks prior to the interview". These individuals are sometimes referred to as the "searching unemployed". These targets are based on economic modelling by the City and reflect some years of high growth combined with some years of business-as-usual growth. It also assumes a future improvement in the relationship between economic growth and the unemployment rate. **Benchmark:** Manila (national capital region), Philippines: From a high of 18,4% in 2004 to a low of 6,4% in 2018.		
Economy	Increase GDP by 110% by 2050.	Increase GDP by 50% by 2035.	GDP grew by 10,3% between 2013 and 2022.
	Description: As noted in the LTP's theory of change, economic growth must exceed by a wide-margin population growth to reduce poverty in the long term (population growth range expected between 1-2% per annum). These targets are based on economic modelling by the City and reflect some years of high growth combined with some years of business-as-usual growth. **Benchmark:** São Paulo, Brazil: Real GDP growth was 2,8% for the period 2013-2022[12] while New York City grew by 32% in real terms during that period.[13]		
Ease of doing business	By 2050, 60% of land use applications are approved within 30 days.	By 2035, 60% of land use applications are approved within 60 days.	In 2023, 86% of land use applications were approved in the current 90 days stipulated timeframe.[14]
	Description: Land use change is a fundamental component of creating and expanding businesses in any city. The current 'Getting land use rights' indicator in the City's Ease-of-Doing-Business Index evaluates the ease of obtaining land use permissions by measuring the percentage of applications approved within 90 days or less. In addition, it assesses the complexity of the process by considering the number of high-level steps involved. While there will always be some highly complex cases, the aim will be for the majority of applications to be processed in an increasingly shorter time leading up to 2050. **Benchmark:** Kigali, Rwanda: Permits issued through the City of Kigali One Stop Shop will now take 21 days to be processed.[15]		
Ease of doing business	By 2050, connecting to the electricity network will take less than 20 days.	By 2035, connecting to the electricity network will take less than 25 days.	In 2024, it took 32 days to connect to the electricity network.[16]
	Description: The City's Ease-of-Doing-Business Index includes a 'Getting electricity' indicator, which evaluates the City's efficiency in providing electricity connections to businesses in Cape Town. **Benchmark:** Kigali, Rwanda: Significantly reduced the time it takes for businesses to connect to electricity, shortening the process from months to just 1-3 days.		

[12] Wesgro, 2023. São Paulo Regional Fact Sheet. (available online: https://www.wesgro.co.za/uploads/files/Wesgro-Research_Sao-Paulo-Regional-Fact-Sheet_2023.09.pdf)
[13] https://usafacts.org/answers/what-is-the-gross-domestic-product-gdp/state/new-york/
[14] Ease-of-Doing-Business Report: https://ease-of-doing-business.cct-datascience.xyz/resources/2024/CCT-Ease-of-Doing-Business-2024.pdf
[15] Rwanda: What You Need to Know About New Building Permit System - allAfrica.com
[16] Ease-of-Doing-Business Report: https://ease-of-doing-business.cct-datascience.xyz/resources/2024/CCT-Ease-of-Doing-Business-2024.pdf

	LTP goal	Mid-way goal	Current
Transport	Over 75% of trips are made by public transport, walking and cycling.	Over 65% of trips are made by public transport, walking and cycling.	Trips made by public transport, walking and cycling was 55% in 2020*.[17]
	Description: Here trips refer to the main mode of travel for work or education purposes only. Given the focus in this plan on the importance of restoring the rail backbone of Cape Town's public transport network, this metric focuses on public transport only (although it is noted that the City is also committed to expanded walking and cycling networks). *Modal spilt in 2020: Private transport (45%), NMT (non-motorised transport) (26%); minibus taxi (20%), bus (7%) and rail (2%). **Benchmark:** Rio de Janeiro (2023): Private transport 23,4%; taxi 7%; public transport 47,3%; NMT 28%.[18] In terms of shifting modes, Amsterdam showed a significant shift from 39% private transport; 28% public transport and 33% bicycle in 1991 to 24% private transport; 21% public transport and 53% bicycle in 2014.[19]		
Transport	In 2050, no residents spend more than 10% of their monthly disposable income on transport.	In 2035, less than 10% of residents spend more than 10% of their monthly disposable income on transport.	In 2020, 25% of residents spent more than 10% of their monthly disposable income on transport.
	Description: Keeping transport affordable supports social equity, economic growth and sustainable urban development, ensuring that all residents can access essential services without sacrificing other basic needs. If transport costs exceed 10% of income, it can lead to reduced economic mobility, financial strain, and exclusion from opportunities such as jobs, education and healthcare. **Benchmark:** The introduction of the TransMilenio Bus Rapid Transit (BRT) system in Bogotá, Colombia significantly reduced the amount of household income spent on transportation from 20-30% to 5-10%.		
Transport	Achieve a freight rail mode share of 50% by 2050.	Achieve a freight rail mode share of 45% by 2050.	The freight rail mode share in 2022 was 40%.
	Description: This aligns with the targets set in the draft Western Cape Transport Framework 2024/25 – 2028/29. Improving freight rail aligns with our theory of change in a number of ways, including improving logistics and therefore trade connections, decreasing environmental impacts of road-based transport, and increasing efficiencies. **Benchmark:** N/A		
Housing	Increase housing opportunities to 50 000 per annum by 2050.	Increase housing opportunities to 35 000 per annum by 2035.	Currently 20 000 housing opportunities per annum.[20]
	Description: Here the term 'housing opportunities' encompasses both provision by the state and supply provided by the private sector, given that we increasingly see the private sector becoming a key player in responding to housing demand in our city. An important enabler to achieving this outcome will be the release of underutilised land by national government for market-led development. **Benchmark:** Phoenix, USA: Achieved 50 000 housing units for all income levels five years ahead of 2030 target[21] between 2020 and 2025.		

[17] City of Cape Town, 2023. Comprehensive Integrated Transport Plan 2023-2028 (available online: https://resource.capetown.gov.za/documentcentre/Documents/City%20strategies,%20plans%20and%20frameworks/CITP_2023-2028.pdf)
[18] TUMI management, 2022. Rio Factsheet – as of June 2022 (available online: https://www.transformative-mobility.org/wp-content/uploads/2023/03/Tumi_Rio_Factsheet-GLsY78.pdf
[19] City of Amsterdam, 2014. "Plan Amsterdam, Cycling Policy and Design: Putting Knowledge into Practice", City of Physical Planning (DRO)
[20] Source: Human_Settlements_Strategy.pdf (capetown.gov.za)
[21] Source: City of Phoenix Creates or Preserves 50,000 Housing Units 5 Years Ahead of Goal

	LTP goal	Mid-way goal	Current
Infrastructure and services	70% of waste diverted from landfill by 2050.	50% of waste diverted from landfill by 2035.	20% waste diverted in 2022/23.
	Description: The target of 70% aligns with the National Waste Management Strategy for 2035. We believe it is important to take an ambitious approach to waste minimisation into the future, but we also believe that the target set by national government is not achievable by 2035. We have thus aligned with this target but for 2050, which we believe may be achievable. **Benchmark:** Toronto, Canada: Succeeded in reducing waste to landfill from 90% in the 1990s to 53% by 2020.		
Infrastructure and services	25% of water provided from alternative sources other than surface water by 2040.	20% of water provided from alternative sources other than surface water by 2030.	Currently 4% of water is provided from alternative sources other than surface water.
	Description: This target aligns with that of the City's Water Strategy. **Benchmark:** Singapore: NEWater project supplies 30% of total water supply, achieved in 19 years.[22]		
Infrastructure and services	TBC % of total electricity demand that is sourced from alternative suppliers in City supply areas (2050).	TBC % of total electricity demand that is sourced from alternative suppliers in City supply areas (2030).	1,75% of total electricity demand was sourced from alternative suppliers in City supply areas (2022).
	Description: This translates to increased access to electricity from alternative sources, such as small-scale embedded generation, City-owned generation, wheeling arrangements and purchases from IPPs (independent power producer), to meet notified demand in City supply areas by 2030. Two electricity service providers operate within the municipal borders of Cape Town, namely the City's Electricity Generation and Distribution Department, and the national power utility, Eskom. Each of these entities holds an electricity distribution licence for a specific supply area in Cape Town. This means that approximately two thirds of electricity customers are served by the City of Cape Town, with the remaining third of customers served directly by Eskom. While the City is actively advocating taking over the supply of electricity to Eskom-supply areas, we can only set targets for the supply areas that we control until that happens. **Benchmark:** Helsinki, Finland: Carbon neutral energy accounted for 37% of the production in 2022[23] from a baseline of zero decarbonised energy in 1990.		
Infrastructure and services	TBC	Reduce and maintain non-revenue water losses to below 20% of water supplied by 2035.	Non-revenue water losses in 2023/24 were 28,1%.
	Description: This target aligns with the City's 'Long-term water conservation and water demand management strategy'. Modelling is currently under way to determine a target beyond 2035. Achievement of this target will be driven by several interventions in support of the City's 'New Water Strategy' aiming to ensure that as new supply is brought on-line, we do not waste that water through non-revenue water losses. **Benchmark:** N/A		

[22] Source: Direct Potable Reuse: The Singapore NEWater Project as a Role Model (scirp.org)
[23] Source: https://carbonneutralcities.org/helsinki/

	LTP goal	Mid-way goal	Current
Capable and responsive state	85% of households live on formally rated properties by 2050.	80% of households live on formally rated properties by 2035.	The City currently has 75% of households who live on formally rated properties.[24]
	Description: Increasing property development, with formally recognised and rated properties, increases the City's potential rates base and services contributions, which is important for long-term service delivery sustainability. Economic benefits from an expanding property development market, particularly for housing, will increase direct construction employment and linked services industry, as well as expanding personal asset wealth and opportunities.[25] **Benchmark:** N/A Cape Town already leads in this regard in South Africa.		
Biodiversity and liveability	Plant 100 000 trees in Cape Town by 2050.	Plant 40 000 trees in Cape Town by 2035.	Our current target is 2 000 trees per annum.
	Description: This aligns with the City's Urban Forest Policy and is premised on the importance of the urban tree canopy for mitigating the urban heat island effect and for providing cooling through shade on high-heat days. While the City's current target is 2 000 trees per annum, we regularly exceed this target. **Benchmark:** The United Nations Economic Commission for Europe 'Trees in Cities Challenge', launched in 2019, has seen mayors from across the globe join the initiative by pledging ambitious tree planting targets to mitigate the effects of climate change, cool outdoor temperatures, improve public health, contribute to clean air and food security, foster biodiversity, build resilience, improve citizen wellbeing, and create economic opportunities in their cities.		
Biodiversity and liveability	Conserve 25% of Cape Town's total land area under our 'conservation estate' of protected areas by 2050.	Conserve 23% of Cape Town's total land area under our 'conservation estate' of protected areas by 2035.	Currently, 22,72% of Cape Town's total land area is managed for conservation.
	Description: This aligns with global aspirations and is an ambitious target for Cape Town, which will require adding over 5 000 ha to the conservation estate by 2050. This is an important focus area in order to protect biodiversity and our natural environment. **Benchmark:** Target 3 of the Kunming-Montreal Global Biodiversity Framework, adopted at COP 15, aims to expand the global network of protected and conserved areas to 30% coverage in a way that is equitable and that respects the rights of indigenous peoples and local communities.[26]		
Health	By 2050, the City will maintain clean air for all by protecting residents against harmful pollutants through maintaining a PM2,5 below 5 µg/m^3.	Maintain an average PM2,5 below 6 µg/m^3.	In 2020, Cape Town had an annual average PM2,5 of 7,1 µg/m^3. [27]
	Description: Clean air is an important indicator of environmental health. While Cape Town had the highest air quality of all cities surveyed in Africa in 2020, it is still above the WHO (World Health Organization) air quality guideline, which states that annual average concentrations of PM2,5 should not exceed 5 µg/m^3, while 24-hour average exposures should not exceed 15 µg/m^3 more than 3-4 days per year.[28] **Benchmark:** The WHO air quality guideline states that annual average concentrations of PM2,5 should not exceed 5 µg/m^3, while 24-hour average exposures should not exceed 15 µg/m^3 for more than 3-4 days per year.		

[24] Properties that are valued under R450 000 as per the General Valuation Roll of 2024 and thus do not pay rates under the current rates policy (including sectional title housing).
[25] Source: Turok, I. (2025). Anatomy of an alliance for affordable urban housing. Environment and Urbanization, 0(0). https://doi.org/10.1177/09562478241300227
[26] Target 3 (cbd.int)
[27] Donkelaar et al., 2021. Monthly Global Estimates of Fine Particulate Matter and Their Uncertainty. Environmental Science & Technology 2021 55 (22), 15287-15300 DOI: 10.1021/acs.est.1c05309
[28] World Health Organisation, 2021. WHO global air quality guidelines: particulate matter (PM2.5 and PM10), ozone, nitrogen dioxide, sulphur dioxide and carbon monoxide (available online: https://www.who.int/publications/i/item/9789240034228)

	LTP goal	Mid-way goal	Current
Health	By 2050, 99% of samples have biological indicators of recreational water quality within acceptable range.	By 2035, 80% of samples have biological indicators of recreational water quality within acceptable range.	In 2023, 60% of E-Coli samples from rivers/channels were rated unacceptable, compared with just 19% from assessed standing waterbodies.[29]
	Description: Escherichia coli measurements are used by the City primarily as an indicator of human health risk, where people are exposed to river, vlei, lake or other (non-potable) water sources, particularly where they might swallow it. This is clearly a very important measure in waterbodies that are formally used for recreational purposes such as sailing, rowing, kayaking and fishing. Acceptable level samples are the benchmark for excellent water quality. **Benchmark:** The target for maximum acceptable risk for full-contact recreation is a target of ≤ 400 colony-forming units/100 mℓ faecal coliform count (incl. E-Coli).[30]		
Health	Decrease in maternal mortality in facility ratio to 45 per 100 000 by 2050.	Decrease in maternal mortality in facility ratio to 52 per 100 000 by 2035.	The current maternal mortality in facility rate is 58,4 per 100 000.
	Description: This indicator measures the number of maternal deaths in facilities per 100 000 live births. While this data are only available for the public sector, this still represents about 85% of the population. It is a good indicator of overall population health and aligns with SDG (sustainable development goal) 3. **Benchmark:** N/A		
Safety	Decrease the murder rate to under 25 murders per 100k population per annum by 2050.	Decrease the murder rate to under 45 murders per 100k population per annum by 2035.	Currently approximately 73 murders per 100 000 population per annum[31]
	Description: Unlike many other violent crimes, murder is usually reported to authorities and is generally a significant indicator of overall violence in a community. A target of 45 murders per 100k by 2035 would move Cape Town from 2nd highest to around 4th safest among South African cities, while reaching 25 murders per 100k population by 2050 would make it the safest city in the country. This would represent a dramatic reversal of current trends. **Benchmark:** Medellin, Colombia: The city went from a high of 395,4 per 100k in 1991, 179,7 in 2002, 94,3 in 2009 to 22,02 in 2017.[32]		
Safety	Increase perceptions of safety to 60% of residents feeling safe walking alone at night and 90% feeling safe walking alone during the day by 2050.	Increase perceptions of safety to 50% of residents feeling safe walking alone at night and 80% feeling safe walking alone during the day by 2035.	Current safety perceptions in Cape Town: 20,4% of people feel safe walking at night and 57,7% of people feel safe walking during the day (2022/23).[33]
	Description: Perceptions of safety are crucial for walking alone, day or night, because a person's feeling of security significantly influences their willingness to be outdoors, impacting their physical activity levels, mental wellbeing, economic and social participation/exchange, and overall freedom of movement. **Benchmark:** The global average for walking at night alone was 70% versus 51% in sub-Saharan African countries.[34]		

[29] City of Cape Town, 2024. Inland Water Quality Report – for the period October 2021 to September 2023 (2022 and 2023 Reporting Periods) Summary Report (Available online: https://resource.capetown.gov.za/documentcentre/Documents/City%20research%20reports%20and%20review/Inland_Water_Quality_Technical_Report_Summary_2024.pdf
[30] Ibid.
[31] 2023/24 South African Police Service (SAPS) crime statistics and 2024 MYPE estimates
[32] Doyle, Caroline. 2016. "Explaining Patterns of Urban Violence in Medellin, Colombia" Laws 5, no. 1: 3. https://doi.org/10.3390/laws5010003
[33] Statistics South Africa - Governance Public Safety and Justice Survey
[34] Gallup, 2024. The Global Safety Report – Measuring Personal Security Worldwide (Available online: https://www.gallup.com/file/analytics/650768/Gallup_Global-Safety-Report-2024.pdf)

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