CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

URBAN MOBILITY DIRECTORATE

COMPREHENSIVE INTEGRATED TRANSPORT PLAN

2023–2028

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CITY OF CAPE TOWN
ISIXEKO SASEKAPA
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Making progress possible. Together.

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Comprehensive Integrated Transport Plan 2023–2028

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Contact details

Neil Slingers
Director: Transport Planning and Network Management Department
Telephone: 021 400 4735
Email: Neil.Slingers@capetown.gov.za

Keresha Naidoo
Manager: Integrated Transport Planning Branch
Telephone: 021 400 9330
Email: Keresha.Naidoo@capetown.gov.za

Authors

Marli Swart
Senior Professional Officer: Integrated Transport Planning
Telephone: 021 400 4784
Email: marli.swart@capetown.gov.za

Nicky Sasman
Head: Transport Planning and Policy Development
Telephone: 021 400 9339
Email: nicola.sasman@capetown.gov.za

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EXECUTIVE SUMMARY

WHAT IS THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN?

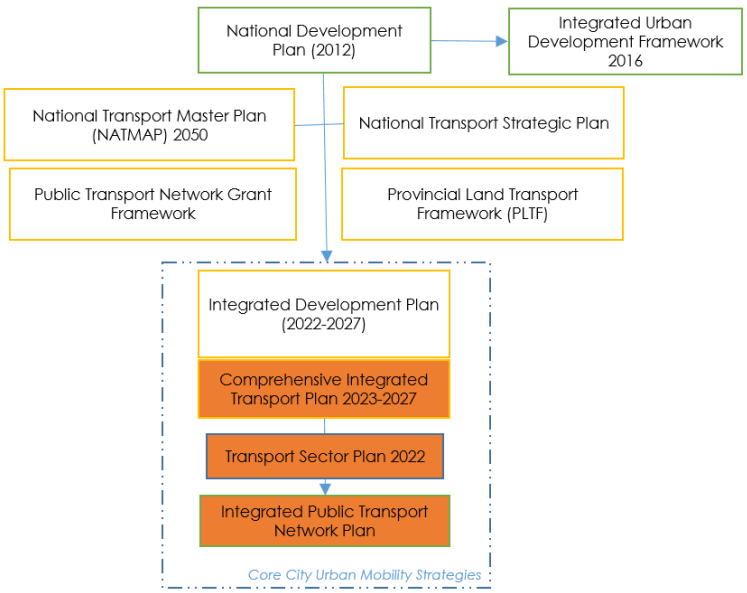
The Urban Mobility Directorate developed a new 5-year Comprehensive Integrated Transport Plan (CITP) 2023–2028, which aligns with the new term-of-office Integrated Development Plan (IDP) 2022–2027.

The CITP sets out what the Urban Mobility Directorate is committed to and is accountable for and how the directorate will set about the delivery of an integrated, intermodal and interoperable transport system and its related road and rail network. The plan aligns with the Integrated Development Plan and integrates with the Municipal Spatial Development Framework (MSDF).

The CITP is informed by community needs, stakeholder inputs, an evaluation of the existing state of transport in Cape Town and an assessment of the transport needs of residents, all of which help identify the challenges that the City needs to address to achieve **'A sustainable transport system that is integrated, efficient and provides safe and affordable travel options for all'** (IDP objective 12).

THE CITP AND THE IPTN	
COMPREHENSIVE INTEGRATED TRANSPORT PLAN	**INTEGRATED PUBLIC TRANSPORT NETWORK**
A planning document that defines the strategic approach for all transport in the city. It outlines the plans and programmes for the delivery of an integrated, intermodal and interoperable transport system and its related road and rail network.	To develop an integrated network of public transport routes catering for current demand and future trends, including trunk routes and feeder routes. This forms the basis of future public transport planning, including corridor planning and local area planning.

The following diagram shows how the CITP fits into the policy framework for Urban Mobility.



VISION

2050 vision: All people have efficient **access** to a range of **opportunities** in a manner that is **sustainable** and provides **dignity**.

'A sustainable transport system that is integrated, efficient and provides safe and affordable travel options for all' (IDP objective 12) is critical to the realisation of this long-term vision for Cape Town. An efficient and sustainable public transport system and quality road networks are key enablers for businesses, workers and job seekers. A city that is better connected will be more productive and create more economic opportunities. The IDP identifies that the City needs to work towards making it safer and cheaper for all people to travel, increasing their freedom to enjoy all that our city has to offer.

This is in support of the IDP vision of a ***City of Hope for all* – a prosperous, inclusive and healthy city where people can see their hopes of a better future for themselves, their children and their community become a reality.** By making the city more productive and connecting people to more economic opportunities, we will be contributing to creating the conditions for meaningfully faster economic growth, resulting in more Capetonians lifting themselves out of poverty.

Improved urban mobility is critical for all residents to access opportunities towards a better future for them and their children.

CITP transport vision unpacked

Efficient access	'Efficient access' is a broad concept referring in part to physical mobility: a) interoperability between modes b) PT prioritisation c) integrated ticketing d) **good NMT** facilities to enable the first and last mile e) **congestion relief** (the conventional concept related to speed) However, it also refers to the option to use **digital** connectivity or **spatial** proximity that may better achieve efficient access.
Opportunities	The transport system connects people to economic opportunities, information, goods and services. The transport contribution to people **accessing opportunities to create a better future for themselves and their children**.
Sustainable	**Financially sustainable** – reduce the cost of travel for residents and goods and the cost of the City's public transport services. **Socially sustainable** – reduce the extent to which distance is a barrier to social integration, and unstitching spatial disparities. **Environmentally sustainable** – reduce greenhouse gas emissions from the transport sector.
Dignity	**Dignity no matter what one's ability or vulnerability is**. The full transport system should enable the user to feel secure, valued and respected.

Alignment of the vision, principles and objectives

2050 CITP vision: All people have efficient access to a range of opportunities in a manner that is sustainable and provides dignity.

PRINCIPLES: Why we do it
Pro-public-transport and NMT: physical access for PT users (and related NMT users) is prioritised.
Customer-focused and inclusive: Provide a customer-focused transport system that is inclusive for all people and provides dignity.
Equity: Provide an equitable transport system for all the people and goods in Cape Town.
Connectivity: efficient connections between modes, and complete networks for all different users to enable efficiency.
Agile implementation: Focus on implementing an improved transport system that is agile and robust, sustainable, and recognises uncertainty.

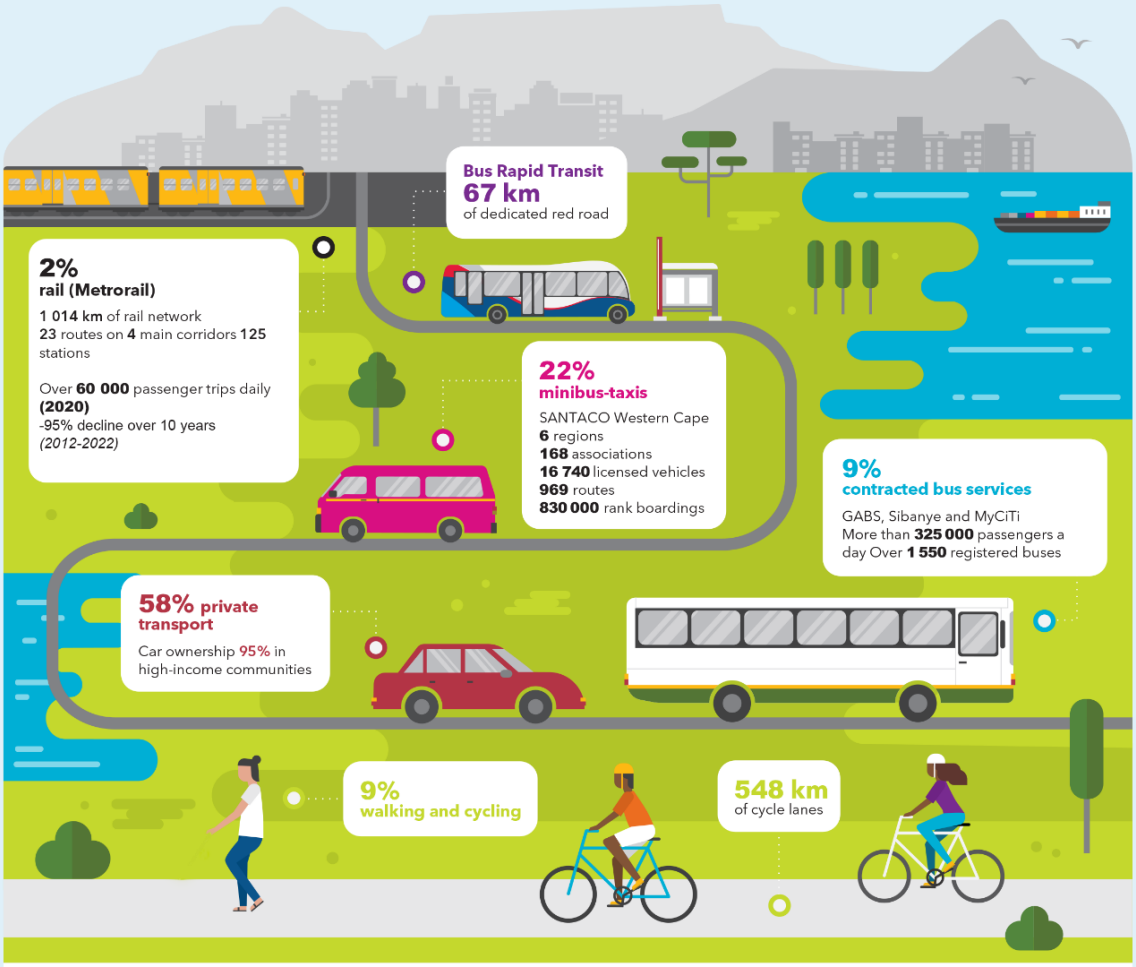
OBJECTIVES: What we do
A **customer-focused** (public) transport **system** that is **inclusive** for all people.
Quality services delivered in an equitable, inclusive and fiscally sustainable manner.
Agile implementation for an improved transport system that is robust and financially sustainable.
A **well-maintained infrastructure network** along with related facilities that are appropriately managed as the City's largest asset portfolio.
Comprehensive **communication and stakeholder management** to ensure responsible service delivery in partnership with all industry role players.
Enable improved **safety and security** across the transport system (where this in the City's mandate)

Urban Mobility desired outcomes (what should be achieved):

A sustainable transport system that is integrated, efficient and provides safe and affordable travel options for all
The road network is designed and maintained for the efficient movement of people and goods. a) Residents spend less time travelling. Freight moves quickly and efficiently throughout the city. b) A safe and quality road network for pedestrians, cyclists and vehicles.
The safety, convenience, reliability and quality of public transport services are improved, for the greatest number of residents, as quickly as possible a) Residents have access to quality and affordable BRT services in key transport corridors. b) Travel time and safety are improved for all road-based public transport and NMT commuters. c) Reliability and improved safety, convenience, and quality mean more people are likely to choose public transport, reducing the use of private cars and thus contributing to residents spending less time travelling. d) Passenger rail services are restored and integrated into the transport system.
The multimodal public transport system functions optimally in response to the needs of residents a) Public transport modes are better integrated to improve safety and convenience for residents. b) Better integration contributes to a great commuter experience. c) Peace and stability between public transport modes and improved management of competition between and within public transport service providers.

Cape Town transport picture 2022

CAPE TOWN'S **TRANSPORT PICTURE 2022**



4.7 million citizens

Cape Town's road network

City roads	**9 939** km
Provincial roads	**895** km
National roads (SANRAL)	**183** km
Private roads	638 km
Foot bridges	178
Road bridges	444
Rail bridges	11
Culverts	105
Stormwater conduits and canals	7 364 km
Signalised traffic intersections	1 500

33% of the trips in the morning peak are made using public transport

3 785 000 passengers every day

95% of public transport users are in the low to low-middle income brackets

Busiest public transport interchanges (PTI)

1. Cape Town Station Deck
   210 000 commuters daily
2. Bellville
   180 000 commuters daily
3. Khayelitsha Site C
   70 000 commuters daily

Transport data is dynamic. The statistics used have been sourced from different sources and gathered at different times and thus may not reflect the latest developments in transport use. Sources include the ...

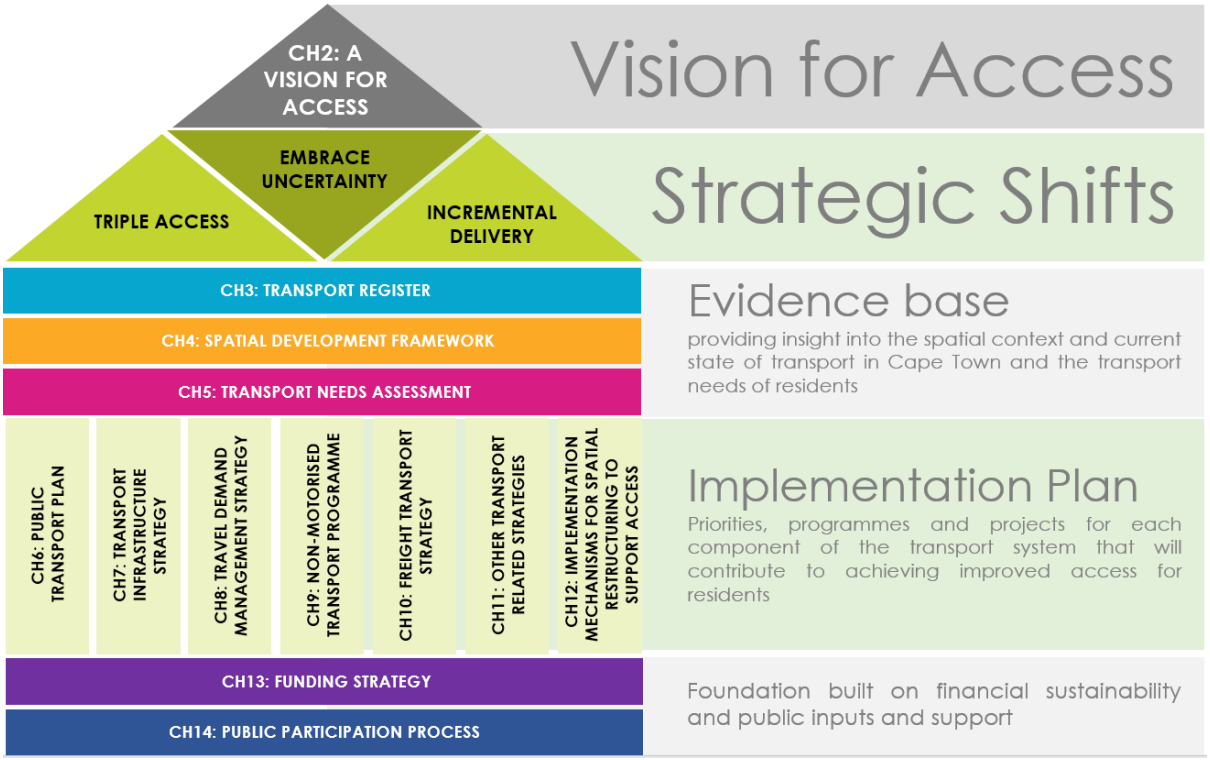
Municipal Spatial Development Framework

The City's MSDF commits to building a spatially integrated city that supports equitable access and opportunity for all communities

One of the most important ways in which the City can drive spatial integration and transformation is through investment in public transport and supporting transit-oriented development. How land is used, and how and where housing and transport services are developed, all work together to create the urban conditions for economic growth and prosperity.

The City's commitment to expanding the bus rapid transit network in the Metro Southeast is captured under the 'Transport' priority, together with a range of interventions that will enhance the efficiency of all forms of road-based public transport. However, the decline of PRASA's passenger rail service in the city presents a major barrier to the efficient movement of people around our city. The City recognises the importance of the rail network to the future spatial integration of Cape Town and will continue to place pressure on National Government to restore this critical public transport mode and devolve rail functions to a competent local authority or entity.

Chapters of the CITP

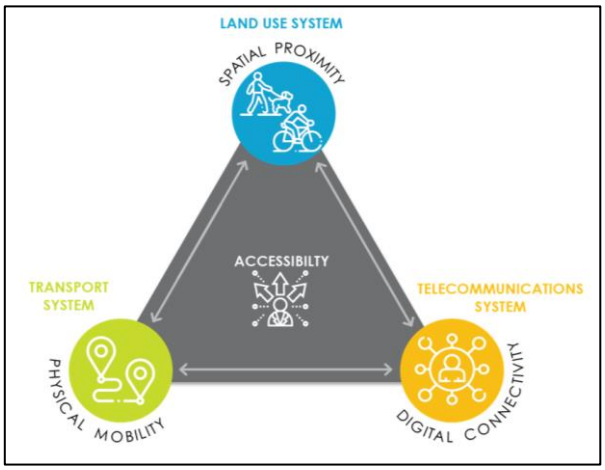


Description of each component of the CITP

Ch.	Components of CITP	Description
2	**Transport vision and objectives**	Outlines the vision and objectives for urban mobility in Cape Town and the three paradigm shifts informing the principles and approach underpinning the CITP.
3	**Transport Register**	Provides the key demographic and socio-economic informants of the city's transport demand profile, alongside an overview of the public transport and freight services to provide a picture of the regular, daily transportation system in Cape Town.
4	**Municipal Spatial Development Framework**	Indicates the specific measures proposed in the Municipal Spatial Development Framework to support public transport and to ensure that transport services may be carried out in a sustainable and cost-effective manner.
5	**Transport needs assessment**	Describes the transport-related issues, problems and needs of Cape Town and its residents based on the Transport Register, public participation and stakeholder processes and maintenance needs.
6	**Public Transport Plan**	Provides the rationale for rationalising and restructuring the public transport system, designing contracts for contracted services and awarding of operating licences to non-contracted services, with the overall aim of integrating the public transport network, services and modes. Describes an overall network design that sets out the high-level view of the future system for rail- and road-based services, contracted and non-contracted. With the MyCiTi Metro Southeast corridor development being the flagship project for this CITP, there is a shift away from an exclusive MyCiTi service to a multimodal one.
7	**Transport Infrastructure Strategy**	Outlines plans for the development and maintenance of all types of transport infrastructure, including major roads, public transport facilities, BRT networks, dedicated lanes for public transport, depots, freight corridor measures, non-motorised transport infrastructure, and rail infrastructure. This will enable incremental improvements to several transport corridors simultaneously.
8	**Travel demand management**	The objective of travel demand management (TDM) is to manage congestion by reducing demand for car use in peak periods, especially single-occupancy car use. This chapter sets out appropriate measures aimed at managing travel demand in Cape Town. The shift to remote work and online access will continue to be promoted.
9	**Non-motorised transport**	The plans to upgrade the existing road network to better accommodate walking and cycling, measures to encourage residents to walk or cycle instead of using motorised transport and the five-year programme for building NMT networks and promoting behaviour change. While the City implements NMT projects, it also commits to improving NMT facilities on all new roads, upgraded roads and maintenance projects.
10	**Freight Transport Strategy**	Covers the transporting of goods to, from and through the area by road or rail. This chapter identifies routes for moving goods to promote their seamless movement and, in the case of road freight transport, to avoid conflict with other road traffic. The City will continue to manage an efficient and safe road network for freight, and to advocate for the return of freight from road to rail.

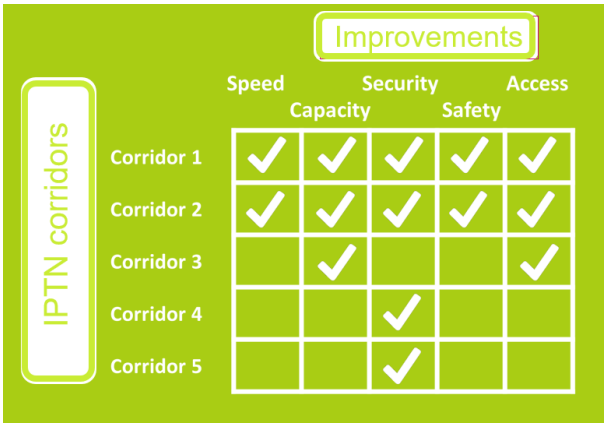
Ch.	Components of CITP	Description
11	**Other transport-related strategies**	Additional strategies and plans relating to public transport and road user safety, universal access and embedding climate change imperatives and resilience into transport planning. The pedestrian (whatever their ability) is given higher priority than before, and carbon-reducing travel options are promoted, including emerging micromobility.
12	**Implementation mechanisms for spatial restructuring to support access**	Describes what mechanisms the City is using to promote and prioritise TOD and densification in well-located areas and to integrate spatial and transport planning. At a macro scale, progress is being made on planning for the Bellville CBD redevelopment, the Foreshore Gateway project, and the Philippi opportunity area.
13	**Funding Strategy and summary of proposals and programmes**	Summary of all the proposals, projects and programmes provided for in this CITP and a funding strategy that deals with sources of income and funding constraints in relation to these proposals, projects and programmes. An explanation of the prioritisation of these proposals, projects and programmes and the allocation of funds to them, depending on budgetary constraints, is included.
14	**Public participation process**	Description of the public engagement process for the CITP.

STRATEGIC SHIFTS



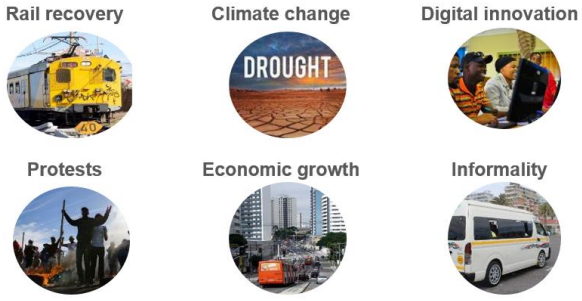
TRIPLE ACCESS: Access is a key driver of economic productivity and opportunity. The **transport system provides access to destinations through mobility** but both **spatial proximity** (where people can access opportunities over these shorter distances through walking or cycling) and **digital access** (where people access opportunities online) are partners in providing access solutions.

What does this mean for the City's approach to urban mobility?
The City is committed to **reducing the time residents spend travelling** every day through targeted road capacity and public transport improvements, as well as interventions that reduce the need to travel at all times, or during peak times, of the day.



INCREMENTAL DELIVERY AT SCALE: Rather than focus on major investments in one or two corridors, the incremental approach seeks to **drive rapid smaller-scale improvement across multiple transport modes**, embracing a range of solutions according to what is most appropriate for each community or transport corridor.

What does this mean for the City's approach to urban mobility?
The City will incrementally improve public transport infrastructure and operations to improve the safety, convenience, reliability and quality of public transport services, for the **greatest number of commuters, in various areas, as soon as possible.**



EMBRACE UNCERTAINTY: We do not know what the future holds for transport in Cape Town or what new risks and trends may emerge. The City therefore needs to develop robust plans to ensure that our transport infrastructure and operations are resilient, and that we can continue to support economic growth and inclusion through access to affordable and sustainable transport. These plans also need to be flexible enough to accommodate new forms of access.

What does this mean for the City's approach to urban mobility?
Agile implementation: Focus on implementing an improved transport system that is agile and robust.

Challenges facing Cape Town's transport system

a) **Spatial form:** The spatial form of the city leads to **inefficient travel patterns** due to geographic disparity between areas of opportunity and where people live. This results in people needing to travel in the same direction to get to work – making adequate public transport service provision difficult and expensive, which leads to overcrowding in the peak. Neighbourhoods in Cape Town are mono-functional and designed to give priority to the private vehicle. The majority of the low-income residents reside far from economic opportunities, which leads to high transport costs.

b) **Travelling by public transport is time-consuming, unpredictable and costly, particularly for low-income commuters.** A very high proportion of disposable income is spent on transport costs in Cape Town, particularly for low-income households. The high levels of congestion affect the efficiency and speed of road-based public transport, such as minibus taxis and conventional buses.

c) **Lack of integration among public transport modes:** Public transport providers **prioritise their own operations rather than optimising the overall system**. This prevents decisions and the allocation of resources being driven by how the needs of the user are best met by the various service providers working together. There are often long waiting times in between modes due to scheduling and different payment methods.

d) **Decline of rail:** The rail system suffers from the absence of new and upgraded infrastructure, a severe lack of preventative maintenance, a deteriorating signalling system and rolling stock, all contributing to a dramatic loss of passenger numbers – leaving commuters reliant on more expensive and time-consuming travel options.

e) **Congestion**: The growth in the population, lack of comprehensive public transport and location of jobs have led to growing congestion on the city's roads – made worse by the decline in rail services. The **cost of congestion** for businesses and residents in Cape Town is high due to the inefficient movement of people and goods throughout the city. Congestion also increases emissions from the transport sector.

f) **Road safety:** The number of **fatalities and injuries on the city's roads are high** and the lack of safety is a barrier to residents needing to walk as part of their journey.

g) **Security of travellers:** The City can design and build quality transport infrastructure and services, but if commuters do not feel safe from crime, these travel options will not be used. This is true of public transport and NMT infrastructure across the city.

h) **Continued need for maintenance of road network:** The condition of the roads as per the recent condition assessment shows that 75% of the City's roads are in good condition but that a routine maintenance plan is needed to keep them in a good condition.

i) **Freight:** Road-based freight has a significant impact on city infrastructure, urban quality and public health. The inefficient operations at the port and the lack of rail transportation options for freight have meant an increase in road freight, which adds to congestion and puts additional maintenance costs on roads.

Key uncertainties and risks

From a transport perspective, the following key drivers of uncertainty in Cape Town are having an impact on how the transport system provides services for the residents:

a) Future governance and operating model for rail and implications for passenger and freight rail service

b) Developmental trajectory of the MBT industry (formalisation/fragmentation and rate of minibus taxi violence and strike incidents)

c) Governance arrangements and service performance of conventional bus service

d) Pace and direction of technology changes within the transport sector – particularly the transition to electric vehicles and other alternative energies for private, freight and public transport vehicles, as well as the growth in electrically-powered personal mobility devices (PMDs)

e) The rate of increase in people accessing digital connectivity to replace the need to travel

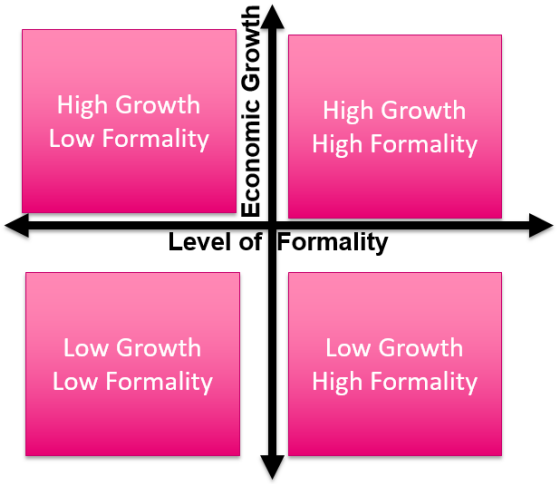
f) Extent and speed at which the transport sector will be or are compelled to adapt to climate change imperatives

g) Uncertainty over future national public transport grant funding priorities and quantum

h) Economic recovery trajectory for Cape Town and impacts on employment, commuter patterns and ability to pay for transport services

i) Trends relating to more informal/less regulated transport service providers (e.g. MBTs and e-hailing) and implications for the transport network

The scenario-building work to date has identified the following two key uncertainties that will impact on the urban mobility sector:



Economic growth: The economy may grow or contract up to 2050, which will impact significantly on both the demand for transport, and the options for the public and private sector to supply transport services.

Level of formality: This relates to the locus of control shifting between being highly centralised and regulated, to one dominated by a strong free market and informal sector.

The interventions needed under these four scenarios will inform future plans.

Roles of the City of Cape Town in the urban transport system

Within a city, all transport operators (both public transport operators and private car users) compete for passengers and road space. They also make decisions in isolation, without considering the impact of these decisions on other modes of transport or other travellers. Left unchecked, this will result in a transport system that does not meet the transport needs of the city and users, and is inefficient and ineffective in moving people and goods around the city, resulting in high travel costs and long travel times.

	Mode	Operator
	Rail	PRASA
	Bus rapid transit	City: MyCiTi
	Conventional bus	WCG through Golden Arrow
	Minibus taxis	MBT operators and associations
	Metered taxi / e-hailing	Private companies
	Non-motorised transport	

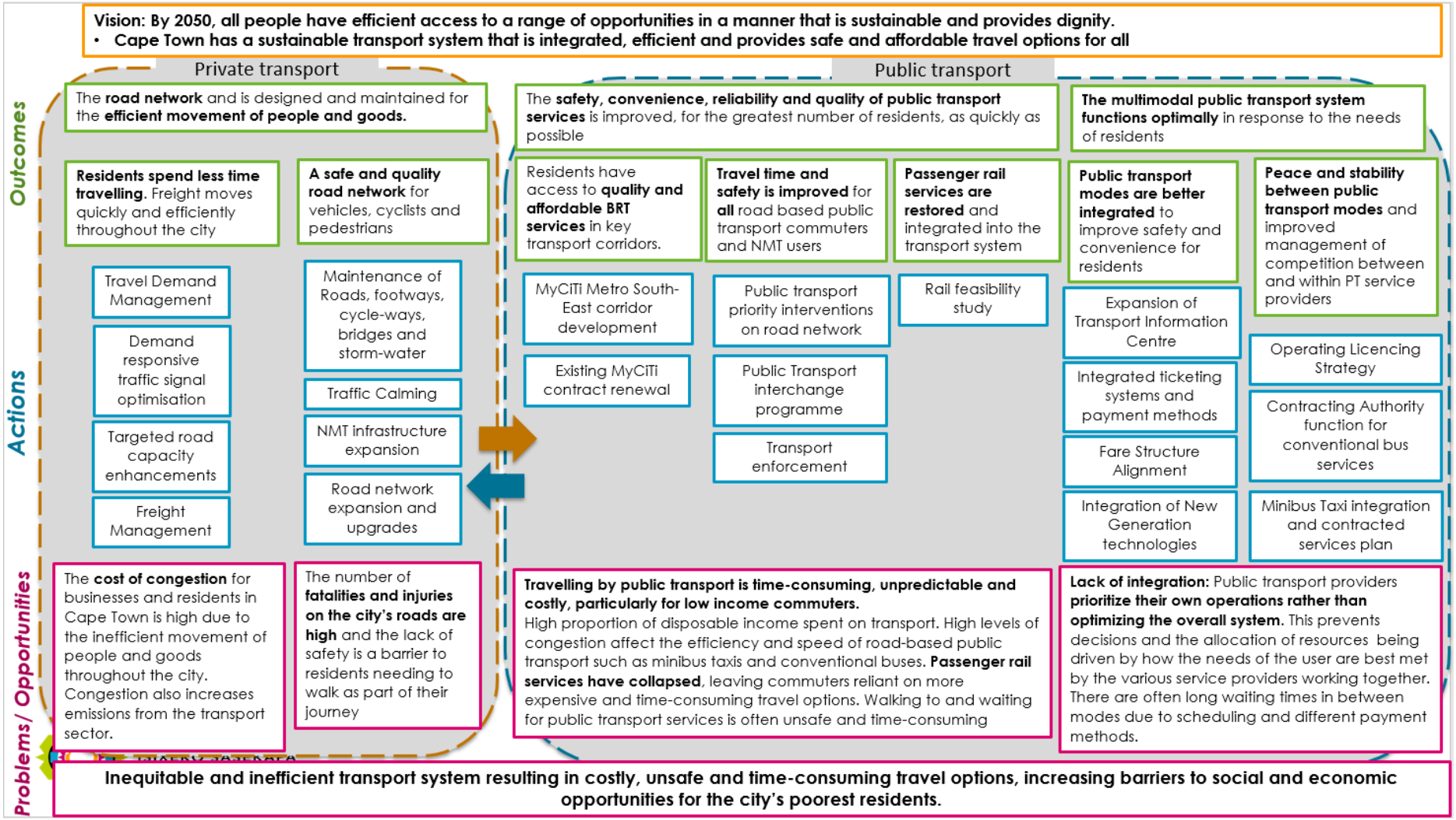
Below is a description of the roles that the City plays in the Cape Town transport system:

Role	Description
Deliver	The City is largely responsible for the provision and maintenance of the road network and public transport interchanges, and the direct delivery of services such as the MyCiTi bus service
Regulate	The City sets some of the rules which govern how the road network is used and has a responsibility to optimize the network to support the flow of private and public vehicles around the city. One of the City's key regulatory roles is its recommendations around the issuing of operating licences for road-based public transport services.
Innovate	Enable and support new generation technologies within urban mobility to bring positive change to the established ways in which people and goods move around the city.
Partner	Without having any defined role in the development or operations of the rail system, scheduled buses or Mini-bus taxi services, the City must partner effectively with these role players to support these travel modes to provide public transport that is accessible, safe, efficient and affordable for commuters.
Monitor	Regularly update the transport register and transport needs assessment and use tools such as the Urban Development Index to track progress and inform decision-making and implementation of the CITP.
Advocate	Advocacy seeks to influence the decisions, policies and practices of powerful decision-makers, to address the underlying causes of inefficient and unsustainable urban transportation, and support inclusive economic growth in Cape Town and the wellbeing of its residents

CITP strategy logic

At the bottom (in pink) is the problem we are trying to fix and the opportunities we have identified to do so. At the top is the City's vision for the future (in orange), and the medium-term outcomes that will contribute to realising that vision (in green). In between, (in blue), are the key actions and deliverables of the next five years to achieve those outcomes and contribute towards realising that vision. As highlighted by the arrows, these actions and outcomes are interconnected and, if well-coordinated, will reinforce each other.

CITP – STRATEGY ON A PAGE



Snapshot of CITP priority outcomes and programmes

Let's improve the safety, convenience, reliability and quality of public transport services, for the greatest number of residents, as quickly as possible

	CITP | IDP priorities	CITP programmes and projects/initiatives
Road-based public transport	**Improving the travel time and safety of all road-based public transport commuters** The City will incrementally improve public transport infrastructure and operations to improve the safety, convenience, reliability and quality of public transport services, for the greatest number of commuters, as quickly as possible. **This will include the upgrading or reconfiguring of roads to give priority to road-based public transport.** This incremental approach enables quicker improvements for more travellers across the city's transport network, and is more flexible in response to rapid changes in the transport system.	• Public transport priority interventions on road network (6.6) • Public transport interchange programme (7.3) • Transport enforcement (6.8)
Passenger rail	**Advocating for the restoration of passenger rail services** Getting passenger rail services working again is critical to improving Cape Town's public transport. The City will advocate strongly for the devolution of rail functions to a competent local authority or entity, together with concessions being made available to the private sector, so that the restoration of passenger rail services in Cape Town can become a reality.	• Commuter Rail Plan/rail feasibility study (6.7) • Transport infrastructure strategy for rail (7.7)
Bus rapid transit	Improving access to **quality and affordable BRT services** in key transport corridors The City's major investment in bus rapid transit (BRT) will improve public transport connectivity and access for the most vulnerable neighbourhoods in Cape Town. It will enable people to travel faster, more safely and more affordably in key transport corridors. Key strategy is to focus the MyCiTi service on its **areas of competitive strength** – namely longer routes with relatively high levels of demand where a dedicated right of way, larger vehicles, the most direct route and quick boarding stations can be leveraged cost effectively.	• MyCiTi Metro Southeast corridor development (6.5) • Existing MyCiTi contract renewal (6.5)

Let's get all the public transport modes functioning optimally in an integrated way to best serve the needs of residents		
	CITP | IDP priorities	**CITP programmes and projects/initiatives**
Integrated multimodal approach	**Enhancing the integration between public transport modes to improve safety and convenience for residents** Improved scheduling, integrated ticketing and better information systems to shorten passenger journeys, particularly when they are needing to use a combination of public transport options, such as minibus taxi, MyCiTi, Golden Arrow and/or rail.	• Expansion of Transport Information Centre (6.6) • Integrated ticketing systems and payment methods (6.6) • Fare structure alignment (6.6) • Integration of new-generation technologies (6.6)
	Peace and stability between public transport modes and improved management of competition between and within public transport service providers. The City is committed to working with and supporting industry partners in improving minibus taxi services. This includes improving the quality, reliability and safety of services for commuters, and enhancing interoperability with other transport modes.	• Operating Licences Plan (6.11) • Contracting Authority function for conventional bus services (6.6) • Minibus taxi integration (6.5.2.6) and contracted services plan (6.9)

Let's design and maintain the road network so that people and goods can move efficiently around the city		
	CITP | IDP priorities	**CITP programmes and projects/initiatives**
Congestion management	The City is committed to **reducing the time residents spend in travelling every day** through targeted road capacity improvements, and interventions that reduce the need to travel at all or during peak times of day. The City will work to improve the speed and efficiency of the movement of freight throughout the city.	• Demand responsive traffic signal optimisation (7.3) • Targeted road capacity enhancements (7.3) • Travel Demand Management (8) • Freight movement (10)
Road safety and maintenance	A key priority for the City is to **maintain a quality road network**, recognising its importance as a key platform for economic growth by allowing the efficient movement of people and goods throughout the city. **Safe and quality roads for pedestrians, cyclists and vehicles** are important to ensure that people can move freely throughout Cape Town.	• Maintenance of roads, footways, cycleways, bridges and stormwater infrastructure(7.3) • Non-motorised transport (NMT) infrastructure expansion initiative (9.5) • Road network expansion and upgrades (7.3) • Traffic calming (7.3)
Non-motorised transport	**The City uses investments in road infrastructure to improve the safety and convenience of NMT** The City will be expanding the NMT network, which includes footways, cycleways, signage and intersection improvements that are universally accessible, to achieve improved access and mobility.	• NMT infrastructure expansion initiative (9.5) • Cycling strategy (9.8) • Pedestrianisation Plan (9.10) • Universal Design Access Plan (9.9)

Freight	The City works to ensure that freight transport is safe and efficient, serving the needs of the local and regional economy without compromising the access and mobility needs of fellow road users.	• Abnormal loads and dangerous goods road plan (10.4)
		• Long-term freight planning (10.6)
		  • Road to rail (advocacy)
		  • Port-related
		  • Back of port
		  • Airport-related

Let's build a spatially integrated city that supports better and more equitable access to opportunities for all communities		
Travel demand management	**Reducing the need to travel at peak times of day or at all** Building on the benefits of infrastructure interventions that prioritise public transport and non-motorised transport for reducing the need to travel by private vehicle, the City will focus on stakeholder engagement about the promotion of flexible work programmes for large employers. The City will also strategically manage on-street parking to accommodate a range of travel modes in Cape Town's business districts.	• Parking management (8.3) • Flexible work programmes (8.4)
Transit-oriented development	**Leveraging transport investments as a catalyst for spatial restructuring and private investment** Public transport investments are critical to support a more spatially integrated, higher-density and diverse built environment (transit-oriented development) and reduce greenhouse gas emissions from the transport sector.	• Integrated Economic Growth Strategy (11.8) • Catalytic land development support programme (12.5) • Strategic public partnerships (12.5)

The projects and programmes identified in the relevant sections are either work-in-progress, or will be initiated during the CITP period, but may not be completed within the term of this CITP as they have an implementation period greater than five years.

ABBREVIATIONS AND ACRONYMS

ABBREVIATION OR ACRONYM	DESCRIPTION
ACSA	Airports Company South Africa
AFC	Automated fare collection
APTMS	Automated Public Transport Management System
BEPP	Built Environment Performance Plan
BICL	Bulk Infrastructure Contribution Levy
BMS	Bridge Management System
BRT	Bus rapid transit
CBD	Central business district
CCT	City of Cape Town
CCTV	Closed-circuit television
CITP	Comprehensive Integrated Transport Plan
CLDP	Catalytic Land Development Programme
Constitution	Constitution of the Republic of South Africa, 1996
CRR	Capital replacement revenue
DAR	Dial-a-Ride
DG	Dangerous goods
DMS	Development Management Scheme
DoE	Department of Education
DORA	Division of Revenue Act
DSDF	District Spatial Development Framework
DTPW	Western Cape Government Department of Transport and Public Works
EAN	Equivalent accident number
EMME	Equilibre multimodal, multimodal equilibrium
EMV	Europay, Mastercard and Visa
ETD	Education, training and development
FMS	Freeway Management System
FY	Financial year
GABS	Golden Arrow Bus Services
GGP	Gross geographic product
GIS	Geographic information system

ABBREVIATION OR ACRONYM	DESCRIPTION
ICT	Information communication and technology
IDP	Integrated Development Plan
IGR	Intergovernmental relations
IIMS	Integrated Information Management System
IPC	Intermodal Planning Committee
IPTN	Integrated Public Transport Network
IPTV	Internet protocol television
IRT	Integrated rapid transit
ITBP	Industry Transition Business Plan for Metro Southeast Corridor
ITP	Integrated Transport Plan
ITS	Intelligent transport systems
IUDF	Integrated Urban Development Framework
LASDF	Local Area Spatial Development Framework
LDT	Long-distance transport
LMS	Load Management System
LSDF	Local Spatial Development Framework
LTAB	Land Transport Advisory Board
MBT	Minibus taxi
ME	Municipal entity
MEA	MyCiTi expansion area
MEC	Member of executive council
MLTF	Municipal Land Transport Fund
MoA	Memorandum of action
MoU	Memorandum of understanding
MRE	Municipal regulatory entity
MSDF	Municipal Spatial Development Framework
MSE	Metro Southeast
MTEF	Medium-term expenditure framework
NATMAP	National Master Plan 2050
NDOT	National Department of Transport
NDP	National Development Plan

ABBREVIATION OR ACRONYM	DESCRIPTION
NDPG	Neighbourhood Development Partnership Grant
NGO	Non-governmental organisation
NGT	New-generation technology
NHTS	National Household Travel Survey
NLTA	National Land Transport Act, Act 5 of 2009
NLTTA	National Land and Transport Transition Act, Act 22 of 2000
NMT	Non-motorised transport
NPA	National ports authority
NPTR	National Public Transport Record
NRTA	National Road Traffic Act, Act 93 of 1996
NSDF	National Spatial Development Framework
OL	Operating Licence
OLAS	Operating Licence Administration System
OLP	Operating Licences Plan
OLS	Operating Licence Strategy
ORIO	Dutch development grant
P&R	Park-and-ride
PLTF	Provincial Land Transport Framework
PMS	Pavement Management System
PMT	Project management team
PRASA	Passenger Rail Agency of South Africa
PRE	Provincial regulatory entity
PRoW	Public right of way
PSDF	Provincial Spatial Development Framework
PT	Public transport
PTI	Public transport interchange
PTNG	Public Transport Network Grant
PTOG	Public Transport Operating Grant
PTP	Public Transport Plan
PTRS	Provincial Transport Register System
RAG	Road Access Guidelines

ABBREVIATION OR ACRONYM	DESCRIPTION
RAS	Registration Information System
RBPT	Road-based public transport
RTC	Regional taxi company
SANRAL	South African National Roads Agency Limited
SANS	South African National Standards
SAPS	South African Police Service
SATC	Southern African Transport Conference
SDF	Spatial Development Framework
SOP	Standard operating procedure
SPLUMA	Spatial Planning and Land Use Management Act
STATS SA	Statistics South Africa
TA	Transport authority
TAMS	Transport Authority Information Management System
TAZ	Travel analysis zone
TDI	Transport development index
TDM	Travel demand management
TFR	Transnet freight rail
TI	Transport interchange
TMC	Transport management centre
TMH	Technical methods for highways
TOC	Transport operating company
TOD	Transit-oriented development
TRS	Transport Reporting System
TRUP	Two Rivers Urban Park
TSM	Transport system management
UA	Universal access
UDI	Urban development index
USDG	Urban Settlements Development Grant
VCI	Visual condition index
VOC	Vehicle operating company
WCED	Western Cape Education Department

ABBREVIATION OR ACRONYM	DESCRIPTION
WCG	Western Cape Government
WCMD	Western Cape Mobility Department

1 INTRODUCTION

1.1 Overview

The CITP 2018–2023 has reached the end of its lifespan and the Urban Mobility Directorate developed a new five-year Comprehensive Integrated Transport Plan (CITP) 2023–2028, which aligns with the new term-of-office Integrated Development Plan (IDP) 2022–2027.

The CITP guides the priorities and activities of the Urban Mobility Directorate in support of the following vision: *All people should have efficient* ***access*** *to a range of* ***opportunities*** *in a manner that is* ***sustainable*** *and provides* ***dignity***.

The CITP sets out what the Urban Mobility Directorate is committed to and is accountable for and how the directorate will set about the delivery of an integrated, intermodal and interoperable transport system and its related road and rail network. The plan aligns with the Integrated Development Plan and integrates with the Municipal Spatial Development Framework (MSDF).

Key contextual factors informing the CITP include the current and future state of public transport, the Covid-19 pandemic and the climate change crisis.

This new CITP is developed as required in terms of section 36(1) of the National Land Transport Act, Act 5 of 2009 (NLTA). The CITP is a five-year statutory plan that gives the City of Cape Town and the Urban Mobility Directorate its mandate to manage the transport network and everything that moves on it.

A description of each of the components making up the CITP is provided below.

Table 1-1: Description of each component of the CITP

COMPONENTS OF CITP	DESCRIPTION
Transport vision and objectives	Outlines the vision and objectives for urban mobility in Cape Town and the three paradigm shifts informing the principles and approach underpinning the CITP.
Transport Register	Provides the key demographic and socio-economic informants of the city's transport demand profile, alongside an overview of the public transport and freight services to provide a picture of the regular, daily transportation system in Cape Town.
Spatial Development Framework	Indicates the specific measures proposed in the Municipal Spatial Development Framework to support public transport and to ensure that transport services may be carried out in a sustainable and cost-effective manner.
Transport needs assessment	Describes the transport-related issues, problems and needs of Cape Town and its residents based on the Transport Register, public participation and stakeholder processes and maintenance needs.
Public Transport Plan	Provides the rationale for rationalising and restructuring the public transport system, designing contracts for contracted services and awarding of operating licences to non-contracted services, with the overall aim of integrating the public transport network, services and modes. Describes an overall network design that sets out the high-level view of the future system for rail and road-based services, contracted and non-contracted.
Transport Infrastructure Strategy	Outlines plans for the development and maintenance of all types of transport infrastructure, including major roads, public transport facilities, BRT networks, dedicated lanes for public

COMPONENTS OF CITP	DESCRIPTION
	transport, depots, freight corridor measures, non-motorised transport infrastructure, and rail infrastructure.
Travel demand management	The objective of travel demand management (TDM) is to manage congestion by reducing demand for car use in peak periods, especially single-occupancy car use. This chapter sets out appropriate measures aimed at managing travel demand in Cape Town.
Non-motorised transport	Describes the measures to promote walking and cycling in the city and map the proposed walking and cycling network (where it intends to establish a network). This chapter includes the plans to upgrade the existing road network to better accommodate walking and cycling, measures to encourage residents to walk or cycle instead of using motorised transport and the five-year programme for building NMT networks and promoting behavioural change.
Freight Transport Strategy	Covers the transporting of goods to, from and through the area by road or rail. This chapter identifies routes for moving goods so as to promote their seamless movement and in the case of road freight transport to avoid conflict with other road traffic.
Other transport related strategies	Additional strategies and plans relating to public transport and road user safety, universal access and embedding climate change imperatives and resilience into transport planning.
Implementation mechanisms for spatial restructuring to support access	Describes the implementation mechanisms to promote and prioritise TOD and land use intensification in areas well served by public transport and to integrate spatial and transport planning.
Funding strategy and summary of proposals and programmes	This chapter contains a summary of all the proposals, projects and programmes provided for in this CITP and a funding strategy that deals with sources of income and funding constraints in relation to these proposals, projects and programmes. This chapter also summarises the Multi-Year Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport 2018–2035 (MYFIN). An explanation of the prioritisation of these proposals, projects and programmes and the allocation of funds , depending on budgetary constraints, are included.
Public Participation Process	Description of the public engagement process for the CITP.

1.2 Transport Sector Plan and the Comprehensive Integrated Transport Plan

Sector plans are defined in the City of Cape Town as 20-year development plans for each large capital sector. These plans form a critical link between long-term planning, the Integrated Development Plan (IDP), Municipal Spatial Development Framework (MSDF) and Medium-term Revenue and Expenditure Framework (MTREF) and are therefore important informants of the annual Strategic Management Framework (SMF).

The Transport Sector Plan was developed by the Urban Mobility Directorate. It draws primarily from the City of Cape Town Comprehensive Integrated Transport Plan (CITP), which is updated annually and is required to follow a public participation process. The CITP and its multiple subsidiary plans and strategies are the IDP sector plan for transport that provides the overarching strategic approach for transport into the future.

The Transport Sector Plan provides more detail regarding the operations of the Urban Mobility Directorate and the longer-term budget and project prioritisation. The Transport Sector Plan should be viewed as the business instrument for achieving the objectives of the CITP. Ongoing updates of both the CITP and Transport Sector Plan will ensure alignment between the plans, and public participation will form part of the CITP process.

1.3 Comments by the Transport MEC on the CITP 2020 annual update

On 11 November 2022, the City's 2021 annual update was approved by the Provincial Minister: Transport and Public Works (see attached letter in Appendix 4). In the letter, he recognised the strong collaboration between the two spheres of government and proposed that this continues, noting areas of mutual interest such as MBT industry transformation and integration; the rollout of the BRT; rail restoration and assignment; and priority measures to support buses and MBTs.

He also supported the City's TDM efforts. He acknowledged the ongoing process of road devolution from the WCG to the City.

However, he differed with the City in his opinion on the management of the contract with the subsidised bus operator and the associated PTOG. Nonetheless, he reported that GABS, supported by the WCG, was seeking collaborative support for security enforcement for the contracted bus services (this has not been achieved to date). He also expressed the position that the rail function should be assigned to the WCG, and suggested a joint feasibility study on the assignment of rail.

1.4 Institutional and organisational arrangements

1.4.1 The Urban Mobility Directorate

The City of Cape Town's Urban Mobility Directorate is a driving force for achieving a more equal society based on an efficient mobility network for public and private transport, pedestrians and cyclists, and on public transport services that enable greater access to opportunities. This contributes to a growing, thriving local economy that benefits everyone. Transport has a key role to play in making Cape Town a viable and competitive global investment destination.

The Urban Mobility Directorate will focus on addressing the core business of transport, which includes:

a) Transport Planning and Network Management
b) Public Transport
c) Transport Infrastructure Implementation
d) Roads Infrastructure Management
e) Transport Shared Services

1.4.1.1 Transport Planning and Network Management

The transport planning function focuses on the core components of the integrated transport management process, including the development of the Comprehensive Integrated Transport Plan (CITP), long-term strategic planning, transport network planning and public transport infrastructure management. It includes the planning, design, costing and programming of all road and public transport infrastructure in the city. This department also responds to all land use applications that have a potential impact on transport or traffic.

The network management function focuses on managing and regulating the movement of traffic on the road network, including improving safety on the network for all road users and managing on-street parking in a manner that recognises the economic value of parking and appropriately influences user choices.

1.4.1.2 Public Transport

Public Transport's core functions entail the MyCiTi Control Centre and operational management of MyCiTi vehicle operating company (VOC) contracts, including Dial-a-Ride, automated fare collection, advanced public transport management system and management of MyCiTi fleet and road-based public transport facilities.

Efficient management of transport regulations include industry management, public transport enforcement, public transport surveys and data management. The City has also requested the assignment of the municipal regulatory entity (MRE) function as well as the contracting authority, as provided for in the NLTA.

1.4.1.3 Transport Infrastructure Implementation

Implementation of all new construction of and capital investment in public transport, non-motorised transport (NMT) and roads infrastructure.

1.4.1.4 Transport Shared Services

Key transversal role in the implementation of transport-related technology solutions. This includes communication and engagement, and departmental administrative support.

1.4.1.5 Roads Infrastructure Management

Overall management and maintenance of all roads and stormwater infrastructure. This includes district offices and depots, as well as road asset management, informal settlement network management and systems.

1.4.2 Land Transport Advisory Board (LTAB)

Section 16 of the NLTA provides that a planning authority may establish a land transport advisory board with 25 representatives from government and the private sector to advise it in relation to land transport matters. The purpose of the Land Transport Advisory Board is to seek advice from government and the private sector in relation to land transport matters.

1.4.3 The Intermodal Planning Committee (IPC)

Section 15 of the NLTA states that every municipality that is establishing an integrated public transport network or has significant passenger rail services in its area, must establish an intermodal planning committee consisting of technical officials and representatives of state-owned rail operators, other public transport modes, users and organised business.

The purpose of the Intermodal Planning Committee (IPC) is to coordinate and integrate public transport between the modes, as well as all other aspects relating to the integrated transport plan of the municipality and to perform other prescribed functions in order to achieve the objects of the NLTA and, in particular (but without limitation), for coordinating input and direction into the holistic integration, in accordance with the CITP and IPTN.

1.4.3.1 Objectives of the IPC

According to the IPC Terms of Reference dated 2 August 2019 (pp. 5 and 6), the objectives of the IPC are:

"In order to achieve the objects as set out in the National Land Transport Act, Act 5 of 2009 and in accordance with the CITP and IPTN, the IPC shall coordinate and integrate all aspects relating to the integrated transport plan of the municipality by:

1. Overseeing the integration of rail transport into the public transport system and to facilitate the conclusion of appropriate agreements between the City and the PRASA, for the functional area of Cape Town;

2. Developing methodologies that will lead to integrated, intermodal and interoperable transport systems and their associated networks that may further lead to the development of policies, project identification, sharing of information and best practices, unblocking and unlocking of challenges being experienced within the functional area. This includes the coordination of issues of intermunicipal dependency and interdependency between the City and neighbouring municipalities; and provides a link to the City's formal processes for planning transport and working towards achieving integrated transport;

3. Facilitating the optimal use of the available travel modes and reduced travel time and costs. This includes formulating and applying travel demand management measures and the coordination of the development, implementation and monitoring of a strategy to prevent or reduce adverse impacts of the land transport system on the environment in the functional area. The subcommittee also provides a forum and enabling environment for stakeholders to contribute, collaborate, disseminate and share information and improve coordination in working towards sustainable mobility solutions.

4. Facilitating the development, introduction and establishment of integrated ticketing systems, including through ticketing and determining measures to regulate and control revenue-sharing among operators.

5. Coordinating the development of a planning, regulatory and enforcement approach, and monitor the implementation of, and compliance with, recommendations and resolutions to the minibus taxi industry, and other public transport operators;

6. Overseeing the integration of land use planning and building control management into the public transport system for areas within the City of Cape Town's boundaries. This is to ensure that land use policy and strategy as well as the vision for certain nodes, corridors and spatial concepts related to spatial development policies (such as the MSDF, DSDFs and LSDFs), specifically relating to densification, diversification of land uses and land optimisation, are clearly communicated. Focusing on transport versus land use issues and the relationship between the two.

7. Ensuring the coordination between departments, agencies and transport stakeholders in the municipal sphere on matters that impact on transport and land use planning by bringing together the relevant officials, promoting public transport and providing information to users or potential users of public transport;

8. Coordinating the movement of persons and goods on land within its area by facilitating this movement;

9. Coordinating functions relating to public transport infrastructure, facilities, municipal roads and related infrastructure, measures to limit damage to the road system and ensuring that there is a focus on the rehabilitation and maintenance of infrastructure; and

10. Coordinating public transport planning and operations specifically between the scheduled bus modes, and between the bus modes and the other public transport modes; in order to address the needs of the users while considering proposed and existing development to achieve the objectives of an integrated public transport network and of the NLTA. It aims to achieve this through solutions for increased efficiency and integration of the public transport system with the aim of increasing the attractiveness and accessibility of this mode as an integral component of the public transport system. In addition, it aims to promote the sharing of information to improve integrated planning and integrated information to passengers, undertaking integrated planning and integrating operations and systems in order to achieve the objectives of an integrated public transport network to the benefit of commuters, operators and the authorities." (pp. 5 and 6)

The updated structure can be seen Figure 1-1. A new subcommittee that covers both metered taxis and the e-hailing sector has been added and is operational, i.e. the Metered Taxi Subcommittee.

Chairperson: Mayoral Committee Member for Transport, **Cllr Rob Quintas**

Deputy Chairperson: Transport Portfolio Committee Chairperson, **Cllr Mikhail Manuel**

INTERMODAL PLANNING COMMITTEE (IPC)

Chairperson: Executive Director for Transport, **Dalene Campbell**

Deputy Chairperson: Director: Transport Shared Services, **Harold Peters**

May 2022

Rail Steering Subcommittee	Integrated Transport Planning Subcommittee	Land Transport Enforcement Subcommittee	Minibus Taxi Subcommittee	Metered Taxi Subcommittee	Land Use Subcommittee	Stakeholder Management and Advocacy Subcommittee	Freight Subcommittee	Transport Infrastructure and Maintenance Subcommittee	Bus Operations Subcommittee
Chairperson Director: Transport Planning and Network Management	Chairperson Manager: Integrated Transport Planning, Transport Planning & Network Management	Chairperson Manager: Public Transport Enforcement	Chairperson Manager: Transport Regulations Management	Chairperson Manager: Transport Regulations Management	Chairperson Director: Urban Catalytic Investment	Chairperson Manager: Comms, CR, Change & Stakeholder Management	Chairperson Acting Manager: Integrated Transport Planning	Chairperson Director: RIM	Chairperson Director: Public Transport
Neil Slingers	**Keresha Naidoo**	**Neil Arendse**	**Lee van den Berg**	**Lee van den Berg**	**Frank Cumming**	**Denny-Jean Keet**	**Nicky Sasman**	**Hilton Scholtz**	**Reggie Springleer**
Deputy Chair Head: Integrated Special Projects	Deputy Chair Manager: Transport Systems Planning & Modelling	Deputy Chair Senior Professional Officer	Deputy Chair Senior Professional Officer, Transport Planning	Deputy Chair Senior Professional Officer, Transport Planning	Deputy Chair Acting ED: Spatial Planning and Environment	Deputy Chair Head: Positioning and Stakeholder Management	Deputy Chair Manager: Urban Planning and Mechanisms	Deputy Chair Manager: Transport Infrastructure Planning & Development Transport Planning	Deputy Chair Manager: Public Transport Operations
Daniel Japhta	**Claire Govender**	**Mogamat Saliegh Joseph**	**Carmelita Herandien**	**Carmelita Herandien**	**Erika Naude**	**Nelisa Sinuka**	**Nigel Titus**	**Tony Vieira**	**Vuyiswa Kraba**

Figure 1-1: Structure and relationship between the City of Cape Town's Land Transport Advisory Board (LTAB) and Intermodal Planning Committee (IPC)

2 TRANSPORT VISION AND OBJECTIVES

2.1 Introduction

The CITP 2023–2028 aligns with the new term-of-office Integrated Development Plan (IDP). Lessons learnt from the previous CITP, the impact of events such as the Covid-19 pandemic and the climate change crisis were taken into account in developing this CITP, facilitating a more resilient plan.

The new direction for the CITP is developed in the context of the current and future state of public transport, the Covid-19 pandemic and the climate change crisis. It is important that the City's strategic priorities in relation to its resource base reflect the new realities brought about by these events. The resilience of the city and its residents continues to be tested as two major citywide disaster events (drought and Covid-19 pandemic) have been experienced alongside a multitude of chronic stresses that weaken the social and economic fabric of the city. As climate change intensifies, the city is becoming increasingly vulnerable.

The City's Integrated Development Plan (2022–2027) recognises the importance of an efficient and sustainable public transport system and quality road networks as key enablers to businesses, workers and job seekers. A city that is more integrated and better connected will be more productive and create more economic opportunities.

a) The IDP objectives relating to transport are as follows:
b) Objective 12: A sustainable transport system that is integrated, efficient and provides safe and affordable travel options for all
c) Objective 13: Safe and quality roads for pedestrians, cyclists and vehicles

The IDP identifies that the City needs to work towards making it safer and cheaper for all people to travel, increasing their freedom to enjoy all that our city has to offer. It is not possible to achieve this without working to change the dysfunctional nationally managed passenger rail system so that Cape Town can have a greater role in running a train system that works.

2.2 Problem statement

The problem tree below unpacks how the socio-economic and spatial characteristics of Cape Town, together with the challenges characterising the transport system, contribute to an inequitable and inefficient city, the consequences of which are felt most acutely by the city's poorest residents. Each of these components making up travel demand and supply in Cape Town are interrogated in more detail within the Transport Register in chapter 3.

Problem Tree

This 'Problem Tree' diagram provides a summary of the major systemic challenges (social, economic, environmental, governance and safety and security) resulting from low investment in public transport infrastructure, as well as the challenges characterising the current transport system.

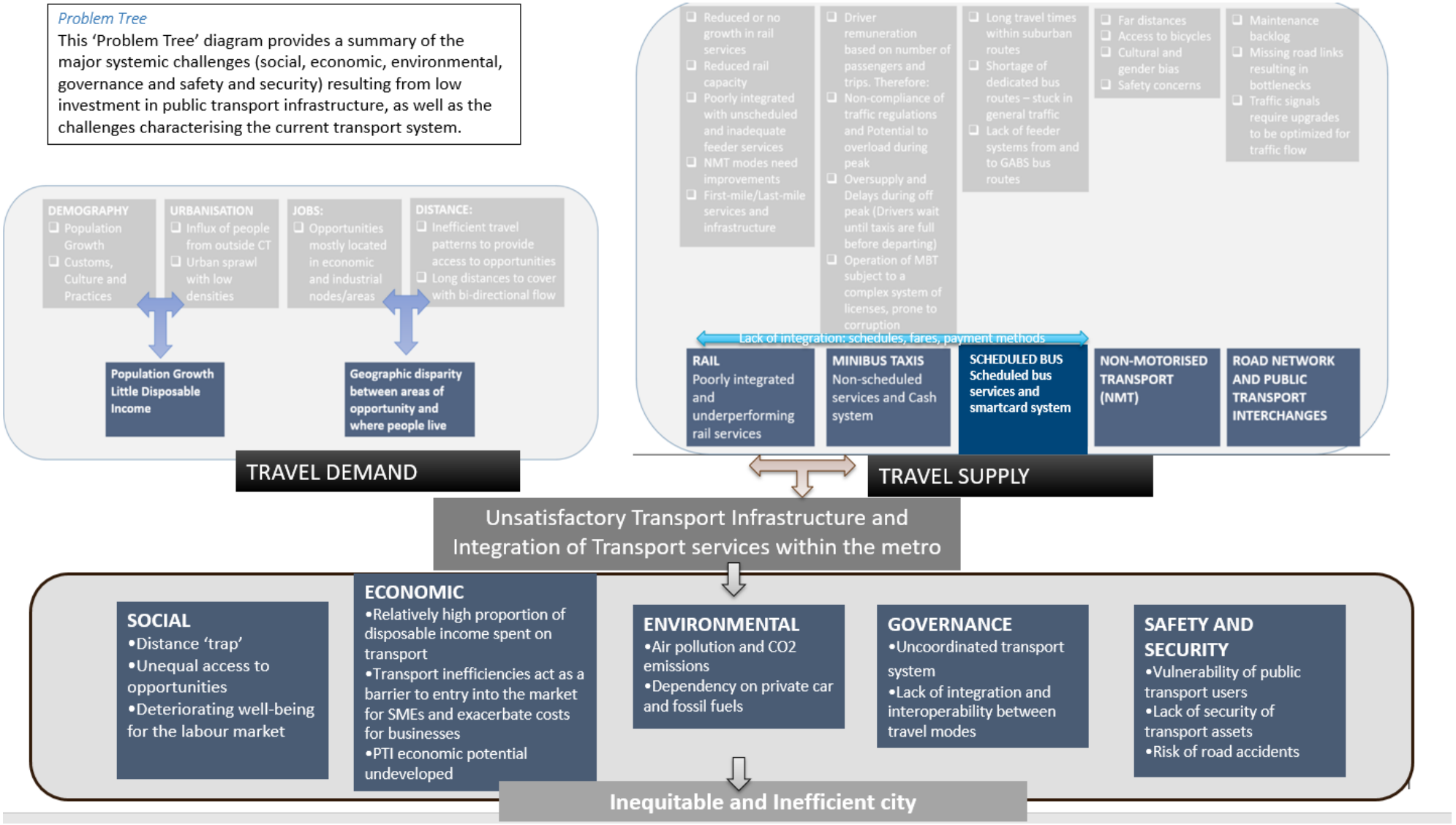


Figure 2-1: Problem tree of the transport system

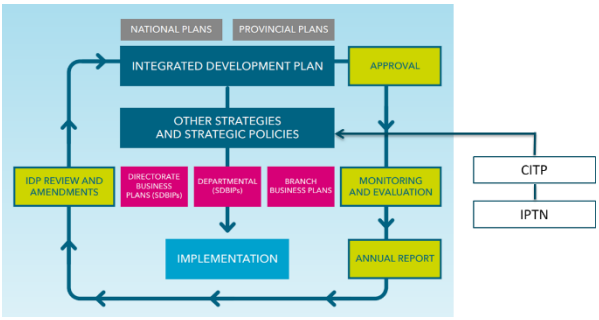
2.3 CITP vision

Based on the three paradigm shifts as guiding themes, a draft vision was developed for the CITP. The themes that informed the vision include user focus, inclusivity, reliability, affordability, safety, accessibility, integration, efficiency, sustainability, equity, dignity and agility. It was also informed by the three paradigms of triple access, incrementalism and planning under uncertainty, which are discussed in section 2.4.

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

All people in Cape Town should have reliable, affordable, efficient and safe access to opportunities[1] in a manner that is efficient, sustainable, equitable and provides dignity to all – recognising that physical access is very important and that improved spatial form and digital connectivity offer increased opportunity for access.

This is in support of the IDP vision of a ***City of Hope for all* – a prosperous, inclusive and healthy city where people can see their hopes of a better future for themselves, their children and their community become a reality.** As the city government, we are focused on creating the conditions for meaningfully faster economic growth, resulting in more Capetonians lifting themselves out of poverty. Everything we do over the next five years will be geared towards this outcome.



The transport contribution to accessing opportunities towards a better future for them and their children is shown in the unpacking of the vision statement below. While many of these words are not new to transport planning, they are to be understood in the context of the IDP vision, and are elaborated on in the chapters that follow.

[1] This includes people, work and education opportunities, information, goods and services

Table 2-1: CITP transport vision unpacked

EFFICIENT ACCESS	'Efficient access' is a broad concept referring in part to physical mobility: a) interoperability between modes b) PT prioritisation c) **integrated** ticketing d) **good NMT** facilities to enable the first and last mile e) **congestion relief** (the conventional concept related to speed) However, it also refers to the option to use **digital** connectivity or **spatial** proximity that may better achieve efficient access.
OPPORTUNITIES	The transport system connects people to economic opportunities, information, goods and services. The transport contribution to people **accessing opportunities to create a better future for themselves and their children**.
SUSTAINABLE	**Financially sustainable** – reduce the cost of travel for residents and goods and the cost of the City's public transport services. **Socially sustainable** – reduce the extent to which transport is a barrier to social integration and contributes to spatial disparities. **Environmentally sustainable** – reduce greenhouse gas emissions by the transport sector.
DIGNITY	**Dignity, no matter what one's ability or vulnerability is.** The full transport system should enable the user to feel secure, valued and respected.

2.4 Three paradigm shifts

Transport planning has undergone three key realisations that inform the approach of the CITP:

a) The realisation that access is a key driver of economic productivity and that the transport system provides access to destinations through mobility, but both proximity (TOD) and digital connectivity are partners in providing access solutions.
b) The implementation of plans should be done incrementally to ensure that the transport system is improved in more parts of the city for more users sooner.
c) When developing plans for the Transport System, methods that reveal uncertainty about the future should be used to improve the applicability of the plan in a range of different futures.

The three paradigm shifts that guide the CITP development are discussed in more detail in the next paragraphs.

2.4.1 Triple access system

The City's Inclusive Economic Growth Strategy (2021) recognises that transport remains a barrier to entry into the market, a cost-exacerbating factor for existing businesses that are reliant on road-based movement of people/goods, and a contributor to deteriorating wellbeing for individuals in the labour market. Additionally, the proportion of income spent on transport results in severely curtailing households' disposable income that can be spent on other goods and services.

Beyond mobility, the primary purpose of transport is to access opportunities, resources and services. Access is what supports economic prosperity and is key to why cities exist at all. In the planning of transport systems, the historic focus on mobility hides other forms of access provision and impedes their integration. There are two other forms of access provision when planning for transport in an uncertain context: proximity-based access (land use) and digital access (internet services). The triple access system and the access triangle below illustrate the role of transport services as one aspect in the larger access system and show that access can be planned for more holistically. These interventions may not be appropriate across all communities in Cape Town, but all the options need

to be considered. Working together with the spatial planning and IS&T sectors, transport planning can identify opportunities to increase mobility-based access and digitally-based access, or at least to explore how they can be more mutually supportive.

a) The land use system (enabling **spatial proximity**) refers to the importance of developing the city into a more proximity-oriented city where accessible nodes are of mixed use and densified, and people can access opportunities over these shorter distances through **walking** or **cycling.** At a metropolitan level, it could also reduce the transport distances (and related carbon emissions) of goods produced in the city for local consumption (including food). In this case, freight vehicles may still be used, but they undertake shorter trips.
b) The transport system (**physical mobility**) refers to the mass public transport (transit) systems in our city that provide access to opportunities that are much further away. The metropolitan **rail system**, the **MyCiTi** (BRT system) as well as **Golden Arrow buses** and **minibus taxis** provide this access, as do private transport and metered taxis. (Challenge – decline in the rail system.)
c) The telecommunications system[2] (digital connectivity) allows for online access and people working and shopping from home, as well as personal connections and entertainment. This system needs to be improved in the city to be more inclusive and have a broader geographical spread. Data in South Africa are expensive and currently a large part of the population struggles to access this system. The City can create solutions to enhance this type of access for all its citizens, which has the potential to reduce the need for physical travel, as well as support local enterprises. It is a fast-evolving sector, and new digital solutions should continue to be explored as they become mainstreamed.

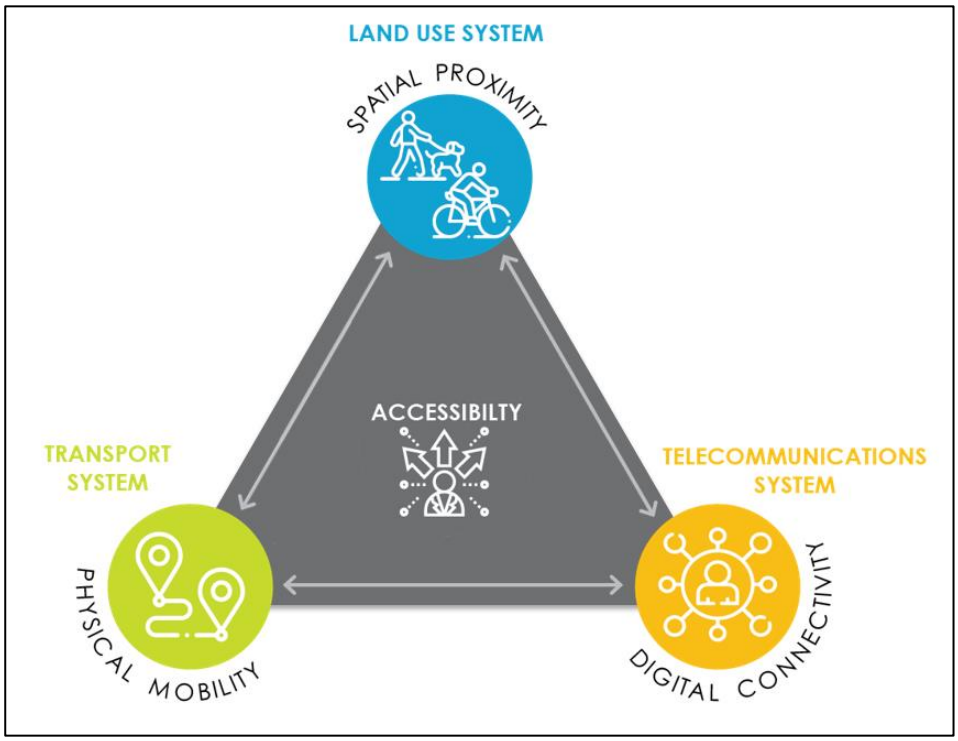


Figure 2-2: Triple access system (adapted from Lyons et al., 2021)

It is recognised that there are limitations to each of these forms of access, for example, there are limitations to the extent to which digital access can substitute the other access forms. However,

[2] A range of services from landlines and ADSL, to cellphone connectivity and related 4G services, to fibre networks and radio connectivity

together they create a more resilient system where, if one form fails, it can be substituted by another to some extent.

WHAT DOES THIS MEAN FOR THE CITY'S APPROACH TO URBAN MOBILITY?
The City is committed to **reducing the time residents spend travelling** every day through targeted road capacity improvements, and interventions that reduce the need to travel at all or during peak times of day.

2.4.2 Incremental public transport reform

The incremental approach seeks to drive rapid incremental improvement across multiple transport modes and access provision options through a framework that guides all the improvements in the same direction. The methodology strives to make a pragmatic improvement to service delivery in the short term based on four steps:

a) **Partner** with willing actors in the access system
b) **Innovate** and provide what is possible
c) **Monitor** the system with tools such as the Urban Development Index (UDI)
d) **Adapt** (adaptation is key and continuous)

In contrast to pre-pandemic transport planning, which allowed for resilience through a level of redundancy in operations, the incremental approach aims for resilience through increased choice. Transport does not have many successful examples of a one-size-fits-all solution. Therefore, a more resilient approach to providing access is to embrace multiple solutions according to what options are most appropriate for each community or corridor, as well as what options already exist. Simultaneous processes of partnership, innovation, monitoring and adaptation across different transport or access modes reduce the risk of operationalising the incremental approach to improvement.

WHAT DOES THIS MEAN FOR THE CITY'S APPROACH TO URBAN MOBILITY?
The City will incrementally improve public transport infrastructure and operations to improve the safety, convenience, reliability and quality of public transport services for the **greatest number of commuters, as soon as possible.**

2.4.3 Embrace uncertainty

The resilience of transport infrastructure and operations will not be sufficient to maintain adequate access and economic growth through the coming disruptions and crises; resilience in transport planning and decision making itself is just as important. The monitoring and adaptation steps are critical in linking the two techniques – *planning under deep uncertainty* and the *incremental approach* – into one unified framework. Robust transport planning combines long-term, strategic resilience with short-term, pragmatic action. This framework will combine the CITP, the IPTN, and the Transport Sector Plans.

In summary, there is a need for resilience in decision making in the short term and the long term in the face of uncertainty and mounting crises.

a) Planning under deep uncertainty: Develop visions of plausible futures based on emerging trends, critical uncertainties, and systemic risks.
b) The incremental approach: Partner-innovate-monitor-adapt as a guide for rapid, pragmatic incremental improvement.
c) Robust transport planning: Bring the two together through the CITP, IPTN and Transport Sector

Plan as a unified framework in which transport planning is done.

2.5 Principles

In order to achieve its integrated transport vision, the following principles were identified to guide the translation of the vision into objectives:

a) **Pro-public-transport and NMT:** Physical access for PT users (and related NMT users) is prioritised.
b) **Customer-focused and inclusive:** Provide a customer-focused transport system that is inclusive for all people and provides dignity.
c) **Equity:** Provide an equitable transport system for all the people and goods in Cape Town.
d) **Connectivity:** Efficient connections between modes, and complete networks for all different users to enable efficiency.
e) **Agile implementation:** Focus on implementing an improved transport system that is agile and robust, sustainable, and recognises uncertainty.

2.6 Transport objectives

Key objectives were developed to support the vision and principles. These objectives are areas for action, related to the identified transport and transport-related problems. These are set out in

Table 2-2.

The transport objectives incorporate elements from the IDP:

a) Let us improve urban mobility through safe, reliable and affordable public transport and well-maintained roads.
b) Objective 12: A sustainable transport system that is integrated, efficient and provides safe and affordable travel options for all.
c) Objective 13: Safe and quality roads for pedestrians, cyclists and vehicles.

Table 2-2: Transport objectives

	OBJECTIVES
1	A customer-focused (public) transport system that is inclusive for all people.
2	Quality services delivered in an equitable, inclusive and fiscally sustainable manner.
3	Agile implementation for an improved transport system that is robust and financially sustainable.
4	A well-maintained infrastructure network along with related facilities that are appropriately managed as the City's largest asset.
5	Comprehensive communication and stakeholder management to ensure responsible service delivery in partnership with all industry role players.
6	Enable improved safety and security across the transport system (where this in the City's mandate).

The CITP vision is a concise statement of the desired future goal for the transport system. To achieve this vision, the three paradigm shifts of the triple access system, embracing uncertainty and

incremental delivery are the shared mental models that support the vision. These mental models need to filter through all the different strategies and plans that make up the CITP for the next five-year cycle and longer. It is important to note that the CITP consists of a range of plans and programmes that are at different stages of planning and implementation. This new way of thinking (three paradigm shifts), will incrementally be applied to the existing plans and programmes to ensure that the project prioritisation and type of projects that are identified as part of the overall CITP will address the vision and objectives.

The diagram below is a summary of the CITP chapters that are a reflection of the strategies and plans that form the overarching strategic document for the transport system in the city.

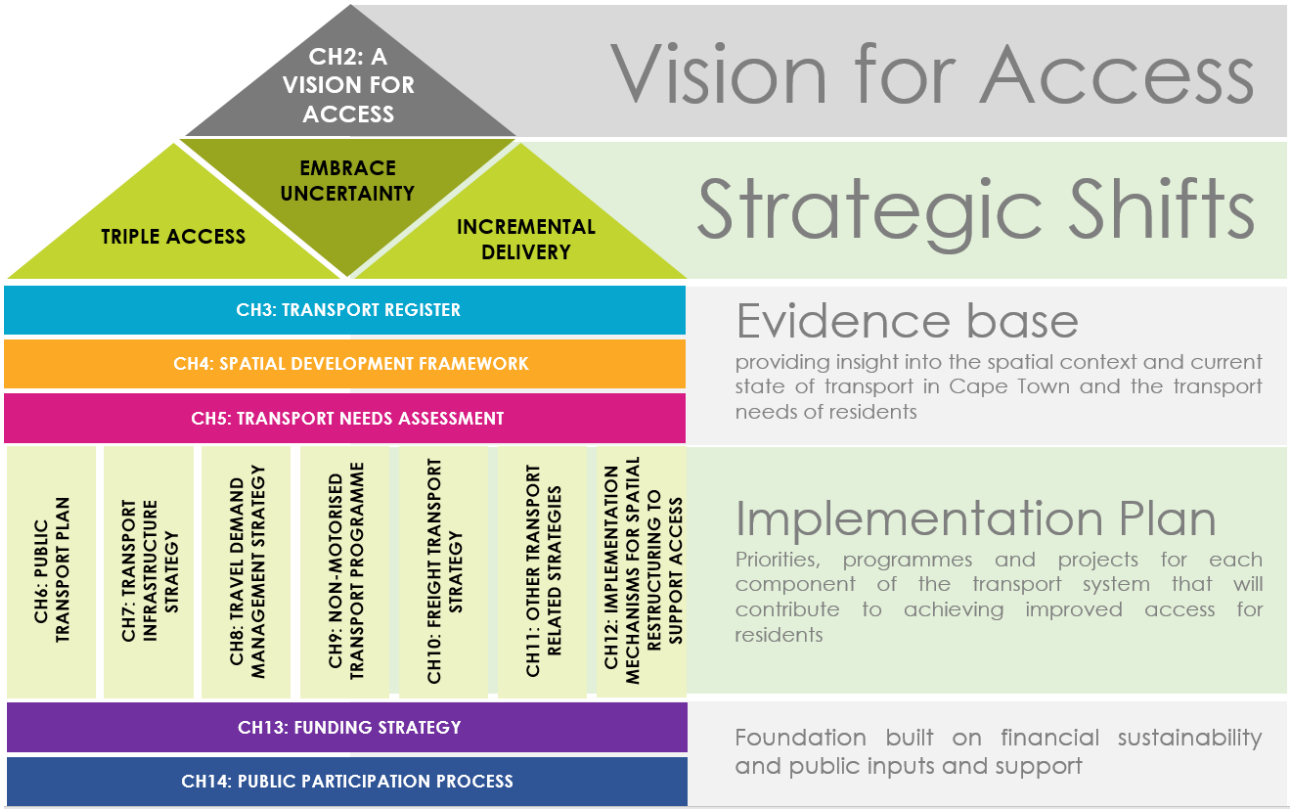


Figure 2-3: CITP diagram

2.7 City roles in the urban transport system

The transport system is a market where all players are in competition

Within a city, all transport operators (both public transport operators and private car users) are in the competitive space – competing for passengers and road space – and making decisions in isolation without considering the impact of these decisions on other modes of transport or other travellers. Left unchecked, this will result in a transport system that does not meet the transport needs of the city and users, and is inefficient and ineffective in moving people and goods around the city, resulting in high travel costs and long travel times.

The diagram below unpacks broadly how the City interacts with the urban transport system.

Role	Description
Deliver	Directly producing or distributing basic public services, such as water, waste or energy
Regulate	Creating, maintaining, relaxing or even removing parameters for economic activity, such as licensing requirements or zoning restrictions
Enable	To create an environment that makes it possible for residents and business to prosper
Innovate	Make changes in something established, especially by introducing new methods, ideas, or products
Partner	Entering into an arrangement with stakeholders to work towards a common goal
Monitor	Creating indicators, systems and programmes to track progress and inform decision making and implementation
Advocate	Advocacy seeks to influence the decisions, policies and practices of powerful decision-makers, to address the underlying causes of poverty, and support the inclusive economic growth and wellbeing of the residents of Cape Town

Physical infrastructure: The City is largely responsible for the provision and maintenance of the road network, which is utilised by private and public transport as well as non-motorised transport. The City is one of a selection of public and private sector actors involved in providing public transport within Cape Town, including passenger rail (PRASA), minibus taxis (MBT associations), scheduled bus services (GABS – WCG) and bus rapid transport (MyCiTi – CCT).

Operations: The City plays a variety of roles in relation to how these building blocks function within the urban transport system. The City sets/enforces some of the rules that govern how the road network is used and has a responsibility to optimise the network to support the flow of private and public vehicles around the city. The City is responsible for the expansion and ongoing management of the BRT. Without having any defined role in the development or operations of the rail system, scheduled buses or minibus taxi services, the City must partner effectively with such role players to support these travel modes, whilst leveraging its planning and regulatory role to ensure that these modes integrate optimally to provide public transport that is accessible, safe, efficient and affordable for commuters. In future, the City hopes to have a more direct role in managing and overseeing these public transport role players.

Travel demand profile: How these building blocks of the transport system are utilised for mobility, i.e. 'why' and 'how' people and goods travel through the city, is determined by the spatial form of the city, the distribution of land uses and densities of people, as well as the locations of the things that people want to access such as jobs, houses, retail and social amenities. The rules determining the frequency and times of day people need to travel are set by employers, the education sector and the retail sector. The City has limited scope to determine these factors and therefore must rely on tools and mechanisms that influence these factors rather than determine them. Effectively developing and implementing these mechanisms require a sound understanding of existing travel patterns and the factors driving travel behaviours, as well as how land use and transport interact in space to create the origins and destinations of travel.

2.8 Alignment with the policy framework

The CITP is a key contributor to the strategic outcomes of a number of strategies and policies at national, provincial and local level.

The CITP transport vision is formulated within the framework of the White Paper on National Transport Policy of 1996, revised in 2015, and other national and provincial transport and transport-related policies and strategies, as well as relevant local policies and strategies, as set out in Table 2-3 and table 2-4.

2.8.1 The Constitution

It is recognised that underpinning all this legislation should be the Bill of Rights as enshrined in the Constitution of the Republic of South Africa, 1996 (the Constitution). The CITP is premised on the fact that accessing people, services and goods is a human right, which may include the need for physical mobility (this is addressed in the triple access paradigm in 2.4.1 above). Hence transport has an important role to play in helping people to meet their basic needs with dignity and in safety. Even where the City is not directly responsible for securing the rights, as the planning authority it should do what it can to enable them. In addition, the right to freedom of movement is stated explicitly in section 21(1) of the Constitution. Importantly, safety is a human right (see section 12 of the Constitution entitled 'Freedom and security of the person') and is thus an intended outcome of many of the City's transport interventions, both implicitly and explicitly.

It is widely accepted that public transport in a city or region should be integrated, and this requires integration of governance. The Constitution provides for public transport as a 4A function and municipal public transport as a 4B function; yet optimal transport governance would integrate the governance between the two.

The Constitution provides (in section 156) for the devolution of Schedule 4A functions to the municipal level. Indeed, this must be done where a function is necessarily related to municipal functions and the municipality has the capacity to perform the function. However, there is no provision in the Constitution for 4B functions to be devolved upwards.

2.8.2 The National Land Transportation Act (NLTA)

The NLTA is the legal basis for the CITP and is a key reference document in all the directorate's work. It is currently being revised. Version F of the NLTA Amendment Bill (the Bill) provides for two alternative mechanisms to achieve integration.

The first option is to integrate services at municipal level. If there is any service that is deemed to be a 4A function, this can be devolved and integrated with the 4B municipal public transport services. Where one or more adjacent municipalities need to exercise functions jointly, this can be done in terms of current legislation, including the establishment of municipal entities in terms of the Systems Act. This is provided for in terms of section 12(2) of the latest draft of the Bill.

The second option is to create a provincial entity through which provinces and one or more municipalities jointly perform their functions. This does not require the shifting of municipal public transport functions to the provincial sphere – which the Constitution does not provide for – but, rather, it provides for them to be performed jointly through a provincial entity. This is provided for in section 12(1) of the latest draft of the Bill. This latest draft strengthens the concept by adding clauses 12(4), 12(5), 12(6) and 12(7).

The following national and provincial policies and strategies are also important informants.

Table 2-3: National and provincial policies and strategies

POLICIES AND STRATEGIES	RELEVANCE TO THE INTEGRATED TRANSPORT VISION
National Development Plan	**Policy and planning priorities** a) Increase investment in public transport b) Devolve transport management to municipal government c) Provide incentives for public transport use and solutions
National Transport Master Plan (NATMAP) 2050	**Demographic forecasts** Promote densification and infill development along public transport corridors to reduce driving time. **Energy and transport** a) Create an energy awareness programme b) Promote fuel efficiency measures c) Promote non-motorised transport d) Plan for new long-term transportation infrastructure
National Transport Strategic Plan	To maximise transport's contribution to economic and social development by providing integrated transport operations and infrastructure: a) Maintain fairness and equity in all transport operations b) Strive for quality and affordable transport for all c) Stimulate innovation in the transport sector d) Ensure transparency, accountability and monitoring of all transport operations e) Ensure sustainability and accessibility f) Uphold the Batho Pele principles
Integrated Urban Development Framework 2016	Promotes an urban vision of creating liveable, safe, resource-efficient cities and towns that are socially integrated, economically inclusive and globally competitive, where residents actively participate in urban life.
Urban Settlements Development Grant Policy Framework	Use grant funds to improve the efficiency and coordination of investments in the built environment.
Provincial Land Transport Framework (PLTF)	a) Focuses on an efficient, accessible and integrated multimodal public transport system b) Uses NMT as a pivotal part of transport planning c) Promotes a sustainable transport system

The table below outlines ways in which the CITP aligns with and contributes to the strategic outcomes of the City of Cape Town's key strategies.

Table 2-4: City of Cape Town policies and strategies

CCT STRATEGY LANDSCAPE	STRATEGIC ALIGNMENT TO CITP
IDP (2022–2027)	The NTO IDP is centred around fostering **inclusive economic growth** in support of the vision of a city of hope. Cities thrive due to **agglomeration**, the intersection of ideas, opportunities and markets. Economic and social isolation that prevents people from benefiting from this agglomeration (the services and opportunities that come from living in an urban area) is a function of access. Access to the benefits of the city is crucial to every urban dweller's current and future wellbeing. One of the foundational means of creating access is mobility – enabling the safe, efficient and affordable movement around the city. The CITP outlines how the transport system will contribute to improved access and the efficient movement of people and goods in support of economic growth.
MSDF	Connecting the unconnected with improved transport connectivity – whereby the speed and safety with which people can travel throughout the city at a cost they can afford – is key to facilitating access. Furthermore, the land use response to improved access as a result of public transport investment results in an improved diversity and intensity of economic and social activity along the transport corridor, thereby enhancing access to opportunities for those living within the catchment area.
Inclusive Economic Growth Strategy (2021)	**6.2 Identifying improved transport solutions** Within a number of concentrated economic nodes and congested transport linkages, transport remains a barrier to entry into the market, a cost-exacerbating factor for existing companies and a contributor to the deteriorating wellbeing of individuals in the labour market. Transport interventions contribute to alleviating the cost of congestion for the economy; including improvements in labour productivity and improvements in efficiencies for businesses relying on road-based movement of goods and people and increased access to markets for small businesses (including informal businesses) within existing economic nodes and transport corridors. **6.6 Better leveraging city planning for improved delivery** Incorporating the emerging and informal sector's needs and interests into the different scales of spatial planning initiatives operating across the metropolitan area, including reliance on land use intensification corridors along major public transportation routes that link township economies and informal areas with established economic nodes. **6.9 Providing improved access to markets and opportunities for the informal sector** Less income spent on transport, resulting in increased household disposable income to be spent on other goods and services.

CCT STRATEGY LANDSCAPE	STRATEGIC ALIGNMENT TO CITP
	Increased access to and from township areas can create market access for township entrepreneurs and job seekers. Additionally, it can increase the flow of people/services/goods back to townships.
Human Settlements Strategy (2021)	**Foundational principle:** The City recognises the value of a house as a social, economic and financial asset. The distinction of the home as an 'asset' recognises the inherent economic dynamic within an individual house as well as the broader housing market, in general. The value of a home is made up of a collection of characteristics, one of which is 'accessibility to transport and social services'. **One of the subprinciples is the following:** Well located: Location matters in supporting social and economic wellbeing. The City's intention for human settlements provision supports and prioritises well-located housing opportunities. The HSS defines 'well-located' housing as housing located on land that is in close proximity to economic opportunities, transport nodes, and social facility support. Investment in transport infrastructure, and particularly the investment in the Metro Southeast BRT corridor, will enhance the accessibility of a significant proportion of Cape Town's most vulnerable households, and hence the value of their housing assets will increase.
Resilience Strategy (2019)	Links with **Pillar 2: Connected, climate-adaptive city** Public transport/congestion is identified as a chronic stress that affects the City. This is exacerbated by the fact that safe and reliable public transport is not offered uniformly across the city. Transport networks and public transport are identified as a subdriver of resilience. The CITP contributes to the following objectives of the resilience strategy: a) Grow partnerships with local employers to change commuter behaviour and deliver sustainable mobility in the form of flexible working programmes. b) Collaborate with other spheres of government to ensure the safe and reliable operation of local trains. c) Leverage data and mapping applications to improve integration of informal transportation systems.
Climate Change Strategy (2021)	Mitigation: Reduction in car dependence, resulting in a reduction in carbon emissions. Decreased vulnerability to climate change shocks as a result of higher accessibility to opportunities and services. The CITP guides how we can work towards a system of mobility in Cape Town that is decarbonising and enables quality of life and livelihoods by a) reducing frequency and distance of trips due to improved spatial planning. b) fast-tracking the shift towards an efficient and integrated public transport system. c) increasing active mobility and non-motorised transport. d) ensuring that it is feasible for all vehicles to be powered with clean fuels.

CCT STRATEGY LANDSCAPE	STRATEGIC ALIGNMENT TO CITP
Social Development Strategy	a) Less time spent in transit, resulting in more time available for other activities, e.g. child care, food preparation, leisure, exercise. b) Increased travel safety for vulnerable groups, increasing their access to services and opportunities. c) Improved community integration.
Water Strategy	Opportunity for water-sensitive design – enhanced sustainable urban drainage system that contributes to public open spaces as well as recreational and visual amenity.
Infrastructure Planning and Delivery Framework (IPDF)	**Growing investment in transport infrastructure:** There are a number of levers for economic recovery, of which only some are within the mandate of metro governments. Major investments in urban infrastructure, as a recovery catalyst, are one such powerful lever within the control of the City. By spending the City's urban mobility infrastructure budget fully and strategically, the City can directly support recovery in the short term with an eye on long-term benefit. High-quality infrastructure is the foundation of economic activity, boosting productivity and competitiveness, supporting overall macro-economic stabilisation.

2.9 Robust transport planning approach – scenario planning

There is a need to rethink how the transport system of Cape Town is planned in a more robust way by blending traditional transport methods with systems-thinking and futures-study tools to respond to the three paradigm shifts with an aim to achieve the overall vision.

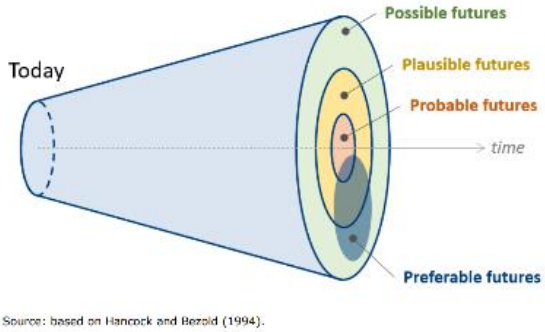
A framing challenge was developed from the visioning process to guide new ways of thinking: ***What are the potential, plausible futures for a safe, secure, sustainable and citizen-centric mobility system for the city of Cape Town by 2050?***

A scenario-planning approach was used to provide a lens through which to view possible, probable and plausible futures. This provided different journeys to possible futures. The descriptions of journeys reflect the assumptions about how current trends will unfold, how critical uncertainties will play out and what new factors will come into play.

The benefits of using scenario planning assist with the following:

a) Creates **true sensing and navigating abilities** if well integrated and embedded in formal strategic planning processes.
b) Generates a significant number of **insights about the future,** which start to hardwire new ways of thinking and behaving.
c) Fosters **true agility** if organisations decision-making processes and culture support agile decisions.
d) Allows leaders to **embrace, own** and not be fearful of **uncertainty**. A key competency in the future world of work.

Figure 7. The futures cone



Source: based on Hancock and Bezold (1994).

The scenario-planning approach identified drivers of uncertainty. Uncertainties are factors that may affect the ability to reach the objectives for the transport system. Some of the key drivers that could have an impact were:

a) Economic growth.
b) The level of formality in regulation.
c) Climate change crisis.
d) The rate at which people access digital connectivity to replace the need to travel.
e) The state of the rail system.
f) Level of funding available.

Scenarios are used to help identify robust strategies that can perform well over a wide range of futures. After developing the scenarios, analysts and decision makers can stress test proposed strategies against these scenarios. A robust strategy or plan will perform relatively well in all the scenarios. Such strategies are often adaptive, that is, they are designed to adjust over time in response to new information.

For the CITP, to get to four scenarios (or stories) about the future to stress test the plan, two critical uncertainties were identified from a set of variables.

2.9.1 Critical uncertainties

The scenario planning process produced two critical uncertainties that will have the highest levels of potential impact and uncertainty for the future of *safe, secure, sustainable and citizen-centric mobility for Cape Town 2050*, namely:

a) the rate of economic growth or decline; and
b) the level of formality in the economy and, in particular, in mobility.

Using these two key uncertainties as axes, four scenarios were developed against which the plan must be tested.

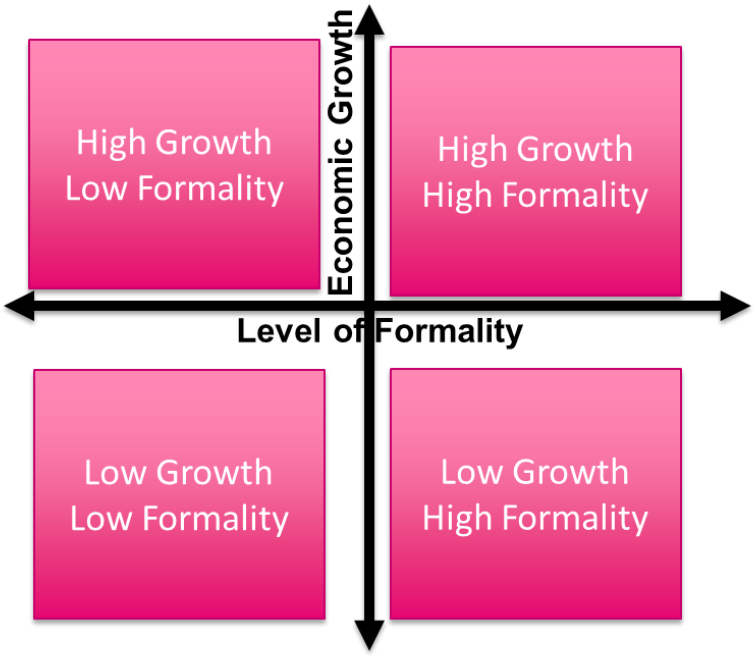


Figure 2-4: Four scenarios to stress test the plan

In light of the uncertainties, it is essential to plan based on scenarios. The four scenarios against which the transport plan needs to be tested are shown in Figure 5. The way these scenarios will be used is to choose a 'no-regret' or base transport system that will satisfy the objectives of the vision in all four of the scenarios. This base case should be robust and adaptable, should the future differ. The City's 'no-regret' or base transport system is currently being reviewed and updated through the IPTN plan update. This process will not be finalised for the first publication of the CITP 2023–2028, but will be included in the annual review process of the CITP when it is ready. To have a plan that is adaptable is part of the scenario-planning approach to ensure the transport system is fit for purpose.

2.9.2 Strategic navigation

Measures to increase the robustness and adaptability of the new CITP will be developed. In particular, the measures will enable and support acceleration of the CITP programme referred to in chapter 13. The scenario-planning approach requires annual updates to ensure the strategy adapts as we measure the direction in which we are going. Identifying which trends to track in the identified scenarios will assist us to identify when we are approaching certain tipping points so that we can adjust the plan.

2.10 Implications

Implications for the transport system – economic growth

Integrated transport planning will need to take into account whether or not the local economy is growing or contracting to ensure that long-term investments in mobility and mobility infrastructure deliver real, sustainable value over time. Planning will need to serve activities that deliver economic development and, ultimately, appropriate economic growth that is sustainable over time and beneficial to the needs and interest of citizens.

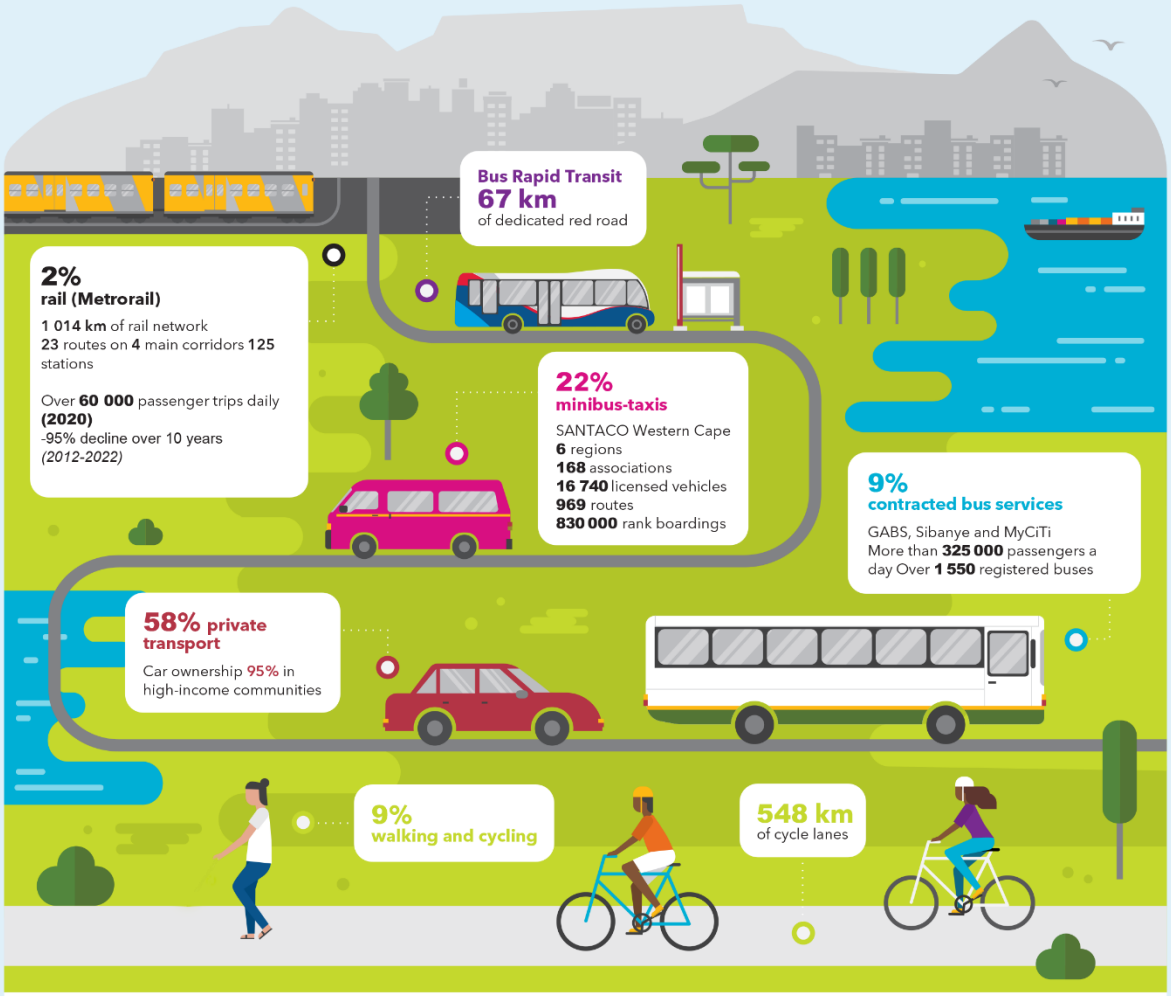
Implications for the transport system – level of informality

The differential between the formal and informal economies is fast disappearing as they become increasingly interdependent and interlinked. Cape Town is a city that encompasses and values this blending of the previously 'informal and formal sectors', inherent in its existence as an emergent society. As DESA Working Paper No. 46 reminds us, "Given that the informal sector is here to stay and that the informal and formal sectors are intrinsically linked, what is needed is an appropriate policy response that promotes equitable linkages that balance the relative costs and benefits of working formally and informally."[3]

[3] Rethinking the Informal Economy: Linkages with the Formal Economy and the Formal Regulatory Environment. Working Paper No. 46 published by the United Nations Department of Economic and Social Affairs. Accessed 03/08/2023 at https://www.un.org/esa/desa/papers/2007/wp46_2007.pdf

3 TRANSPORT REGISTER

CAPE TOWN'S **TRANSPORT PICTURE 2022**



4.7 million citizens

Cape Town's road network

City roads	**9 939** km
Provincial roads	**895** km
National roads (SANRAL)	**183** km
Private roads	638 km
Foot bridges	178
Road bridges	444
Rail bridges	11
Culverts	105
Stormwater conduits and canals	7 364 km
Signalised traffic intersections	1 500

33% of the trips in the morning peak are made using public transport

3 785 000 passengers every day

95% of public transport users are in the low to low-middle income brackets

Busiest public transport interchanges (PTI)

1. Cape Town Station Deck
   210 000 commuters daily
2. Bellville
   180 000 commuters daily
3. Khayelitsha Site C
   70 000 commuters daily

Transport data is dynamic. The statistics used have been sourced from different sources and gathered at different times and thus may not reflect the latest developments in transport use. Sources include the ...

3.1 Demographic and socio-economic information

The population of Cape Town was estimated at 4,68 million in 2021 – refer to Table 3-1. Cape Town has a relatively young population with almost 70% of the population between 15 to 64 years old, and 24% being younger than 15 years. The 15- to 64-year age group is defined as the working age population by Statistics South Africa. Refer to Figure 3-1.

Income levels are on average low, with almost 60% of households in Cape Town earning less than R10 000 per month in 2019/20. Only 24% of households earn more than R22 000 per month. Refer to Figure 3-2 that also depicts income levels for 2015. It is evident that income distribution has not changed significantly over time. This reinforces prevalent levels of income inequality and declining household income. The Municipal Economic Review and Outlook of 2020[4] shows that in 2019, the Cape Metro area had a Gini index of 0,621, compared with South Africa's 0,630 and the province's 0,618. The Gini index measures income distribution across a population and is an indicator of income inequality and ranges between 0 and 1, with 0 representing complete equality and 1 representing complete inequality. Income inequality levels for Cape Town have been rising steadily over the last 10 years.

As the majority of households belong to the low- and low-medium-income group, a dependency on PT for this population segment is suggested, as low-income users are mainly captive to the available PT modes. The need to travel, especially by affordable transport modes, is therefore high as people need to access work opportunities; especially also when considering the high percentage of people belonging to the labour force.

Comparison to the previous years (CITP) is difficult as the age breakdown has changed to align with CCT's documentation standard. The same is the case for the income stratification that was updated to align with the Human Settlement Strategy.

4 WCG, Municipal Economic Review and Outlook, 2020

Table 3-1: Population and profile of population by income, age and education

Source: Compiled by the Research Branch, Policy and Strategy Department

POPULATION PROFILE		
TOTAL POPULATION (2021)	4 678 900	
POPULATION BY INCOME (MONTHLY HOUSEHOLD INCOME, 2019/2020)[5]	R0 – R1 500	12%
	R1 501- R 3 500	13%
	R3 501 – R10 000	33%
	R10 001 – R15 000	10%
	R15 001 – R22 000	8%
	>R22 000	24%
POPULATION BY AGE (2021)[6]	0 - 14	24%
	15 - 64	69%
	65+	7%
POPULATION BY EDUCATION (2020, ADULT EDUCATION AGED 20 YEARS AND OLDER)[7]	No schooling	0,2%
	Some primary	5,0%
	Completed primary	2,9%
	Some secondary	32,7%
	Grade 12	36,7%
	Higher	19,8%
	Other	1,1%
	Unknown	1,6%

[5] 2019 and 2020 General Household Survey, Statistics South Africa
[6] 2021 Mid-year Population Estimates, Statistics South Africa
[7] 2020 General Household Survey, Statistics South Africa

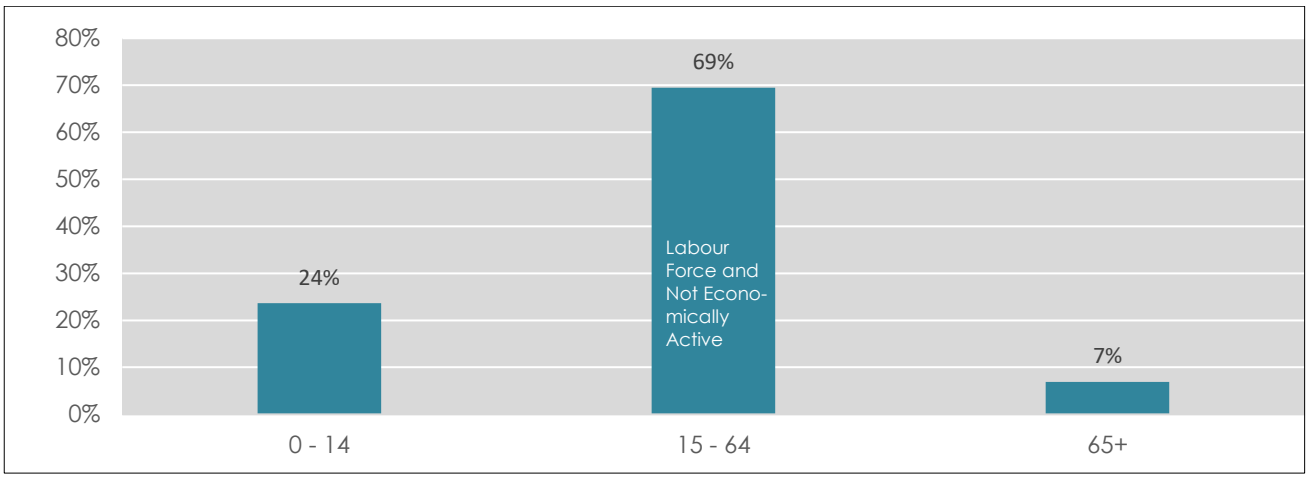


Figure 3-1: Profile of population by age

Source: 2021 Mid-year population estimates by age group, Stats SA; compiled by the Research Branch, Policy and Strategy Department, City of Cape Town

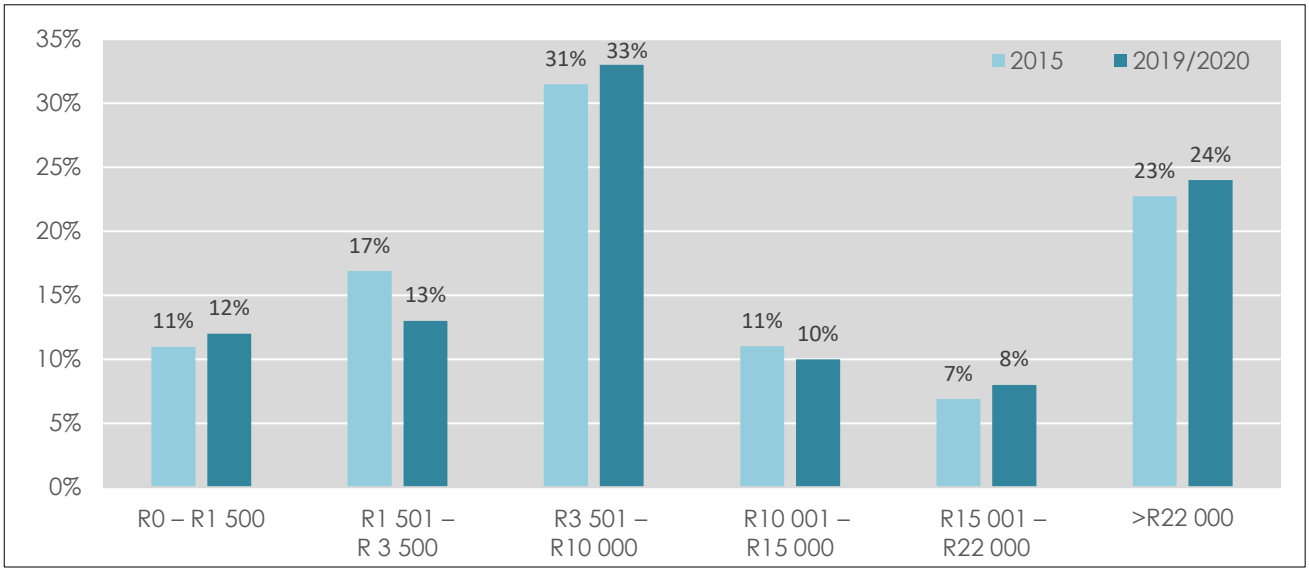


Figure 3-2: Profile of population by income (2015 and 2019/20)

Source: Compiled by the Policy and Strategy Department using Statistics South Africa's General Household Survey 2015 and 2019/2020

In 2011, 46% of adults 20 years and older had a Grade 12 or higher level of **education**, with 2% having had no formal education. However, the 2020 General Household Survey indicates that 57% of Cape Town adults (20 years and older) have attained a level of education of grade 12 or higher. This represents an increase of 10 percentage points from 2011 to 2020. Refer to Figure 3-3.

In 2011, of the population 15 years and older, 1,6% was totally illiterate and 10,6% was functionally illiterate; whereas in 2020, 0,2% was totally illiterate and 5,1% was functionally illiterate.[8] It is evident that education levels have improved for most of the population.

[8] Compiled by CCT Policy and Strategy Department using Statistics South Africa's General Household Survey and 2011 Census.

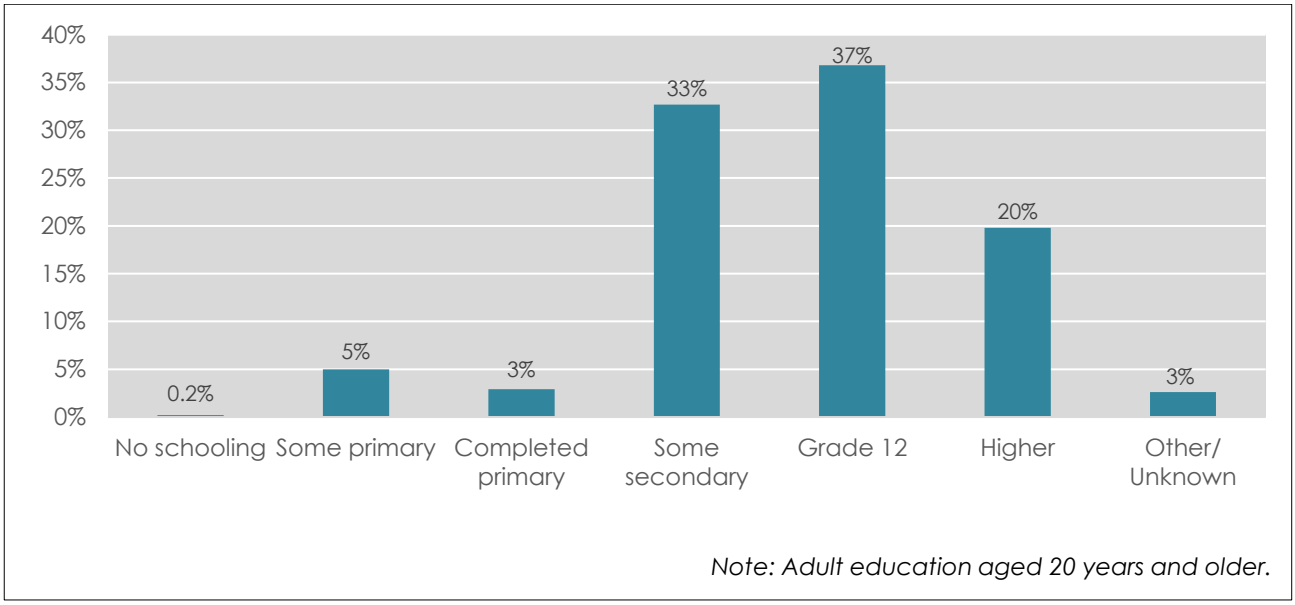


Figure 3-3: Profile of population by education

Source: Compiled by the Research Branch, Policy and Strategy Department, from the 2020 General Household Survey, Statistics South Africa.

Currently, **vehicle ownership** rates in Cape Town approximate 214 vehicles per 1 000 people based on the total private vehicles in 2021. Refer to Table 3-2. Over the last years, car ownership has steadily increased to a maximum in 2018 but then decreased in 2021 mainly due to the economic impact of the Covid-19 regulations. It is expected though that Cape Town's vehicle ownership rate will recover and increase in the medium to long term. Vehicle ownership rates in developed countries stabilise between 400 to 600 per 1 000 people. However, considering that Cape Town's public transport system is not quite comparable to that of first-world countries, the vehicle saturation is expected to be closer to 700/800.[9]

Table 3-2: Car ownership in Cape Town

Source: Source: CCT, Transport Network Information and Population as per the 2021 Mid-Year Population Estimates, Stats SA

	2003	2013	2018	2021
Private vehicles	570 000	853 646	995 971	999 773
Vehicles per 1 000 people*	178	220	230	214

Note: * Live vehicle population includes light passenger MV (less than 12 persons) and motorcycle

Figure 3-4 depicts a comparison of vehicle ownership between different cities worldwide. It is evident that Cape Town's rate compares favourably. However, considering the projected vehicle ownership trends and the country's general transition from a developing to a developed environment, it is expected that vehicle ownership will rise.

[9] City of Cape Town, Congestion Management Strategy for Cape Town, Final Draft, April 2017

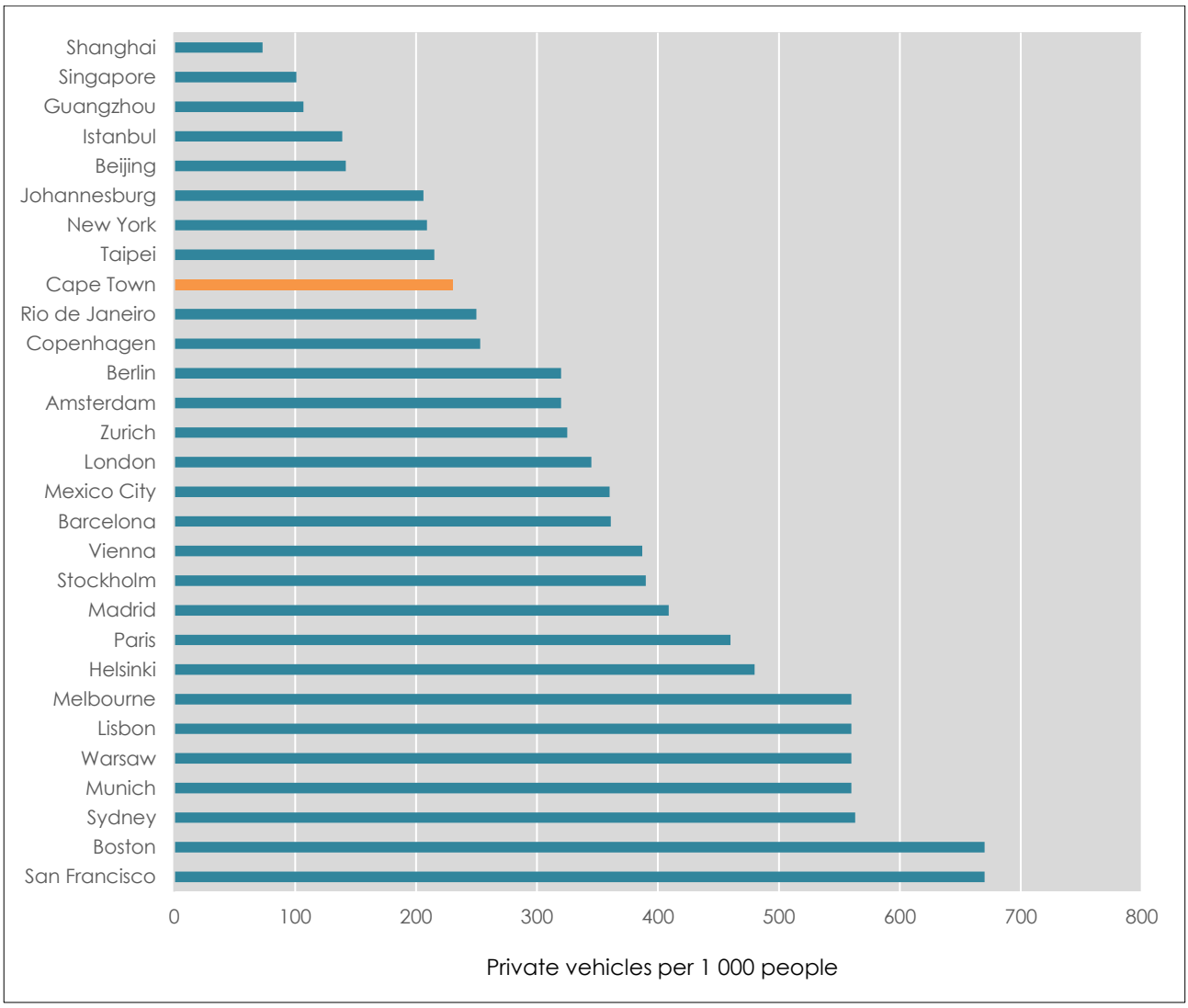


Figure 3-4: International comparison of vehicle ownership (2018)

Source: CCT, Transport Network Information

3.2 General overview of the transportation system

This section provides a general overview of the transportation system. It highlights the different modes of transport being used to access work, education and other trips made during a typical weekday morning peak period. The overview reflects on the levels of dissatisfaction with the basic aspects that make a successful transport system, namely time, cost, safety, reliability and accessibility. The purpose is to indicate the average travel time to work and education for both private and public transport users, walking times and a view on income expenditure on transport. Another aspect to be addressed under this section is the transport challenges the City faces towards the compliance and alignment with policies, strategies and project implementation.

3.2.1 Modal split

The modal split for 2020 by main mode to work is displayed in figure 3-5. The analysis is based on daily passenger trip information based on the latest available information per mode (refer to data sources and assumptions below). It is estimated that most trips (58%) are undertaken by private transport followed by minibus taxi (MBT) with 22%. Walking amounts to 9%, however it is well known that most PT trips (33%) include some form of walking. The actual walking share is therefore more in the region of 42% (sum of PT and walking trips). Refer to actual daily passenger volumes in Table 3-3.

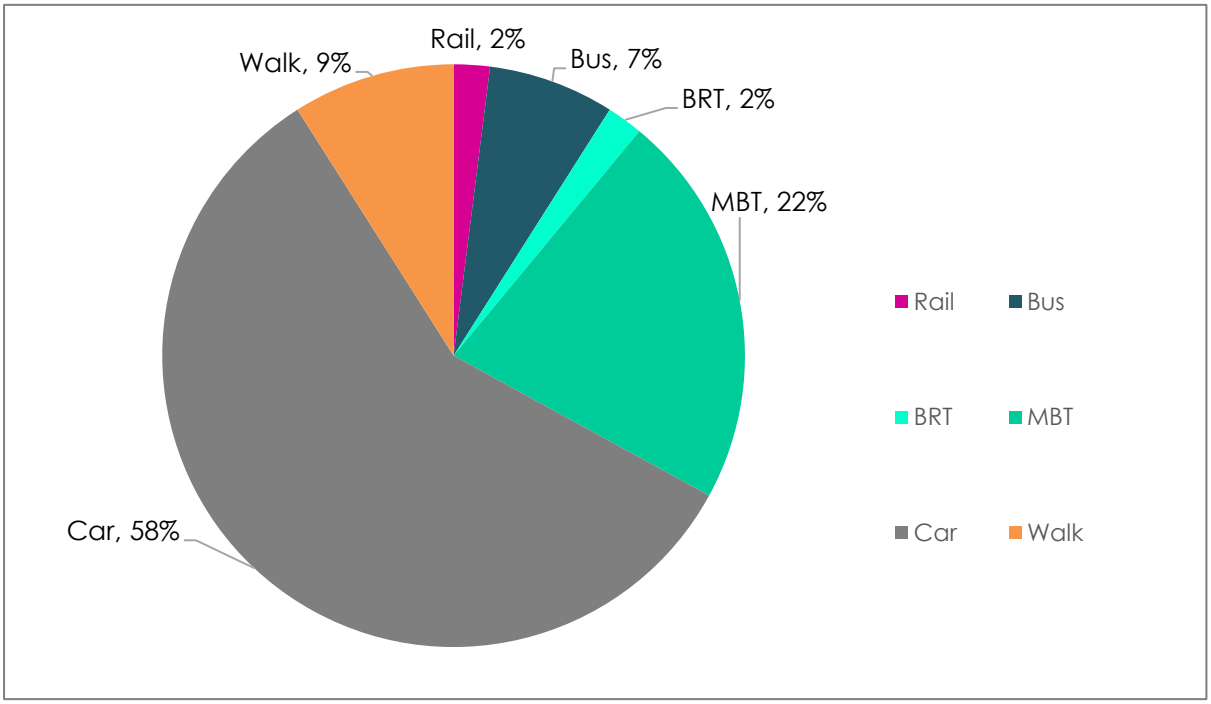


Figure 3-5: Modal split between private, public transport and walking by main mode to work (2020 estimate)

Table 3-3: Modal split between private, public transport and walking by main mode to work (2020 estimate)

MODE	MODAL SHARE		2020[10] ESTIMATED PASSENGER TRIPS (VEHICLE POPULATION FOR MBT AND PRIVATE VEHICLES, TICKET SALES FOR BRT AND RAIL)
Rail	2%	33%	60 000
Bus (GABS)	7%		255 000
BRT (MyCiTi)	2%		70 000
MBT	22%		830 000
Private car	58%	58%	2 200 000
Walk	9%	9%	370 000
Cycle			Tbc

The modal split for 2020 based on passenger trip information was sourced as follows:

a) Private transport: Taking 2013 private car trips and escalating to 2020 based on general population growth as well as live vehicle population records.
b) MBT: Assumed passenger growth based on the growth of licensed vehicles. Assumed that 80% of rail passengers moved over to MBT.
c) Rail: Rail ticket sales of February 2022 were used as a base to estimate passenger demand in 2020. It was assumed that the already low demand has halved from 2020 to 2022.
d) GABS bus: Assumed passenger growth based on the growth of licensed vehicles. Assumed that 20% of rail passengers moved over to MBT.

[10] Any 2020 figures were sourced before the Covid-19 pandemic lockdown

e) BRT: Tap-on/-off data of February 2020 were used to determine daily BRT passenger trips.
f) Walking: Taking 2013 walking trips (walking all the way) and escalating to 2020 based on general population growth.
g) Note that the citywide cycle share is estimated <1%.

Table 3-4 depicts the change in modal split over time. The most significant change is the decline in rail ridership (approximately 200 000 passengers, representing a percent point change of minus 16 for rail). It is estimated that most rail passengers have shifted to MBT and bus. MBT ridership has almost doubled from 2013 to 2020 (percentage point change of plus 10). Overall, road-based PT (RBPT) has significantly increased from 20% in 2013 to 31% in 2020, mainly due to the decline in rail. Private car usage has also increased (percentage point change of plus 5). It is assumed that the latter is a result of increased levels of informal e-hailing services[11] but also an indication of the general aspiration of car ownership, which is a prevalent trend in developing countries. Note that the data refer to pre-Covid conditions. Changes in travel habits due to changing socio-economic and financial circumstances are not reflected.

Table 3-4: Change in CCT modal splits over time (main mode to work)

MODE	**2013** (EMME model)	**2018** (Cordon counts, rail ticket sales)	**2020** (NHTS 2020)	**2020** (Vehicle population for MBT and private vehicles, ticket sales for BRT and rail)
Rail	18%	13%	3%	**2%**
Bus (GABS)	6%	11%	9%	**7%**
BRT (MyCiTi)	2%	2%	2%	**2%**
MBT	12%	21%	26%	**22%**
Private car	53%	51%	56%	**58%**
Walk	9%	2%	4%	**9%**
Cycle	n/a	n/a	n/a	Tbc

Source:

1. 2013 – Previous IPTN[12] (EMME model, main mode in morning peak period)
2. 2018 – UDI – main mode to work based on cordon counts and rail ticket sales
3. 2020 NHTS[13] – main mode to work (BRT portion estimated based on screen line counts 2021 as it was not included in the NHTS)
4. 2020 – main mode based on ticket sales for BRT and rail, vehicle population for MBT and private vehicles
5. Note that the citywide cycle share is estimated <1%.

The estimated modal split for Cape Town for 2020 compares well with the National Household Travel Survey (NHTS) work modal split representing 2020 travel behaviour (pre-Covid; see Figure 3-6).

[11] Based on discussions with CCT officials.

[12] City of Cape Town, Comprehensive Integrated Transport Plan, 2018-2023, 2017
[13] Stats SA, National Household Travel Survey 2020

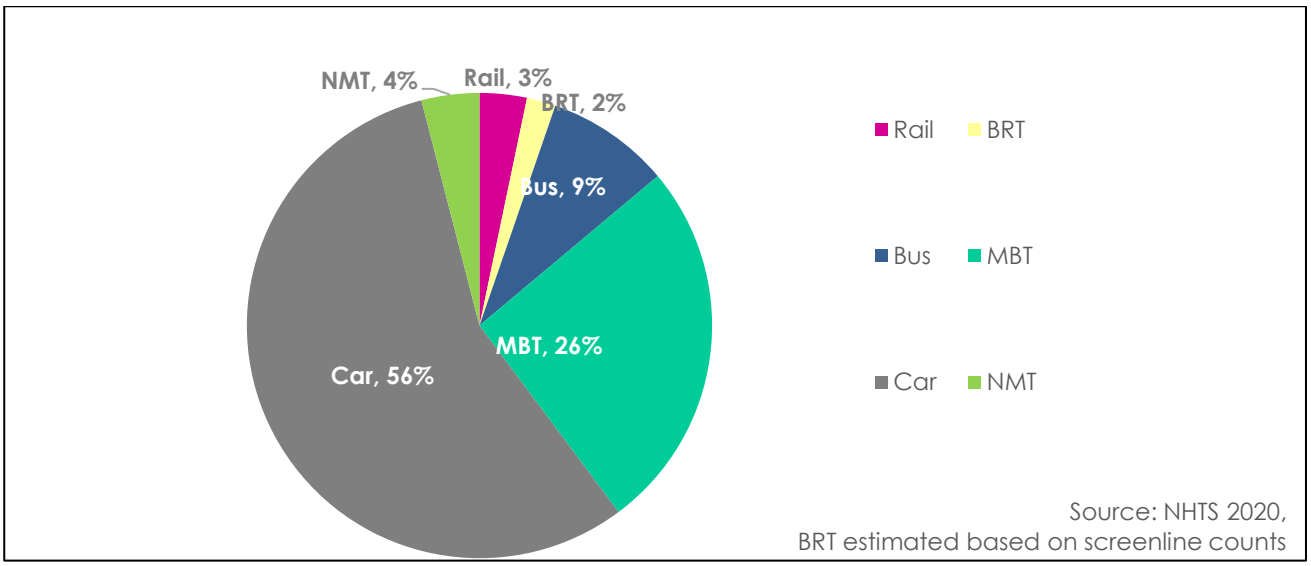


Figure 3-6: Modal split between private, public transport and NMT by main mode to work (2020)

A separate extract is also included for education trips based on the NHTS sample. The data are an extract from the NHTS 2020 dataset for Cape Town by main mode. Main mode is determined by using the hierarchy: train, bus, taxi, private transport and walking all the way. Multimodal trips are not reflected either and the analysis is blind to transfers.

It is evident that **work** trips are dominated by private transport usage (56%), followed by RBPT (34% for MBT and bus) and NMT (mainly walking) at 6%. Rail is significantly low with only 3%. **Education** trips are however mainly undertaken by foot (58%), followed by private transport (27%) and public transport (15%).

In an effort to **combine work and education** modal splits, a weighted average based on the size of population segment per category was applied[14] and is shown in Figure 3-7. Private transport is the dominant transport mode with 45%, followed by NMT (26%) and MBT (20%). Bus and rail are very low with 6% and 2% respectively.

The modal split was further refined to incorporate BRT usership as this was missing from the NHTS. For that, the modal split to **work** was used as a base considering that the working population represents the majority of people travelling in the morning peak (62%). Screen line counts of 2018 were analysed to quantify BRT usage. The refined modal split is depicted in Figure 3-8 with BRT estimated at 2%.

[14] Persons belonging to labour force employed (62%) versus children between 6 and 19 years (38% education segment).

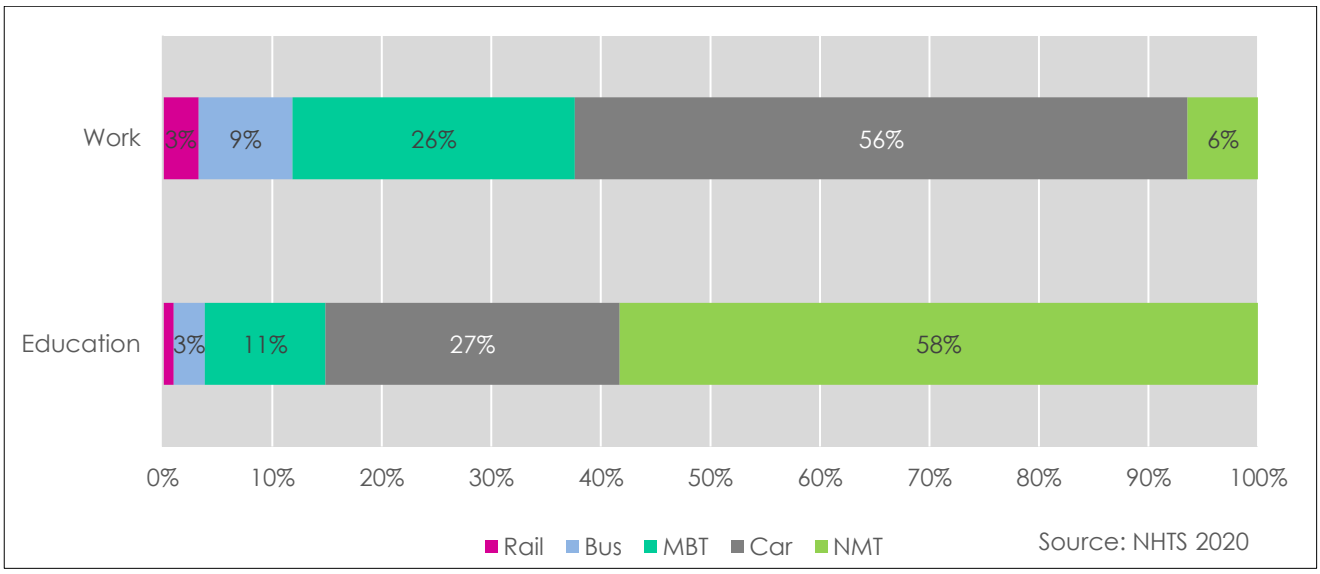


Figure 3-7: Modal split between private, public transport and NMT by main mode to work and education

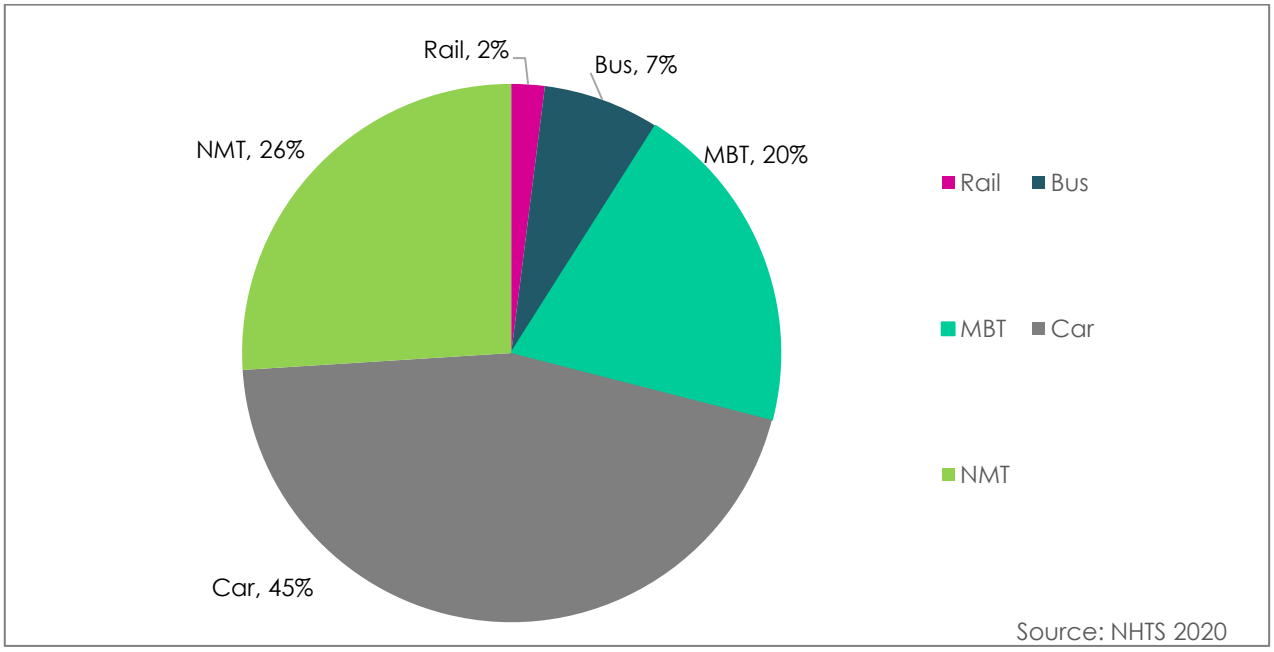


Figure 3-8: Modal split between private, public transport and NMT by main mode (weighted average of work and education combined)

3.2.2 Passenger satisfaction[15]

3.2.2.1 Rail, MBT and bus

A Passenger Satisfaction Survey was undertaken as part of the 2020 NHTS but only included rail, MBT and GABS. The below graphs summarise some of the 2020 NHTS findings for Cape Town. Some of the findings include:

[15] Household surveys, by definition, are gender neutral in that they survey the whole household. It would be useful if future surveys/data gathering could be statistically sound for a gender differentiation in satisfaction levels, and for an understanding of gender-based differences in travel patterns.

Rail

a) A large portion of rail passengers (80%) are dissatisfied and very dissatisfied.
b) As much as 90% are dissatisfied and very dissatisfied with the frequency of the service, particularly in the off-peak.
c) Reliability of the service is also rated unsatisfactory with 97% saying they are dissatisfied and very dissatisfied.
d) About 85% are dissatisfied and very dissatisfied with rail travel times.
e) Security has been flagged as another major concern with about 62% dissatisfied and very dissatisfied.
f) In contrast, most rail users, i.e. around 95%, are satisfied with fares.

MBT

a) A large portion of passengers (78%) are satisfied with the overall service on MBTs.
b) As much as 78% are satisfied with the frequency of service on MBTs for both peak and off-peak times.
c) About 83% are satisfied with travel times.
d) The only concerns shown on MBTs were for security where about 25% were dissatisfied and very dissatisfied, and for safety (from accidents) where 38% were dissatisfied and very dissatisfied.

Bus

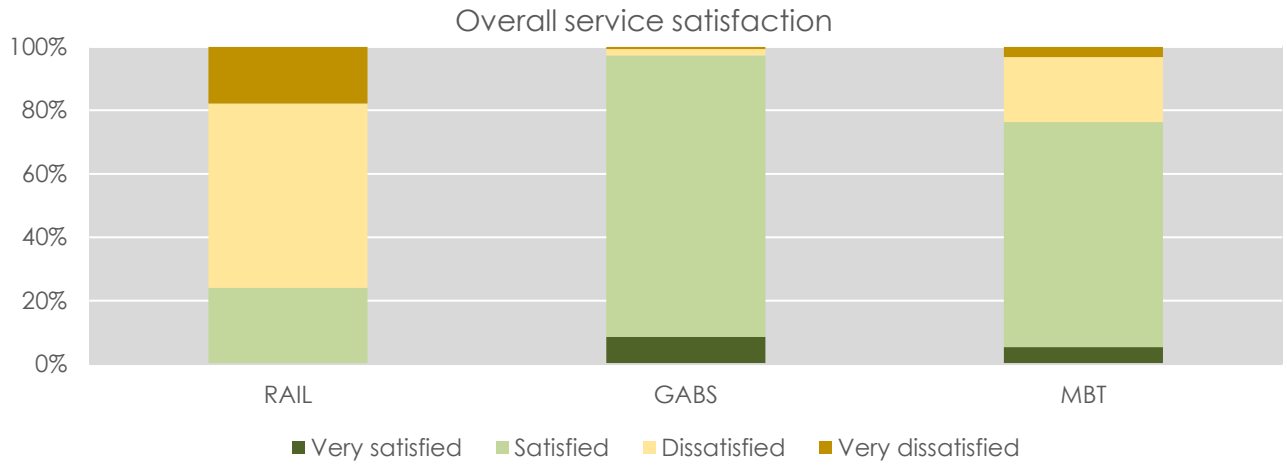
a) Levels of dissatisfaction on GABS buses were relatively low compared to rail and MBTs. Majority of bus customers were satisfied (95%).
b) A large portion of passengers (90%) are satisfied with frequency of service for peak services. Off-peak there was a lower number of satisfied passengers with 55% showing dissatisfaction.
c) About 79% are satisfied with travel times and fares (82%) on buses.
d) More than 75% are satisfied with the reliability of the bus service.
e) Concerns shown on GABS buses were security where about 45% were dissatisfied and very dissatisfied, and service frequency in the off-peak (48%).

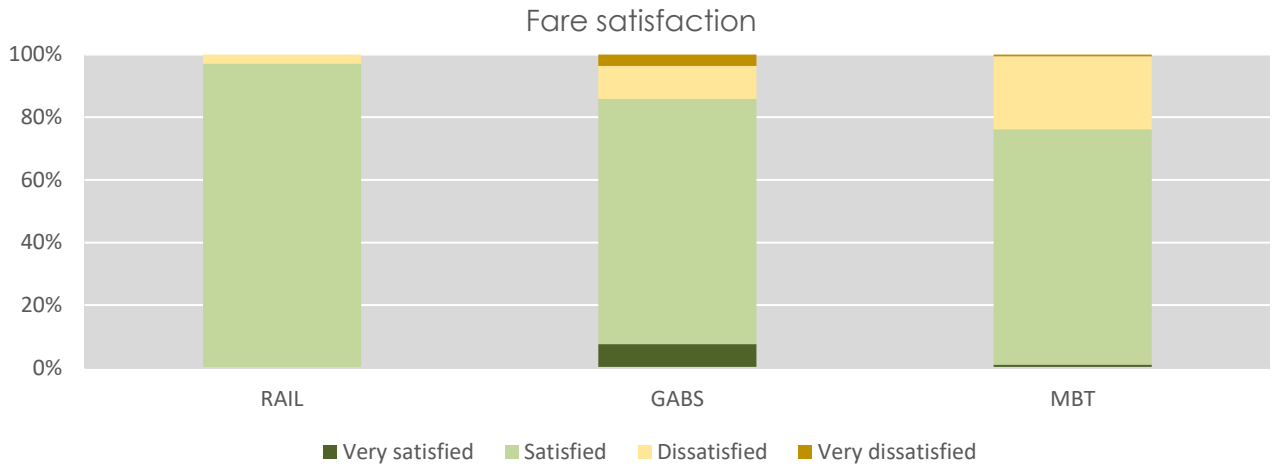
Refer to Table 3-5.

Table 3-5: Levels of satisfaction – public transport users

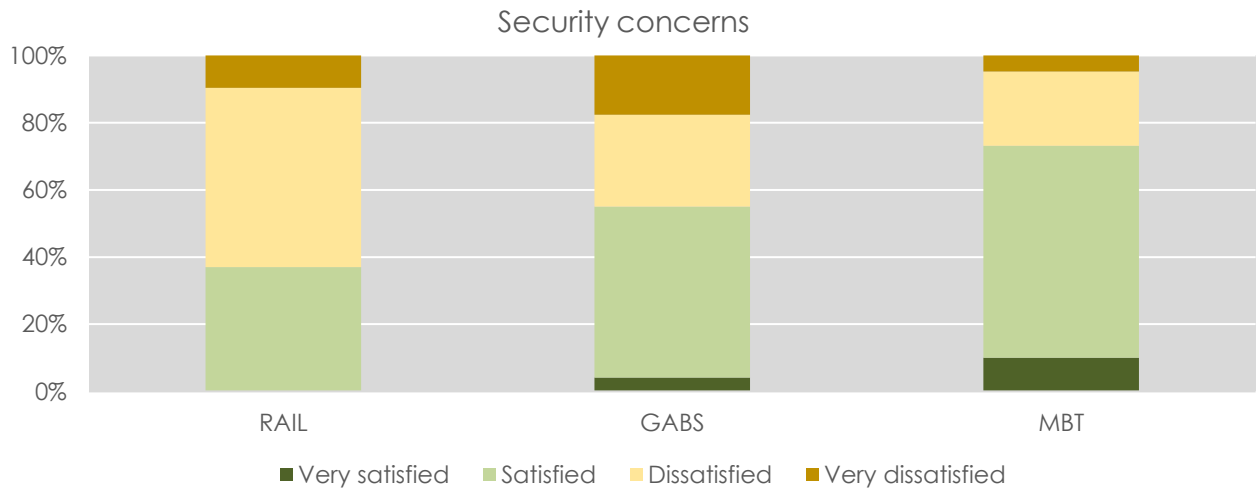
LEVELS OF SATISFACTION				
		RAIL	**BUS**	**MBT**
TRAVEL TIME	Very satisfied	0%	4%	22%
	Satisfied	14%	74%	67%
	Dissatisfied	65%	17%	9%
	Very dissatisfied	21%	4%	2%
COST	Very satisfied	0%	8%	1%
	Satisfied	97%	78%	75%
	Dissatisfied	3%	11%	23%
	Very dissatisfied	0%	4%	1%
SECURITY	Very satisfied	0%	4%	10%
	Satisfied	37%	51%	63%

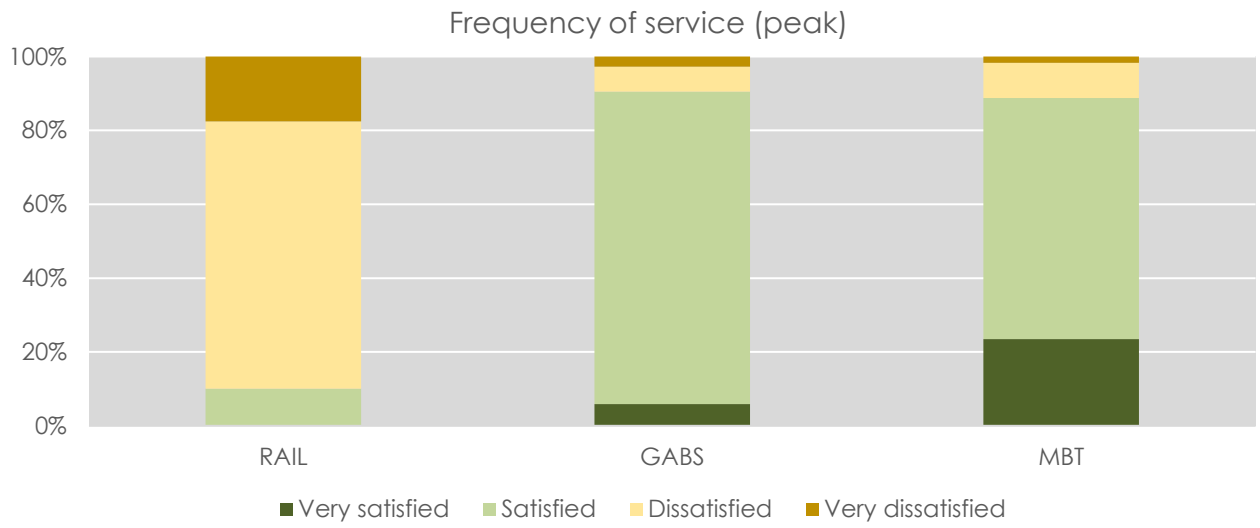
LEVELS OF SATISFACTION				
		RAIL	**BUS**	**MBT**
(ONBOARD)	Dissatisfied	53%	27%	22%
	Very dissatisfied	10%	18%	5%
SAFETY (FROM ACCIDENTS)	Very satisfied	6%	14%	4%
	Satisfied	64%	79%	58%
	Dissatisfied	29%	7%	31%
	Very dissatisfied	1%	0%	8%
RELIABILITY	Very satisfied	0%	4%	n/a
	Satisfied	3%	74%	
	Dissatisfied	71%	19%	
	Very dissatisfied	26%	3%	
FREQUENCY OF SERVICE (PEAK)	Very satisfied	0%	6%	23%
	Satisfied	10%	85%	65%
	Dissatisfied	72%	7%	10%
	Very dissatisfied	18%	3%	2%
FREQUENCY OF SERVICE (OFF-PEAK)	Very satisfied	0%	4%	21%
	Satisfied	0%	48%	66%
	Dissatisfied	80%	36%	11%
	Very dissatisfied	20%	12%	2%
OVERALL SATISFACTION	Very satisfied	0%	9%	5%
	Satisfied	24%	89%	71%
	Dissatisfied	58%	2%	20%
	Very dissatisfied	18%	1%	3%

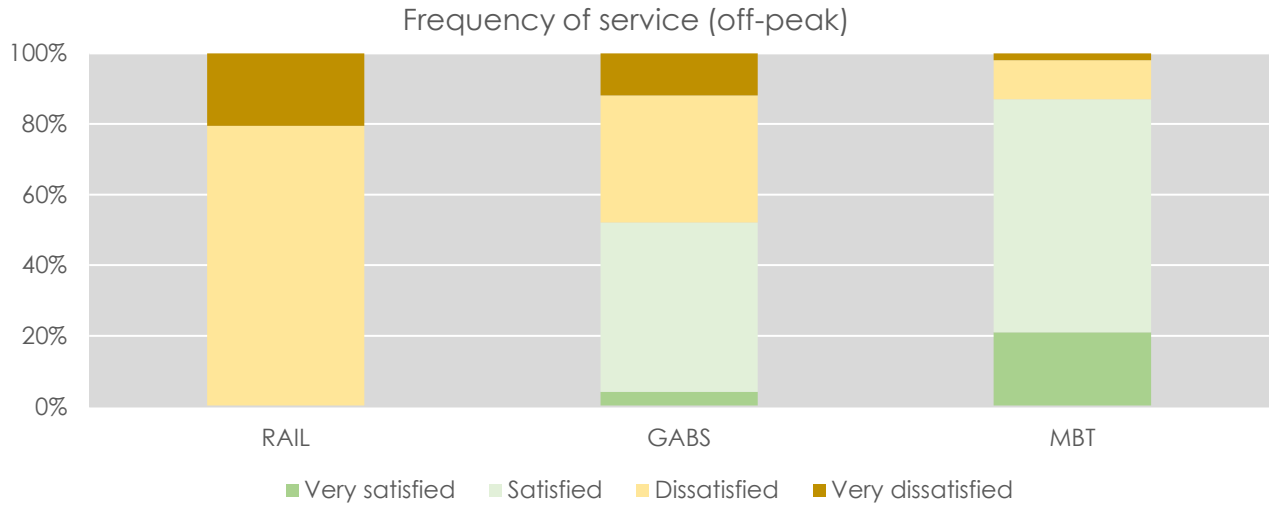


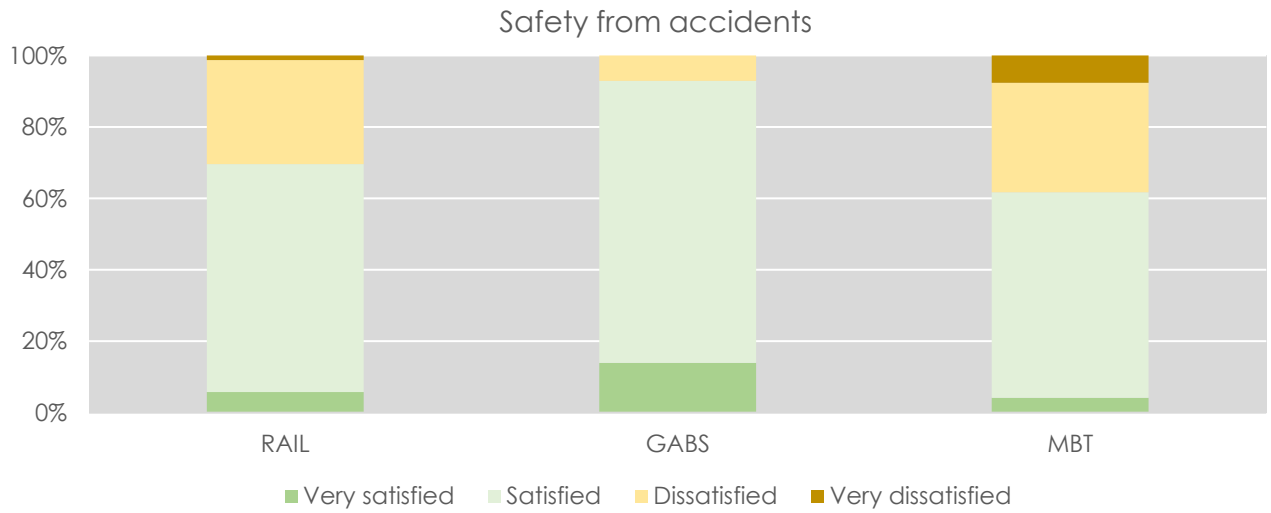

Fare satisfaction
100%
80%
60%
40%
20%
0%
RAIL
GABS
MBT
Very satisfied
Satisfied
Dissatisfied
Very dissatisfied


Travel time satisfaction
100%
80%
60%
40%
20%
0%
RAIL
GABS
MBT
Very satisfied
Satisfied
Dissatisfied
Very dissatisfied


Security concerns
100%
80%
60%
40%
20%
0%
RAIL
GABS
MBT
Very satisfied
Satisfied
Dissatisfied
Very dissatisfied


Frequency of service (peak)
100%
80%
60%
40%
20%
0%
RAIL
GABS
MBT
Very satisfied
Satisfied
Dissatisfied
Very dissatisfied


Frequency of service (off-peak)
100%
80%
60%
40%
20%
0%
RAIL
GABS
MBT
Very satisfied
Satisfied
Dissatisfied
Very dissatisfied


Safety from accidents
100%
80%
60%
40%
20%
0%
RAIL
GABS
MBT
Very satisfied
Satisfied
Dissatisfied
Very dissatisfied

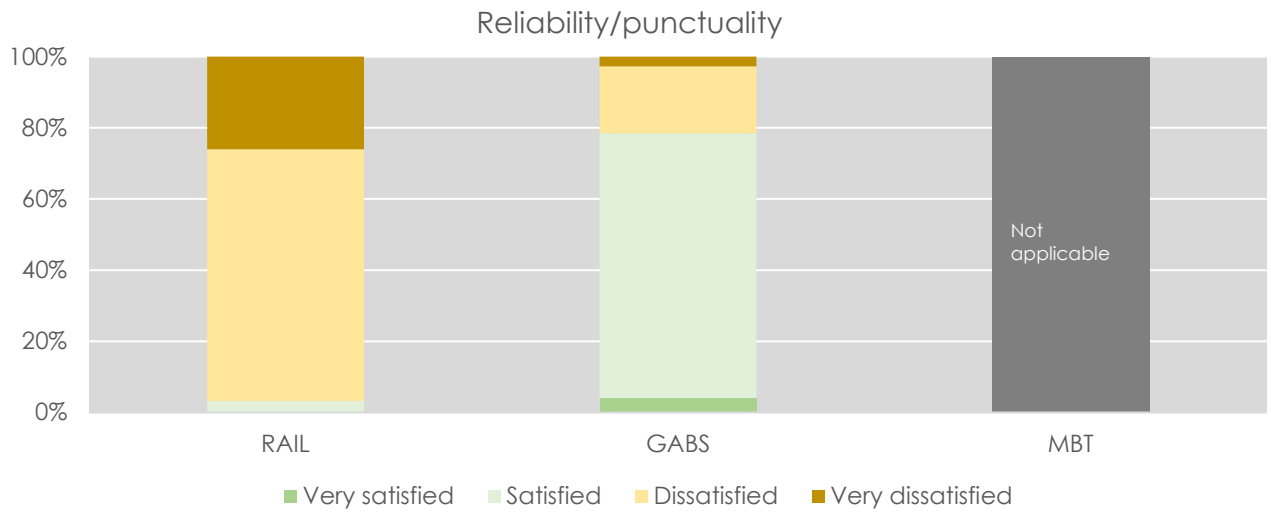


Figure 3-9: Levels of satisfaction – public transport users

Source: Stats SA, NHTS 2020

3.2.2.2 MyCiTi

An annual benchmark study is done to track users' satisfaction with the MyCiTi services. Table 3-6 that follows shows responses to the annual survey from 2017 to 2020.

Table 3-6: Satisfaction with MyCiTi

Source: MyCiTi state of service, March 2020

SATISFACTION CRITERIA	MEAN SCORE (OUT OF 10)			
	2017	2018	2019	2020
Travel times (arriving at your destination on time)	9,2	8,8	8,4	8,5
Costs (bus fare charged)	9,2	8,9	8,4	8,1
Comfort (comfort of the ride)	9,3	9,0	8,4	8,6
Security (feeling safe while waiting for the bus)	9,3	9,0	8,4	8,5
Safety (feeling safe when on the bus)	9,4	9,0	8,5	8,6
Reliability (on time arrival/departure of the bus)	7,5	8,8	8,4	8,5
Appearance (overall appearance of the bus)	9,3	8,9	8,3	8,5
Accessibility (ease of getting on and off the bus)	9,3	9,0	8,5	8,7
Convenience (ease of travelling with luggage, etc.)	9,1	9,0	8,4	8,5

The following observations were made from the 2020 survey:

a) Operationally, the service remains strong with most ratings over the crucial 8 out of 10 barrier.

b) Despite that, MyCiTi users rate the service extremely high across all aspects; users expressed concerns about the increase in fares. Given the financial strain that most commuters are experiencing, it is advised to look at any cost efficiencies that could be passed on to commuters.

c) Although not fully comparable, the data suggest that the MyCiTi system enjoys the highest level of customer satisfaction among the main PT in Cape Town. This is unsurprising, as the MyCiTi is required to have high levels of service in terms of customer orientation and universal access to qualify for the national grant.

d) The survey results from 2017 to 2020 indicate a general trend that satisfaction levels of MyCiTi have decreased. Only 'reliability' seemed to have improved for the users.

3.2.3 Travel time

3.2.3.1 Average travel time to work and education

Travel time refers to how long it takes to travel from your origin and arrive at your final destination. It is dependent on a number of factors, including:

a) The availability and proximity of the various modes of transport.
b) The distance needed to travel to access the desired destinations.
c) The on-time performance of the services.
d) The en-route speed of the mode.
e) The level of congestion along routes when PT services are operating in mixed traffic.
f) The number of transfers required between modes.
g) The in-transit waiting time when transferring between multiple modes.

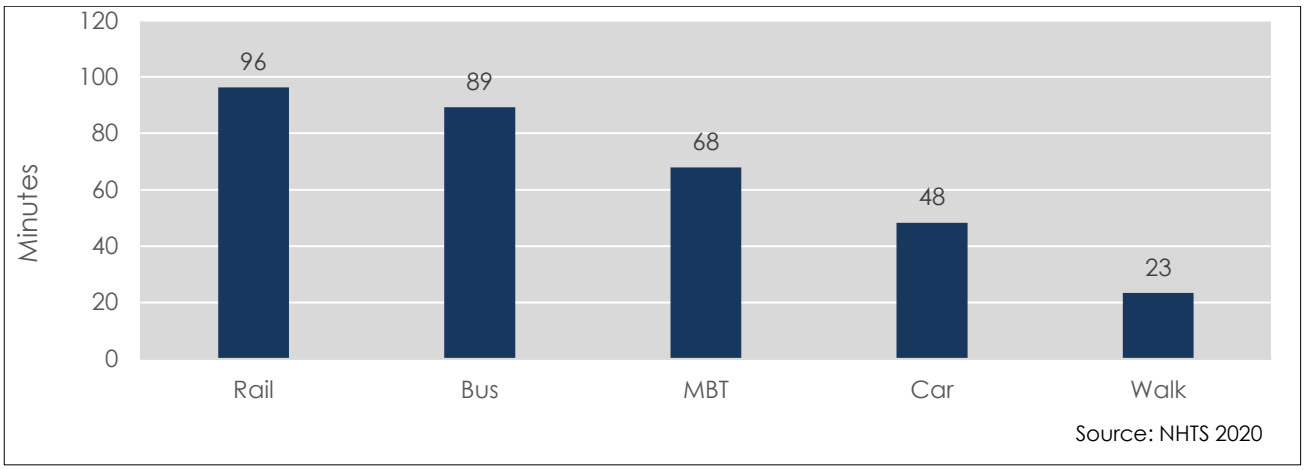
Average **journey times** to work and educational facilities by main mode in the morning peak period are shown in Figure 3-10. Note that these are journey times that present door-to-door travel times. It is evident that work trips take on average longer than education trips, which suggests shorter travel distances to educational facilities. Schools are usually located close to residential areas whereas work opportunities in Cape Town are clustered along specific corridors. The fragmented urban structure results in relatively long travel distances between places of living and work.

Travel times range by mode, with rail experiencing the longest journey times (on average 106 minutes for work trips), followed by bus (around 90 minutes), MBT (between 60 and 70 minutes), and car travel just below 50 minutes. Walking all the way takes about 20 minutes.

The long journey times of rail can be a result of the lack of direct rail services between certain O-Ds requiring feeder modes as well as service disruptions that cause long waiting time at the station and en-route. Rail is probably used by the majority of users to travel longer distances between O-Ds, whereas MBTs are used to travel shorter distances and therefore the shorter travel time. Refer to Table 3-7.

Table 3-7: Average travel time to work and education (NHTS 2020)

AVERAGE TOTAL TRAVEL TIME (MINUTES)					
	Rail	**Bus**	**MBT**	**Car**	**Walk**
To work/education	96	89	68	48	23
To work	106	91	73	49	26
To education	80	86	60	47	20



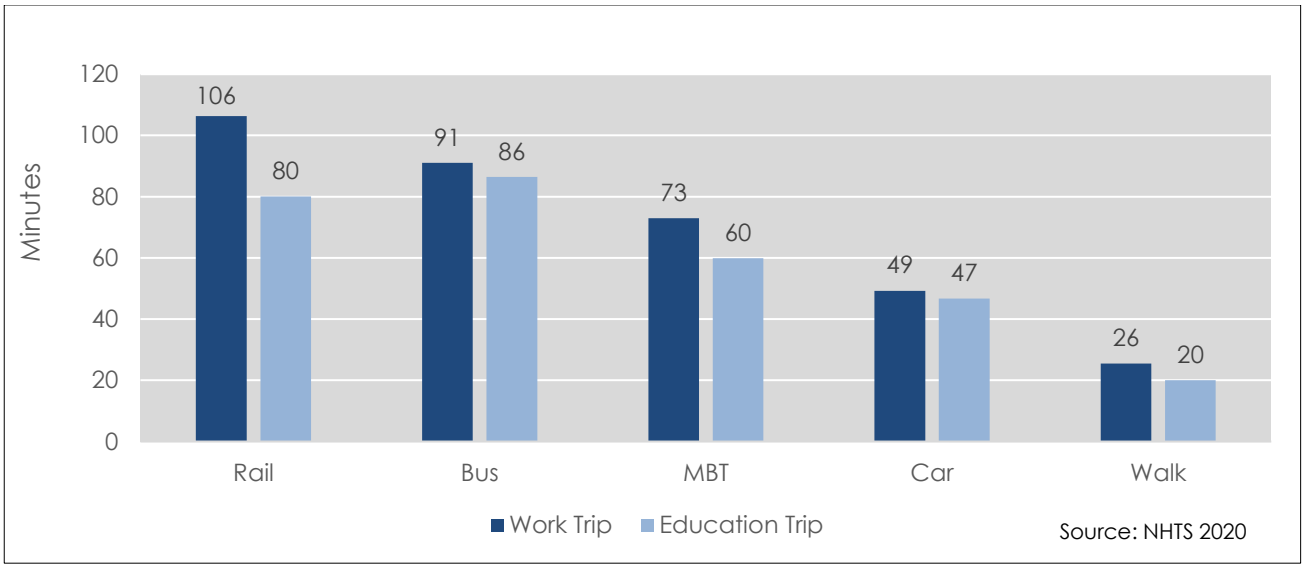


Figure 3-10: Average journey time to work and education by main mode (one way in morning peak period)

Source: NHTS, 2020

3.2.3.2 Walking time to public transport

The average **walking time to PT** by mode is set out in Figure 3-11. The NHTS 2020 indicates that the most accessible mode of PT in terms of average walking time to boarding point are minibus taxis with an average of five minutes. The flexible nature of MBT results in boarding and alighting at informal road-side stops instead of dedicated stops. It takes the longest to reach a rail station (close to 20 minutes), which also explains the long journey times for rail. Refer to Table 3-8.

Table 3-8: Average walking time to Public transport by mode (NHTS 2020)

AVERAGE WALKING TIME (MINUTES)				
	Rail	**BRT**	**Bus**	**MBT**
From home to nearest stop	18	7	7	5

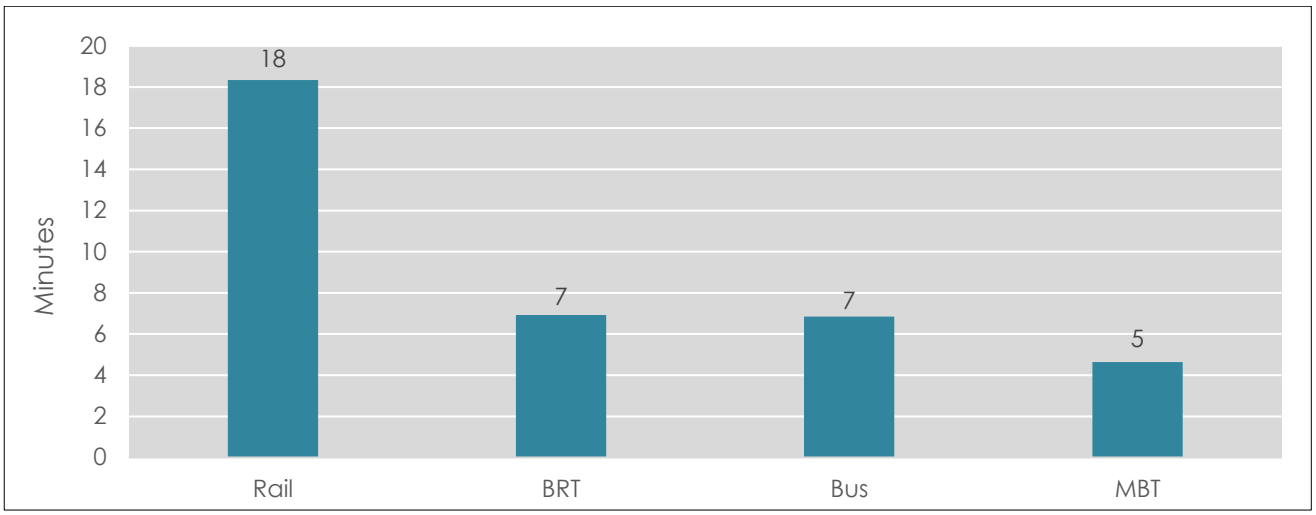


Figure 3-11: Average walking times to public transport by mode

Source: NHTS 2020

3.2.3.3 Average travel time to CBD

Travel time by private car towards CT CBD was investigated for six origins, namely Bellville, Durbanville, Fish Hoek/Kommetjie, Helderberg, Kuils River and Melkbos, for 2015 and 2020. Across all six origins, travel time towards CT CBD has increased by 10 minutes over the five years (from 2015 to 2020). The highest increase is evident for the O-D pair Somerset West to CT CBD with over 20 minutes (25% increase), followed by Melkbos (12 minutes, 20% increase) and Bellville (10 minutes, 15% increase). Refer to Table 3-9.

Table 3-9: Average travel time for selected origins to CT CBD by private vehicle (2015 and 2020)

Source: Probe data for February 2015 and February 2020 – data for typical weekdays – pre-Covid (Tue, Wed, Thu); only light/private vehicles (car, LDV, SUV)

TRAVEL TIME TO CAPE TOWN CBD BY PRIVATE VEHICLES – MORNING PEAK PERIOD				
FROM	**AVERAGE TRAVEL TIME (MINUTES)**		**CHANGE FROM 2015 TO 2020**	
	2015	**2020**	**MINUTES**	**% P.A.**
Bellville	65	75	+10	2,8%
Durbanville	61	69	+8	2,5%
Fish Hoek/Kommetjie	65	71	+6	1,9%
Helderberg (Somerset West)	79	100	+21	4,8%
Kuils River	81	84	+3	0,7%
Melkbos	62	74	+12	3,6%
All six origins	69	79	+10	2,8%

A summary of the probe data for commute times (private vehicles) in February 2020 is shown graphically in Figure 3-12. As seen, most areas have a maximum average peak travel time of between 80 and 125 minutes in the morning peak period depending upon start times. The longest travel times are evident between 06:30 and 07:30 across all six origins.

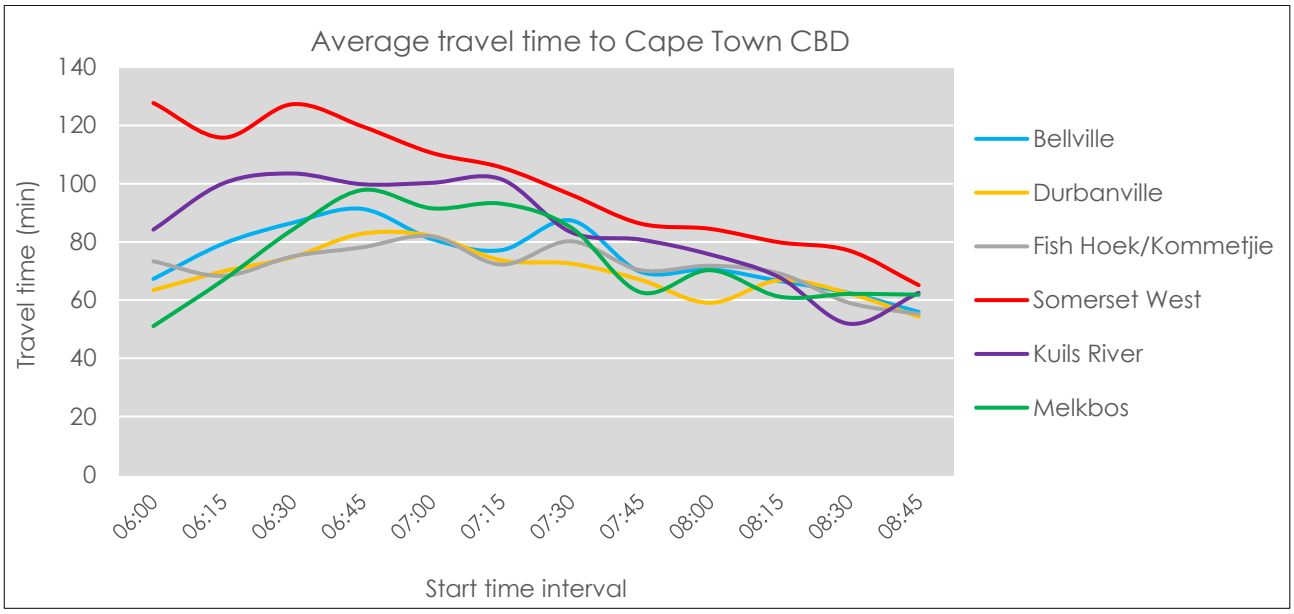


Figure 3-12: Average travel time for selected origins to CT CBD by private vehicle (2020)

Source: Probe data for February 2015 and February 2020 – data for typical weekdays – Cre-covid (Tue, Wed, Thu); only light/private vehicles (car, LDV, SUV)

A comparison of travel times by private vehicle to that of public transport is shown in Table 3-10 and also is illustrated in Figure 3-13. From all six destinations, it takes on average by far more than one hour to get to Cape Town CBD in the morning peak period. The longest trips are evident from Somerset West (90-100 minutes) and from Kuils River (80-100 minutes) and Durbanville (70-100 minutes). It is evident that travel times by private vehicles are shorter for all origins except for Helderberg/Somerset West. This could be because of the MBT-bus priority lane along the N2 inbound. MBT travel times are closest to that of private transport. MyCiTi services currently have limited geographic coverage but show favourable travel times compared to private transport for those areas that are serviced by BRT (in this case, 77 minutes from Melkbosstrand versus 74 minutes by car). Rail travel times are also included, which are on average shorter compared to private transport. This indicates the significant role that rail can play if operations are reinstated and overhauled.

It needs to be highlighted that the comparison is based on in-vehicle travel times and is therefore not representative of the full PT journey time. Total travel time includes wait time, transfer time, in-vehicle time and walking time. A study in 2015[16] revealed that total travel time in private vehicles are at least two thirds less than travel times experienced by PT passengers. It was further revealed that PT passengers spend on average of approximately a quarter of their total trip waiting for a public transport vehicle. This is quite significant when it is a long journey.

16 Hitge G., Vanderschuren M., Comparison of travel time between private car and public transport in Cape Town, J. S. Afr. Inst. Civ. Eng., September 2015.

Table 3-10: Average travel time for selected origins to CT CBD by mode (private and road-based PT, 2020)

Source: Refer to table notes

TRAVEL TIME TO CAPE TOWN CBD BY MODE – MORNING PEAK PERIOD IN 2020					
FROM	**PRIVATE TRANSPORT**	**MBT**	**GABS**	**BRT**	**RAIL**
Bellville	75	81	74	n.a.	39
Durbanville	69	100	83	n.a.	57
Fish Hoek/Kommetjie	71	78	117	n.a.	70
Helderberg (Somerset West)	100	92	65	n.a.	82
Kuils River	84	99	n.a.	n.a.	45
Melkbos	74	101	n.a.	77	n.a.
Mitchells Plain	65	58	52	92	63
Khayelitsha	78	57	51	96	53
Blue Downs	73	56	48	n.a.	55

Note:

1) These are in-vehicle travel times and therefore **not representative of the full PT journey time**.
2) Source of private TT: probe data for February 2020
3) Source of MBT TT: GoMetro On-board Survey in 2018. In case of no direct MBT route, trip sequence was estimated. An annual increase in TT delay was assumed based on congestion analysis.
4) Source of GABS TT: On-board Survey in 2016/17. An annual increase in TT delay was assumed based on congestion analysis.
5) Source of BRT: tap-on/tap-off data of 5 days in February 2019.
6) Source of rail: TT is based on timetable information of 2017.

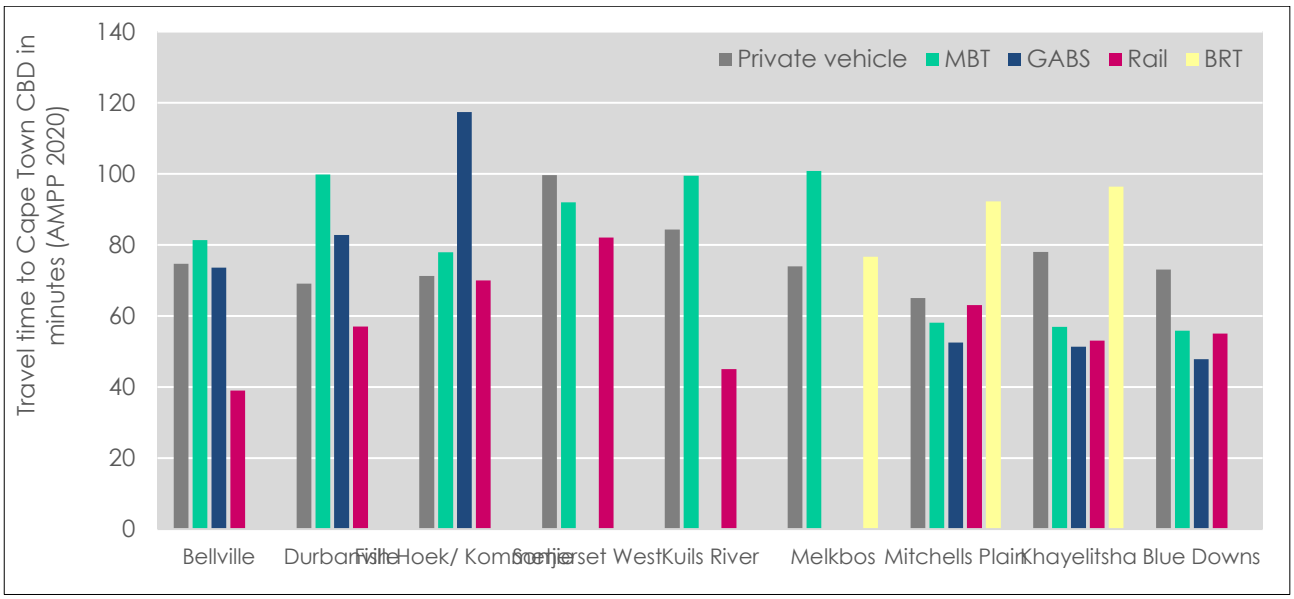


Figure 3-13: Average travel time for selected origins to CT CBD by private and public transport, 2020

Source: Tracking data (car, MBT, GABS), tap-in/-out data (BRT), timetable information (rail)

3.2.4 Direct cost expenditure

The City wishes to reduce the accessibility costs for the urban poor over the long term. This is to evaluate the impact and realisation of its spatial strategies[17]. For passengers, the cost of transport should represent a reasonable percentage of income. The national norm is that no more than 10% of disposable income should be spent on transport[18].

Currently, the challenges of the existing spatial form in Cape Town results in generally high transport costs for the low-income segments due to the movements from outlying suburbs to the places of employment. An interrogation of the NHTS 2020 reveals that **45% of households** spend more than 10% of their income on PT.[19] Previous information gathered through the work of the City's Transport Development Index (TDI) reported that 25% spend more than 10% of their monthly income on transport. However, this was based on individual persons and focusing on commuter travel and a series of assumptions that overall limits the accuracy of the analysis.

[17] City of Cape Town, Five-Year Integrated Development Plan, July 2017 – June 2022, as amended for 2018/19

[18] DoT, White Paper on Transport, 1996

[19] Percentage of HH using PT, Source: NHTS 2020

3.3 Description of the regular, daily pubic transport system

3.3.1 Introduction

A safe and efficient road and rail network is an essential enabler of sustainable development in both urban and rural areas in the Cape Town metropolitan area. Economic growth and development require the support of an effective and efficient public, private and freight transport system. The description of other public transport services and modes of transport includes a summary and the location and size of operations where information is available. It also details infrastructure and contractual arrangements.

3.3.2 Commuter rail

3.3.2.1 Rail infrastructure

A plan indicating Cape Town and the City's functional areas railway stations, including the designation of lines, is set out in Figure 3-14.

To provide an understanding of the current state of rail services throughout Cape Town, refer to Figure 3-15.

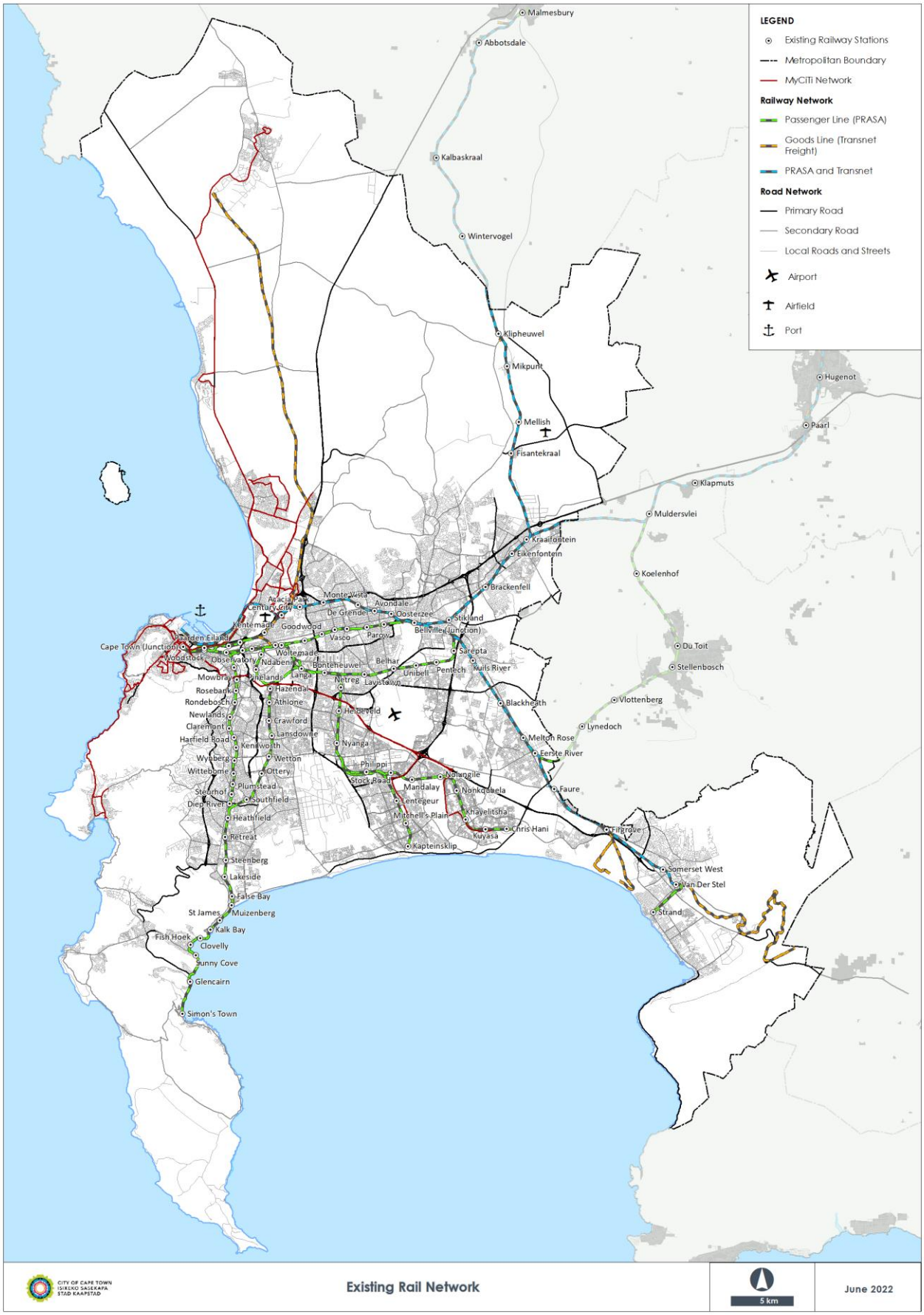
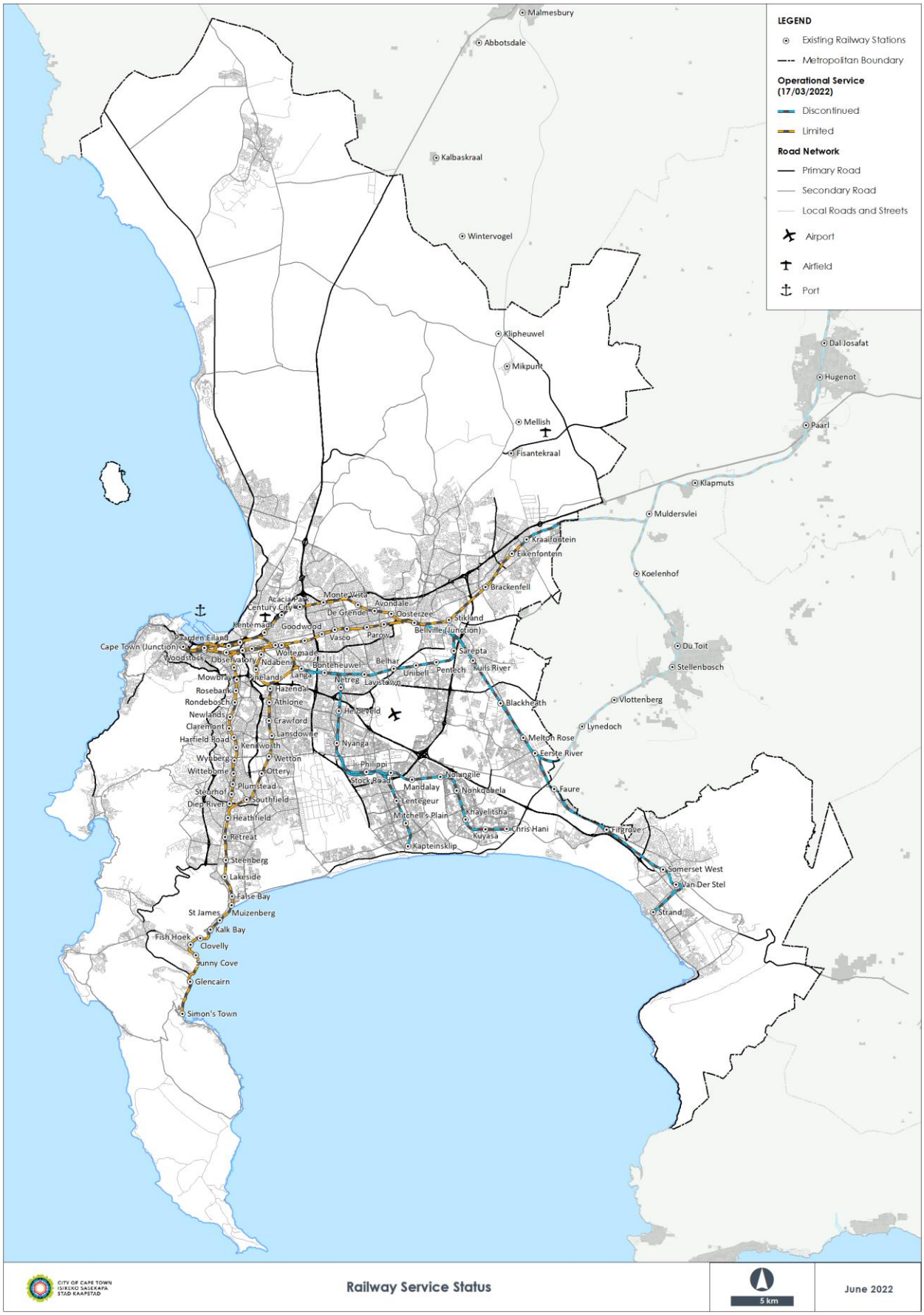


Figure 3-14: Plan indicating passenger railway stations and lines



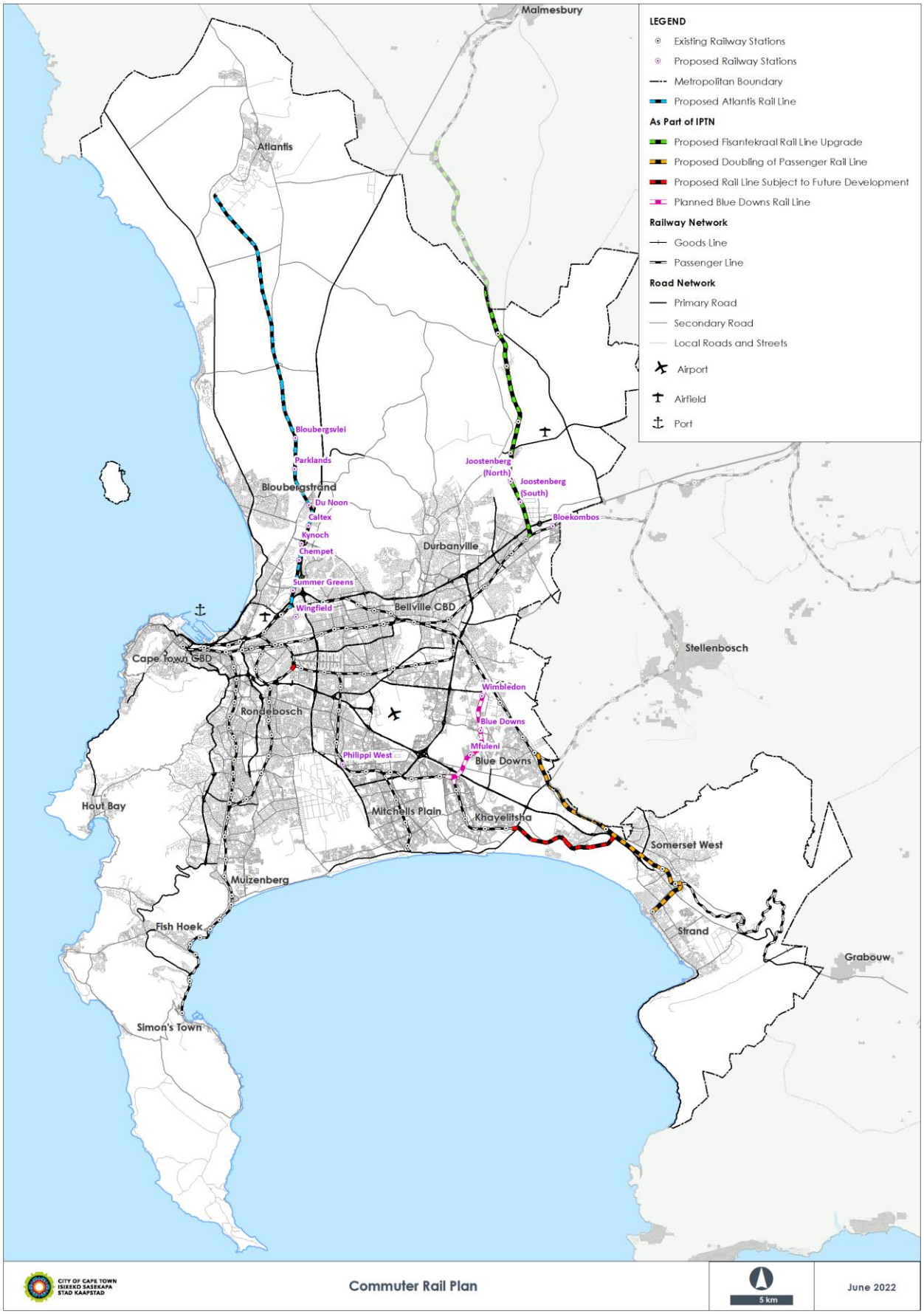
Source: CCT, 2022 (figure shows data as at 17 March 2022)

Figure 3-15: Railway service status

The rail network in Cape Town consists of 1 014 km of rail line, comprising both passenger and freight rail lines. The passenger rail network is owned and operated by Metrorail for PRASA, while the freight lines are owned and operated by Transnet Freight Rail. Agreements are in place (mutual use and mutual hire agreements) between PRASA and Transnet to share the use of each other's rail network.

There are 125 rail stations located across the City's functional area. Rail stations are owned by PRASA and Transnet. Land adjacent to the stations is generally privately owned. The exception is the land associated with the Culemborg area, which is 48% owned by PRASA and 52% owned by Transnet. The Belcon site adjacent to Bellville Station is owned by Transnet. The stations are typically serviced by minibus taxi, bus, private car and walking, although some bicycle activity does exist. Station areas are generally characterised by development with their backs toward the stations and historically have not been developed in terms of TOD and tend to have poor urban environments.

As part of the IPTN, there are proposed upgrades to rail services to be implemented by PRASA within the medium to long term. These include upgrading current rail lines as well as constructing new rail lines. The plan for rail as part of the IPTN can be found in Figure 3-16.



Source: IPTN (2022 update)

Figure 3-16: Commuter rail plan

3.3.2.2 Rail services and their utilisation

In an attempt to understand and quantify the decline in rail ridership, the following analyses were undertaken. The methodology and results thereof are explained hereafter.

a) **Ticket sales**: Ticket sales for February 2022 revealed that only 14 300 tickets were sold in that month. Almost all tickets are single tickets (98%), implying that a ticket equals a boarding. To that, an assumed fare evasion of 40% was added, which then results in daily boardings of **20 000** (represents 3% of total daily boardings in 2012).

b) **Change in fare revenue**: Monthly fare revenues were compared between the years 2012, 2018 and 2022. The same percentage change was then applied to daily boardings as confirmed by the Rail Census in 2012. This results in daily boardings of just over **32 000**, which represents 5% of total daily boardings in 2012.

c) **Timetable check**: A comparison of February 2022 timetable information with that of 2012 and 2018, estimating daily boardings to be about **54 200** (representing 9% of total daily boardings in 2012). Currently, there are no services from/to the Metro Southeast. The central line resumes at Langa towards Cape Town, however only at 30% capacity compared to that of 2018. The segment of the northern line from Strand to Bellville was also not operational in February 2022.

It is evident that, although based on estimates only, all three analyses indicate a sharp decline of rail capacity. The estimates are all under 10% of the initial capacities in 2012 ranging from 3% to 5% to 9%. Figure 3-17 depicts the decline in rail boarding volumes from 2015 to 2022. Rail passengers started out at around 600 000 passengers in 2012 to about 30 000 in 2022. This is an estimate and will be confirmed with the planned rail survey.

The average citywide decline is mainly due to infrastructure problems, community protest actions, vandalism and train sets out of service. However, the following external factors are believed to also play a role in the decline of rail ridership:

a) Change in overall travel behaviour due to restrictions of Covid regulations.
b) Rise in unemployment rate (IPTN check)
c) Reinstated N2 Express service
d) Metrorail stopped selling weekly or monthly tickets in 2021, which makes buying daily tickets costly.
e) Rail commuters are hesitant to return to trains during peak hour because of previous experiences of delays, cancellation and trains stopping in the middle of nowhere. The users need assurance that the train service has improved.
f) Educational trips (to schools/colleges/university) may not be fully represented as ticket sales and revenue refer to February data.

The decrease in passenger volumes lead to a modal shift towards road-based public and private transport that lead to an increase in road-based congestion towards the CBD.

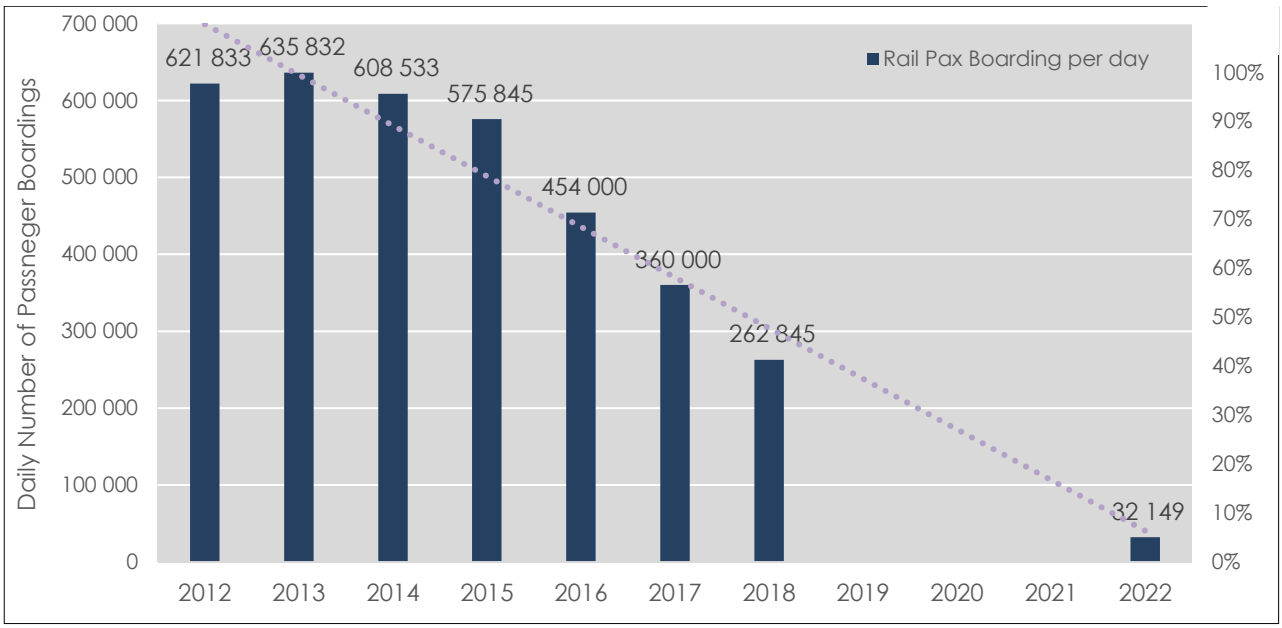


Figure 3-17: Metrorail daily passenger boardings (2012 to 2022)

An estimation of the operational capacity of rail for 2018 is shown in Table 3-11. The number of train sets required to move daily passengers in Cape Town is 88[20]. This remains the same as for 2017 as indicated in the previous CITP document. The available train sets have reduced from 72 in 2017 to 51 in 2018. To estimate the hourly capacity of the rail network in Cape Town for 2018, input variables for 2017 were used due to limited data available. These are:

a) The number of coaches per train is 12
b) The average fleet capacity per train set is 401[21]
c) There is an average of 25, train trips per peak hour

Table 3-11 also shows a calculation of the hourly capacity required to serve passengers in a peak hour for 2017 and 2018. The available capacity is also shown for 2017 and 2018.

Table 3-11: Estimated operational rail capacity

Source: Metrorail, 2018

UNIT TYPE	YEAR	
	2017	2018
Train sets required	88	88
Train sets available	72	51
Coaches per train	12	12
Average fleet coach capacity	401	401
Trips per peak/train set	2,5	2,5
Total hourly capacity required	1 058 640	1 058 640
Total hourly capacity available	866 160 (82%)	613 530 (58%)

[20] As obtained from Metrorail's Annual Update, 2018 (presentation by Richard Walker)

[21] The crush capacity is an estimation based on a functional service with full train allocation and 12 coaches per train. 401 Is a weighted average of the fleet based on a crush capacity of nine passengers/m^2

As seen in Table 3-11, rail has suffered a decline in service delivery, declining from 82% of users being served in 2017 to 58% in 2018 (based on the assumption that trains are 100% full when being utilised). The reduction of 21 available train sets between 2017 and 2018 leads to an hourly capacity reduction of approximately 250 000 passengers. To put this into perspective on a national level, PRASA indicated in 2020 that 133 million passengers were served annually, as opposed to its target of 246 million passengers, i.e. reaching 54% of its target[22].

3.3.2.3 Rail capacity per line

Details of rail utilisation in Cape Town are shown in Table 3-12 for 2015/16 based on ticket sale information allocated to lines as per the 2012 census for the morning peak period.

Table 3-12: Railway passenger boarding per line for the morning peak period

Source: PRASA, 2017

LINE		CAPACITY			UTILISATION	
		PASSENGER CAPACITY PER TRAIN*	FREQUENCY OF TRAINS TOWARDS CPT	TOTAL SERVICE CAPACITY	NUMBER OF PASSENGERS CARRIED DURING PEAK PERIOD TOWARDS CPT	PERCENT OF CAPACITY UTILISED
1	CPT – Chris Hani	2 611	19 (+4 Sarepta)	49 600	33 282	67%
2	CPT – Kapteinsklip	2 611	16 (+2 Sarepta)	41 768	30 003	72%
3	CPT – Sarepta	2 611	See note	See note*	See note*	See note*
4	CPT – Kraaifontein	2 508	3 (+3 Monte Vista)	15 048	11 724	78%
5	CPT – Muldersvlei	2 508	7 (+3 Monte Vista)	17 556	10 570	60%
6	CPT – Strand	2 508	13	32 604	12 698	39%
7	CPT – Wellington	2 508	8	22 572	15 221	67%
8	CPT – Heathfield	1 616	11	17 776	8 777	49%
9	CPT – Simon's Town	1 716	16	27 456	18 080	66%
TOTAL			**99**	**224 380**	**140 355**	**63%**

*The pax capacity per train is based on a planning capacity of four pax/m^2

3.3.3 Road-based public transport information (including IPTN, BRT, bus and minibus taxi infrastructure)

The extent of road-based PT in Cape Town refers to officially established locations providing commuters access to PT services. Refer to Table 3-13 that provides a description for the different transport services and modes available to the public.

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Table 3-13: Types of transport services

Source: NLTA

NAME	SERVICE	MODE	DESCRIPTION
Charter	Charter-specific OD	Minibus taxi, sedan, midibus, bus	Service for the hiring of a vehicle and driver for a specific purpose with a prearranged fare, origin and destination
Contracted – Dial-a-Ride – HG travel	Contracted	Minibus taxi, midibus, bus	Service where a contract has been entered into between an operator and a contracting authority, e.g. Dial-a-Ride, GABS, MyCiTi, WCED
Contracted – GABS	Contracted	GABS	Service where a contract has been entered into between an operator and a contracting authority, e.g. Dial-a-Ride, GABS, MyCiTi, WCED
Contracted – MyCiTi	Contracted	MyCiTi	Service where a contract has been entered into between an operator and a contracting authority, e.g. Dial-a-Ride, GABS, MyCiTi, WCED
Local minibus taxi	Commuter-route based	Minibus taxi, sedan, midibus	Route-based commuter services on approved routes that originate and terminate within the Western Cape
Long distance (unscheduled)	Long distance – unscheduled	Minibus taxi, midibus, bus	Route-based, long-distance commuter services on approved long-distance routes that originate in the Western Cape and terminate outside of the Western Cape
Long-distance bus (scheduled)	Long distance – scheduled	Bus	Scheduled long-distance service running on bus operator's own routes and on a specific timetable, e.g. Intercape, Greyhound
Metered taxi (base)	Commuter – area based and metered	Sedan with meter	Area-based commuter service operated by a motor vehicle that can be hailed via telephone and has a sealed meter
Metered taxi (e-hailing)	Commuter – area based and metered	Sedan with meter	Area-based commuter service by a motor vehicle that can be hailed via e-hailing
Metered taxi (rank)	Commuter – area based and metered	Sedan with meter	Area-based commuter service operated by a motor vehicle that operates from an approved rank and has a sealed meter
Scholar	Scholar – area based	Minibus taxi, sedan, midibus, bus	Non-contracted, area-based service dedicated to transport of scholars and students as acknowledged by the schools concerned
Staff	Staff – area based	Minibus taxi, sedan, midibus, bus	Area-based service dedicated to transport of staff from their places of residence to their place of work covered by a contract with their employer
Tourist	Touring services	Tourist	Area-based commuter service by a motor vehicle
Tuk-tuk	Commuter– route based and size restricted	Tuk-tuk	Area-based service commuter service where the vehicle may not have more than three wheels nor have more than three passengers

3.3.3.1 Bus rapid transit, bus and minibus taxi infrastructure and route information

PT facilities within Cape Town are defined as any facility that provides commuters with a single form of PT access (e.g. rail stations, minibus taxi ranks, MyCiTi stations, GABS stations, long-distance ranks, etc.). PT facilities can further be classified as either official (where infrastructure/formal designation exists) or unofficial (in the absence of infrastructure/formal designation). These include:

a) Ranks for local MBT services
b) Ranks for scheduled long-distance bus services
c) Ranks for unscheduled long-distance MBT/bus services
d) Ranks for metered taxi services
e) Bus stations for major GABS or MyCiTi bus services
f) Bus stops for minor GABS or MyCiTi bus services
g) Rail stations for rail services

Table 3-14 shows a sample of the road-based PT facilities within Cape Town as per the TDW. The table is illustrative. A full list is available on request.

Table 3-14: List of road-based public transport facilities (sample)

Source: TDW, 2022

NO.	FACILITY NAME	TDW RANK/STATION CODE	PHYSICAL LOCATION	SAMPLE OF ROUTES RELATED TO FACILITY	MODE	TYPE OF SERVICE	HOLDING/ LOADING/ COMBINED	FORMAL OR INFORMAL (F/I)	ON-/OFF-STREET	NO. OF LANES (FORMAL ONLY)
1	Adderley Street Station	301	Adderley Street, Foreshore, Cape Town	102 - Salt River via Walmer Estate 108 - Hangberg via Hout Bay Harbour 114 - Sea Point via Civic Centre	MyCiTi	Commuter	Loading	F	On-Street	Not available
2	Civic Centre Station	101	Cape Town City Centre	A01 - Civic Centre via Airport D02 - Civic Centre via Khayelitsha West T01 - Waterfront via Civic Centre	MyCiTi	Commuter	Loading	F	On-Street	Not available
3	Omuramba Station	88	Marconi Beam, Cape Town	261 - Century City Rail via Omuramba T04 - Dunoon via Omuramba	MyCiTi	Commuter	Loading	F	On-Street	Not available
4	Table View Station	113	Table View, Bloubergstrand	214c - Table View via Melkbosstrand T03 - Century City via Table View 213 - Sunningdale via Table View	MyCiTi	Commuter	Loading	F	On-Street	Not available
5	Mowbray Market Station	GABS016	Church Street, Mowbray	Mowbray - Philippi East Mowbray - Rocklands Mowbray - Thornton	GABS	Commuter	Loading	F	Off-Street	Not available

NO.	FACILITY NAME	TDW RANK/STATION CODE	PHYSICAL LOCATION	SAMPLE OF ROUTES RELATED TO FACILITY	MODE	TYPE OF SERVICE	HOLDING/ LOADING/ COMBINED	FORMAL OR INFORMAL (F/I)	ON-/OFF-STREET	NO. OF LANES (FORMAL ONLY)
6	Retreat Station	GABS020	Retreat, Cape Town	Retreat – Cape Town Retreat – Elsies River Retreat – Hanover Park	GABS	Commuter	Loading	F	Off-street	2
7	Wynberg Station	GABS025	Bexhill Road, Wynberg	Wynberg – Delft Wynberg – Hanover Park Wynberg – Khayelitsha	GABS	Commuter	Loading	F	Off-street	Not available
8	Khayelitsha-Nolungile Station Site C	MBT085	Ikwezi Park, Cape Town	Langa – Khayelitsha Khayelitsha – Blaauwberg Khayelitsha – Century City	MBT	Commuter	Combined	F	Not available	Not available
9	Nyanga central taxi rank	MBT142	14 Emms Drive, Nyanga	Nyanga – Killarney Nyanga – Cape Town Nyanga – Century City	MBT	Commuter	Combined	F	Off-street	Not available
10	Retreat Station west	MBT160	Retreat, Cape Town	Retreat – Cape Town Retreat – Fish Hoek Retreat – Steenberg	MBT	Commuter	Loading	F	Off-street	3
11	Bellville Station	MBT019	Charl Malan Street, Bellville	Bloekombos – Bellville Wallacedene – Bellville Bellville – Mitchells Plain	MBT	Commuter	Combined	F	Off-street	Not available
12	Philippi east informal taxi	LND182	Ntioyiya Road, Philippi	Not available	LD MBT	Long distance	Combined	I	On-street	Not available

NO.	FACILITY NAME	TDW RANK/STATION CODE	PHYSICAL LOCATION	SAMPLE OF ROUTES RELATED TO FACILITY	MODE	TYPE OF SERVICE	HOLDING/ LOADING/ COMBINED	FORMAL OR INFORMAL (F/I)	ON-/OFF-STREET	NO. OF LANES (FORMAL ONLY)
13	Langa informal	LND011	Cnr. Washington Street and Johnson Mgevela Street, Langa	Not available	LD MBT	Long distance	Combined	I	Off-street	Not available
14	Cape Town Station long-distance taxi	LND184	Cape Town station deck	Not available	LD MBT	Long distance	Combined	F	Off-street	Not available
15	Dunoon long-distance taxi rank	LND134	Cnr. Dumani Road and Potsdam Road, Dunoon	Not available	LD MBT	Long distance	Combined	F	Off-street	Not available

Table 3-15 provides a categorisation of the different public transport facilities across Cape Town, based on the number of passengers departing daily. This categorisation is useful as it helps to easily determine facilities that serve the most passengers and is indicative of areas that may require more attention/improvements to improve PT services.

Table 3-15: Categorisation of public transport facilities

Source: TDW, 2022

CATEGORY	FACILITY DESCRIPTION	DAILY DEPARTING PASSENGERS
A	Super major	More than 35 000
B	Major	10 000 to 35 000
C	Medium	2 000 to 10 000
D	Minor	500 to 2 000
E	Very minor	0 to 500

Table 3-15 differs to how categorisation was shown in the previous CITP. Previously, facilities were categorised based on passenger volumes ranging from 0 to 20 000 passengers over five categories numbered 1 to 5, with category 1 referring to facilities that serve more than 20 000 daily passengers. The reason for updating the way categorisation is shown, is to link to the new data available for different ranks and stations. Following the update, more accurate information can be shown that better describes the activity and different PT facilities throughout the CCT.

Table 3-16 provides the number of ranks, stations, or stops for different services in Cape Town, based on the categorisation described in Table 3-15.

Table 3-16: Categories for different PT services

Source: TDW, 2022

SERVICE TYPE	SUPER MAJOR	MAJOR	MEDIUM	MINOR	VERY MINOR	TOTAL
Local MBT ranks	3	7	47	54	25	136
Metered-taxi ranks	0	0	0	2	38	40
GABS stations and stops	0	1	6	21	4 239	4 267
MyCiTi stations and stops	0	1	6	19	493	519
Rail stations and stops*	2	10	54	24	5	95

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

Refer to Table 3-17 that provides a more detailed description of Table 3-16, including the operator, category (A to E), coordinates and daily boardings and alightings occurring at each facility. Table 1-13 is a sample of all official routes, and a full list of facilities is available on request.

Table 3-17: Public transport facilities by location, operator and passenger boarding/alightings (sample)

Source: TDW, 2022

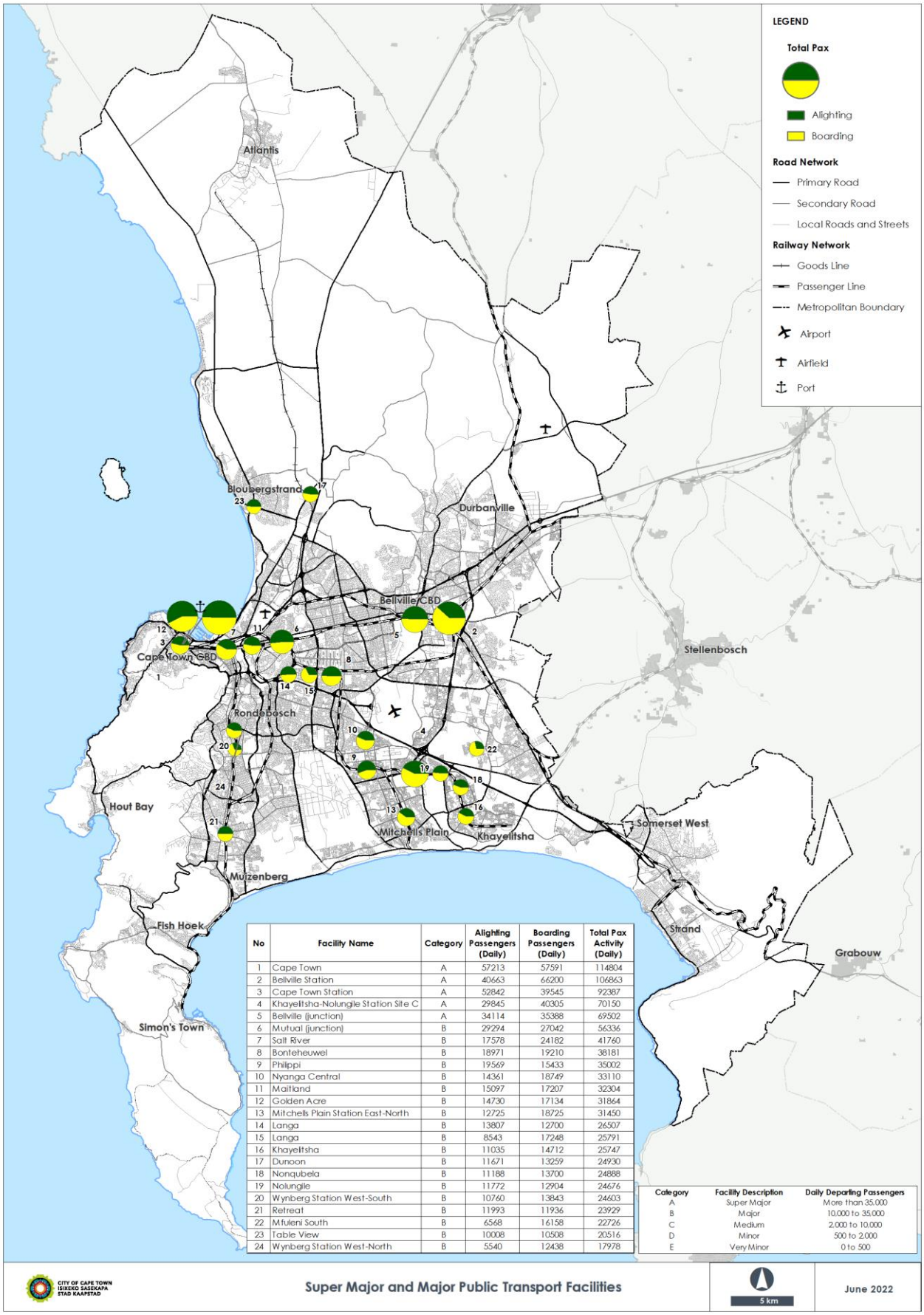
FACILITY NAME	TDW REFERENCE	FACILITY TYPE	OPERATOR	DESCRIPTION	LONGITUDE	LATITUDE	ALIGHTING PASSENGERS (DAILY)	BOARDING PASSENGERS (DAILY)
Cape Town	RAIL009	Rail station	PRASA	Super major	18.427983	-33.923211	57 213	57 591
Bellville Station	MBT019	Rank	Taxi associations	Super major	18.63093764	-33.9053395	40 663	66 200
Cape Town Station	MBT035	Rank	Taxi associations	Super major	18.42673838	-33.92312218	52 842	39 545
Khayelitsha-Nolungile Station Site C	MBT085	Rank	Taxi associations	Super major	18.64849802	-34.01505897	29 845	40 305
Bellville (junction)	RAIL005	Rail station	PRASA	Super major	18.627342	-33.906243	34 114	35 388
Mutual (junction)	RAIL060	Rail station	PRASA	Major	18.512756	-33.921945	29 294	27 042
Salt River	RAIL080	Rail station	PRASA	Major	18.464921	-33.927233	17 578	24 182
Bonteheuwel	RAIL007	Rail station	PRASA	Major	18.5498	-33.941993	18 971	19 210
Philippi	RAIL074	Rail station	PRASA	Major	18.58537	-34.013307	19 569	15 433
Nyanga central	MBT142	Rank	Taxi associations	Major	18.58437717	-33.9929504	14 361	18 749
Maitland	RAIL051	Rail station	PRASA	Major	18.487098	-33.92462	15 097	17 207
Golden Acre	GABS008	Station	Golden Arrow	Major	18.42488631	-33.92408901	14 730	17 134
Mitchells Plain Station east-north	MBT129	Rank	Taxi associations	Major	18.61928845	-34.04824296	12 725	18 725
Langa	RAIL046	Rail station	PRASA	Major	18.529815	-33.939015	13 807	12 700
Langa	MBT100	Rank	Taxi associations	Major	18.536101	-33.945844	8 543	17 248
Khayelitsha	RAIL038	Rail station	PRASA	Major	18.6707	-34.047886	11 035	14 712
Dunoon	MBT051	Rank	Taxi associations	Major	18.537974	-33.816071	11 671	13 259
Nonqubela	RAIL065	Rail station	PRASA	Major	18.663099	-34.026953	11 188	13 700
Nolungile	RAIL064	Rail station	PRASA	Major	18.649032	-34.016966	11 772	12 904

FACILITY NAME	TDW REFERENCE	FACILITY TYPE	OPERATOR	DESCRIPTION	LONGITUDE	LATITUDE	ALIGHTING PASSENGERS (DAILY)	BOARDING PASSENGERS (DAILY)
Wynberg Station west-south	MBT314	Rank	Taxi associations	Major	18.470815	-34.005067	10 760	13 843
Retreat	RAIL077	Rail station	PRASA	Major	18.463071	-34.059719	11 993	11 936
Mfuleni south	MBT115	Rank	Taxi associations	Major	18.680253	-34.003492	6 568	16 158
Table View	113	Station	MyCiTi	Major	18.48912667	-33.82478333	10 008	10 508
Wynberg Station west-north	MBT195	Rank	Taxi associations	Major	18.471615	-34.003831	5 540	12 438

Refer to Figure 3-18, which are maps of the categories A and B (super major and major) public transport facilities. Figure 3-18 shows the location of the facilities, including the total daily passenger activity and the split between boardings and alightings. The size of the bubbles on Figure 3-18 is indicative of the total passenger activity (boardings plus alightings). Note that categories are based on daily departing passengers, which is the number of passengers boarding.

From Figure 3-18:

a) Note that type of facilities are not shown on this map. The facilities in Figure 3-18 can be found in Table 3-17.
b) Daily departing passengers are the number of people boarding at each location.
c) Bellville Station has the highest number of boardings per day (66 200 passengers). The highest number of daily alightings occur in Cape Town (57 213).
d) Cape Town and Bellville are also the locations with the highest daily passenger activity (106 863 passengers for Bellville and a total of 207 191 passengers for both Cape Town PT facilities).
e) For visual clarity, only the five super major and 19 major PT facilities are shown, as a map showing all PT facilities would be overly cluttered.



No	Facility Name	Category	Alighting Passengers (Daily)	Boarding Passengers (Daily)	Total Pax Activity (Daily)
1	Cape Town	A	57213	57591	114804
2	Bellville Station	A	40663	66200	106863
3	Cape Town Station	A	52842	39545	92387
4	Khayelitsha-Nolungile Station Site C	A	29845	40305	70150
5	Bellville (junction)	A	34114	35388	69502
6	Mutual (junction)	B	29294	27042	56336
7	Salt River	B	17578	24182	41760
8	Bonteheuwel	B	18971	19210	38181
9	Philippi	B	19569	15433	35002
10	Nyanga Central	B	14361	18749	33110
11	Maitland	B	15097	17207	32304
12	Golden Acre	B	14730	17134	31864
13	Mitchells Plain Station East-North	B	12725	18725	31450
14	Langa	B	13807	12700	26507
15	Langa	B	8543	17248	25791
16	Khayelitsha	B	11035	14712	25747
17	Dunoon	B	11671	13259	24930
18	Nonqubela	B	11188	13700	24888
19	Nolungile	B	11772	12904	24676
20	Wynberg Station West-South	B	10760	13843	24603
21	Retreat	B	11993	11936	23929
22	Mfuleni South	B	6568	16158	22726
23	Table View	B	10008	10508	20516
24	Wynberg Station West-North	B	5540	12438	17978

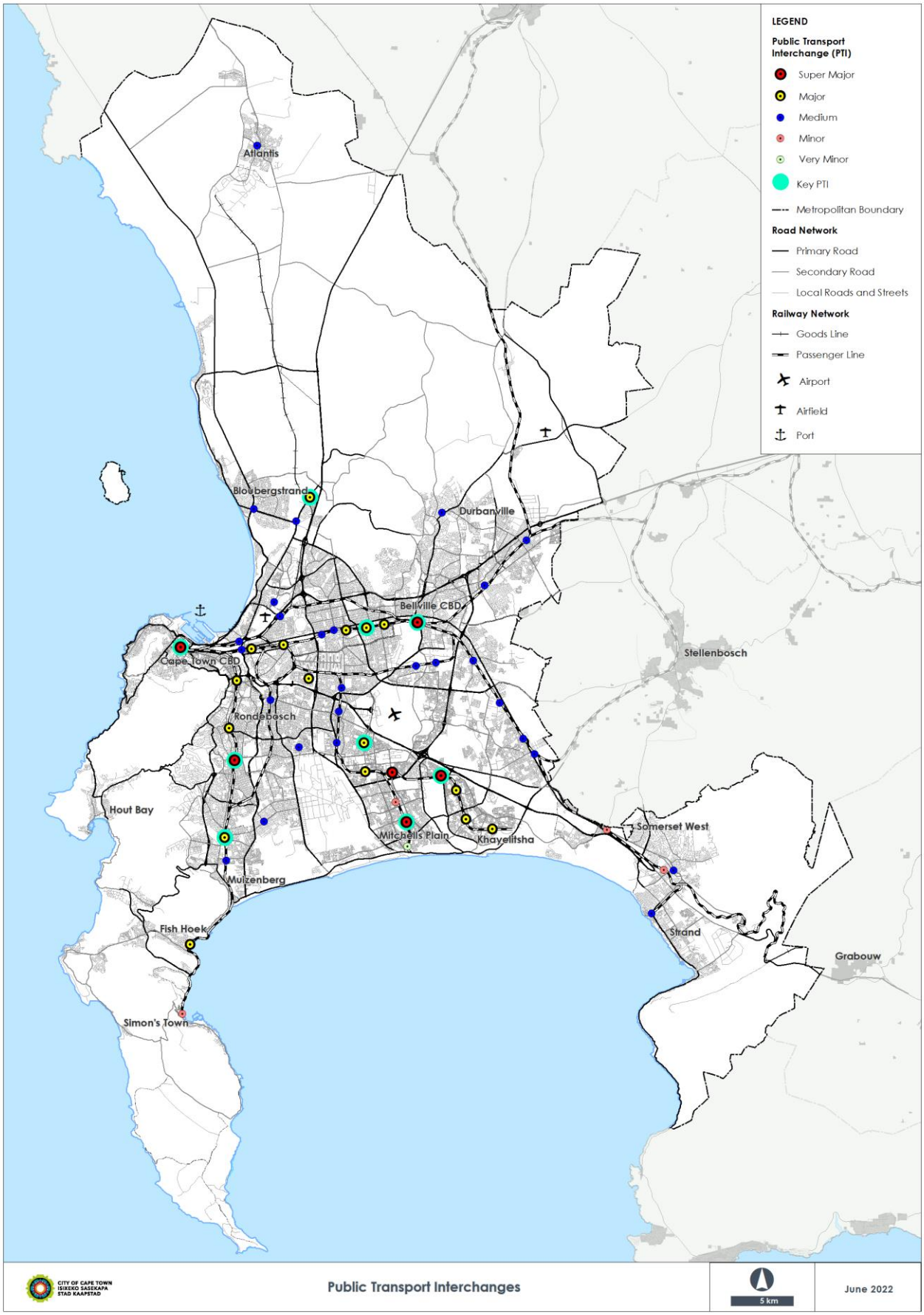
Category	Facility Description	Daily Departing Passengers
A	Super Major	More than 35,000
B	Major	10,000 to 35,000
C	Medium	2,000 to 10,000
D	Minor	500 to 2,000
E	Very Minor	0 to 500

Source: TDW, 2022

Figure 3-18: Location of super major and major PT facilities

3.3.3.2 Public transport interchanges (PTIs)

PTIs are operational areas surrounding clusters of public transport facilities that are close enough for commuters to change modes efficiently. The Urban Mobility Directorate currently manages and maintains 54 PTIs throughout Cape Town. These range in size from very large (e.g. Cape Town Station deck) to very small (e.g. London Road, Ocean View). Each interchange is a different size, handles varied numbers of passengers and requires different levels of management and funding. Figure 3-19 shows the location of PTIs. Table 3-18 shows a summary of the number of PTIs across Cape Town and which types of public transport facilities are present within these PTIs.



Source: TDW, 2022

Figure 3-19: Location of PTIs across Cape Town

Table 3-18: PTIs across Cape Town and PT facilities within each PTI

Source: TDW, 2022

TYPE	TOTAL	WITHIN PTIS	AS STAND-ALONE
MyCiTi stations	40	7	33
Rail stations	95	43	52
Minibus taxi ranks (official)	137	69	68
Minibus taxi ranks (unofficial)	57	16	41
Metered-taxi ranks	40	5	35
GABS bus station	30	20	10
Long-distance ranks	18	11	7
P&R areas	113	44	69

Table 3-19 shows the facilities for all 54 PTIs, as well as the categorisation based on daily passenger volumes and location of each PT. The categorisation described in Table 3-15 applies for PTIs as well.

Table 3-19: PTI locations, category, and facilities therein (ranked alphabetically)

Source: TDW, 2022

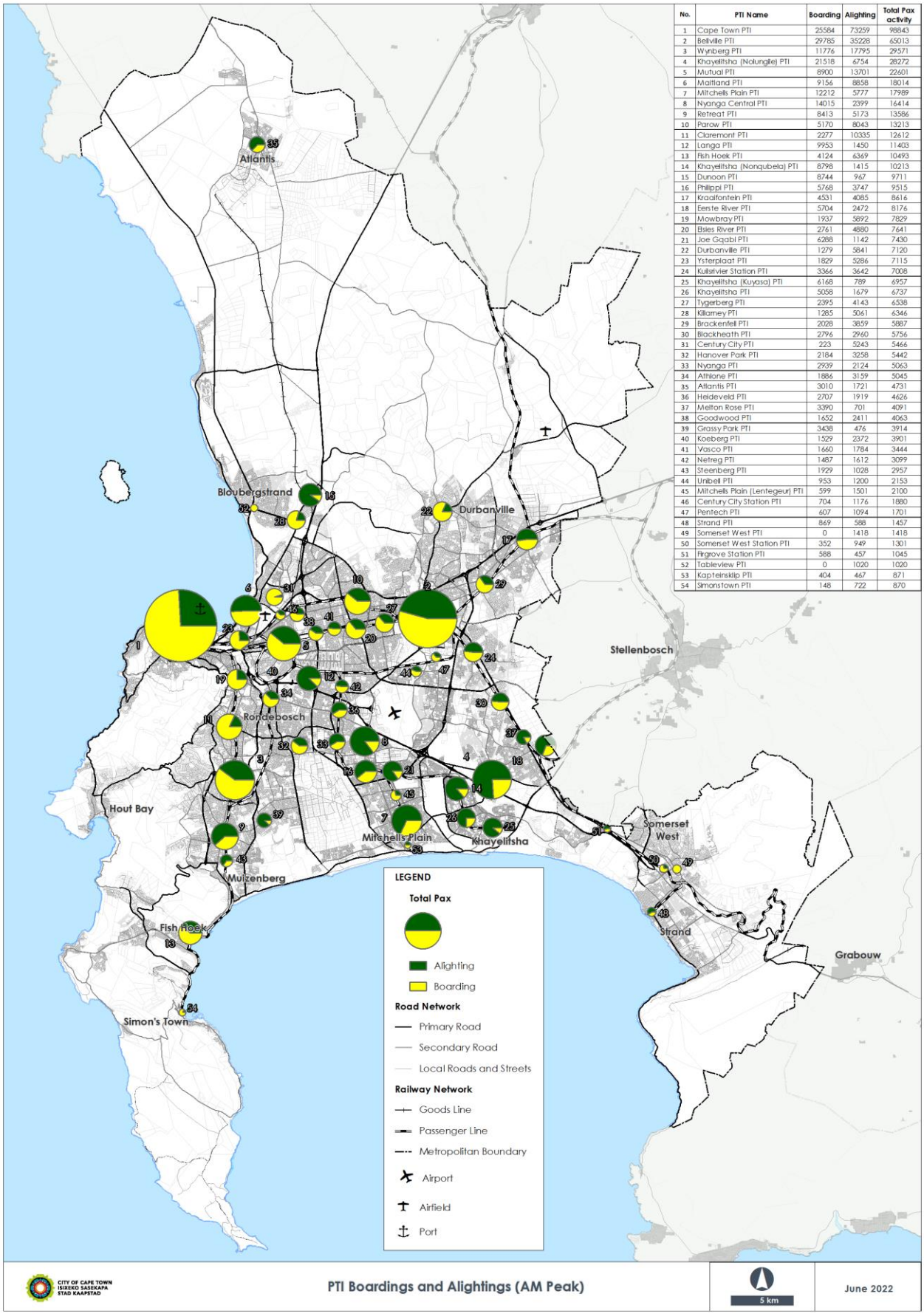
PTI NAME	TDW REF CODE	CATEGORY	DESCRIPTION	LONGITUDE	LATITUDE	RAIL STATION	RANK – LOCAL MINIBUS	STATION – GABS	STATION – MYCITI	RANK – LONG DISTANCE
Athlone PTI	PTI002	C	Medium	18.50281	-33.96151	√	√			
Atlantis PTI	PTI082	C	Medium	18.49357	-33.56315		√		√	
Bellville PTI	PTI005	A	Super major	18.62979	-33.90614	√	√	√		√
Blackheath PTI	PTI006	C	Medium	18.70075	-33.96417	√	√			
Brackenfell PTI	PTI009	C	Medium	18.68776	-33.87979	√	√			
Cape Town PTI	PTI010	A	Super major	18.42550	-33.92298	√	√	√	√	√
Century City PTI	PTI064	C	Medium	18.50644	-33.89117		√	√	√	
Century City Station PTI	PTI011	C	Medium	18.51165	-33.90117	√			√	
Claremont PTI	PTI012	B	Major	18.46693	-33.98138	√	√	√		
Dunoon PTI	PTI015	B	Major	18.53777	-33.81591	√	√			√
Durbanville PTI	PTI016	C	Medium	18.65146	-33.82745		√	√		
Eerste River PTI	PTI018	C	Medium	18.73073	-34.00092	√	√			
Elsies River PTI	PTI020	B	Major	18.56835	-33.91152	√	√	√		
Firgrove Station PTI	PTI021	D	Minor	18.79276	-34.05550	√	√			
Fish Hoek PTI	PTI022	B	Major	18.43247	-34.13670	√	√	√		

PTI NAME	TDW REF CODE	CATEGORY	DESCRIPTION	LONGITUDE	LATITUDE	RAIL STATION	RANK – LOCAL MINIBUS	STATION – GABS	STATION – MYCITI	RANK – LONG DISTANCE
Goodwood PTI	PTI023	C	Medium	18.54728	-33.91450	√	√			
Grassy Park PTI	PTI024	C	Medium	18.49680	-34.04879		√	√		
Hanover Park PTI	PTI025	C	Medium	18.52746	-33.99527		√	√		
Heideveld PTI	PTI027	C	Medium	18.56191	-33.96977	√		√		
Joe Gqabi PTI	PTI029	A	Super major	18.60755	-34.01374	√	√			√
Kapteinsklip PTI	PTI030	E	Very minor	18.62055	-34.06696	√	√			
Khayelitsha (Kuyasa) PTI	PTI033	B	Major	18.69396	-34.05463	√	√			
Khayelitsha (Nolungile) PTI	PTI034	A	Super major	18.64973	-34.01609	√	√			√
Khayelitsha (Nonqubela) PTI	PTI035	B	Major	18.66300	-34.02666	√	√	√		
Khayelitsha PTI	PTI036	B	Major	18.67108	-34.04759	√	√			√
Killarney PTI	PTI037	C	Medium	18.52567	-33.83305		√	√		
Koeberg PTI	PTI038	C	Medium	18.47832	-33.92525	√		√		
Kraaifontein PTI	PTI039	C	Medium	18.72421	-33.84748	√	√			
Kuils River Station PTI	PTI040	C	Medium	18.67780	-33.93360	√	√			
Langa PTI	PTI041	B	Major	18.53597	-33.94610		√			√
Maitland PTI	PTI043	B	Major	18.48664	-33.92448	√	√			

PTI NAME	TDW REF CODE	CATEGORY	DESCRIPTION	LONGITUDE	LATITUDE	RAIL STATION	RANK – LOCAL MINIBUS	STATION – GABS	STATION – MYCITI	RANK – LONG DISTANCE
Melton Rose PTI	PTI047	C	Medium	18.72075	-33.98983	√	√			
Mitchells Plain (Lentegeur) PTI	PTI049	D	Minor	18.61041	-34.03497	√	√			
Mitchells Plain PTI	PTI050	A	Super major	18.61975	-34.04936	√	√	√		
Mowbray PTI	PTI052	B	Major	18.47393	-33.94737	√	√	√		
Mutual PTI	PTI054	B	Major	18.51438	-33.92184	√	√			
Netreg PTI	PTI080	C	Medium	18.56424	-33.95281	√	√	√		
Nyanga Central PTI	PTI055	B	Major	18.58340	-33.99249		√	√		√
Nyanga PTI	PTI056	C	Medium	18.56002	-33.99242	√	√			
Parow PTI	PTI060	B	Major	18.58592	-33.90976	√	√			
Pentech PTI	PTI061	C	Medium	18.64570	-33.93496	√	√			
Philippi PTI	PTI062	B	Major	18.58451	-34.01311	√	√			
Retreat PTI	PTI065	B	Major	18.46259	-34.05998	√	√	√		
Simonstown PTI	PTI067	D	Minor	18.42532	-34.18643	√	√			
Somerset West PTI	PTI068	C	Medium	18.85028	-34.08477		√	√		
Somerset West Station PTI	PTI069	D	Minor	18.84177	-34.08426	√	√			
Steenberg PTI	PTI070	C	Medium	18.46401	-34.07663	√	√			

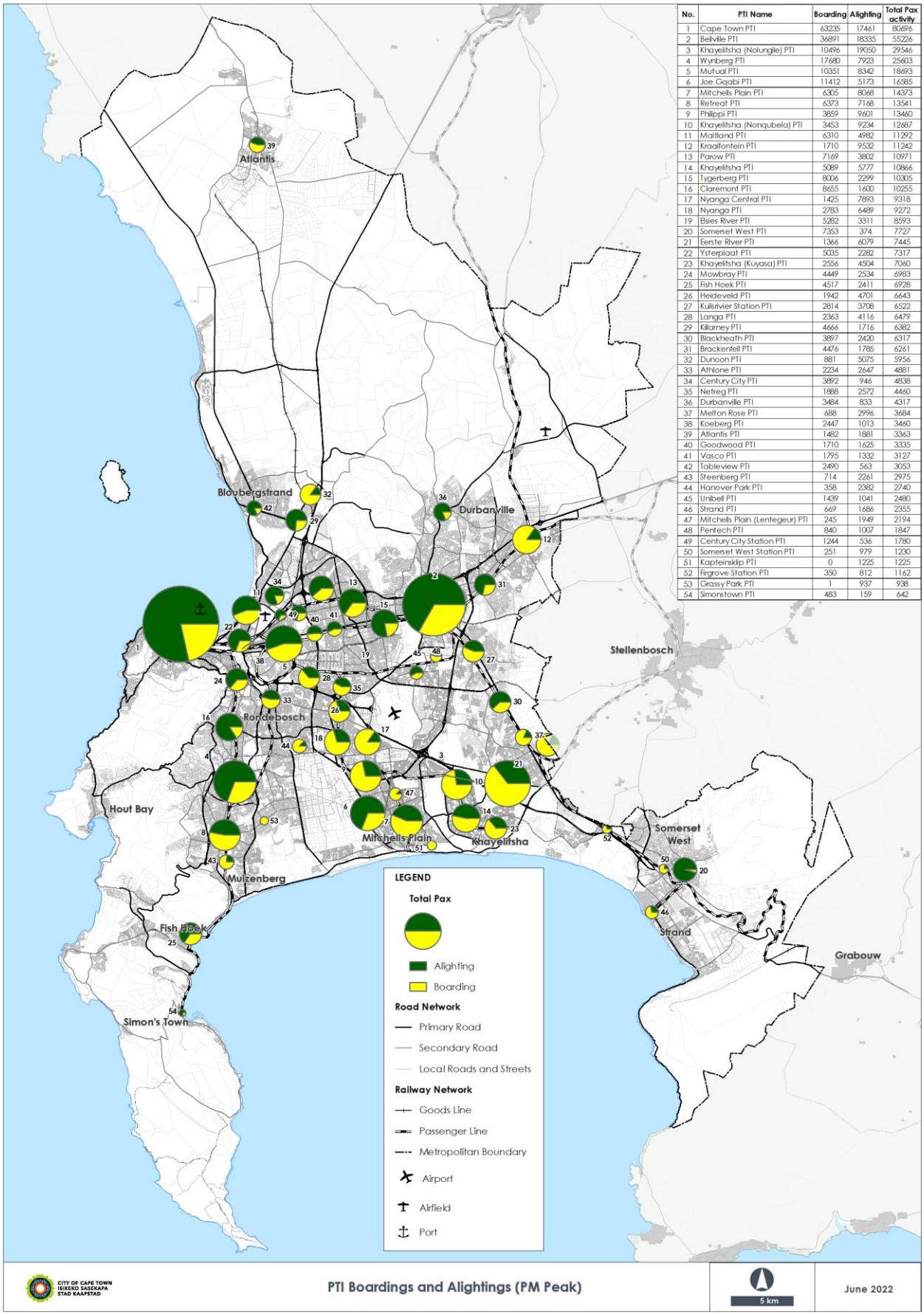
PTI NAME	TDW REF CODE	CATEGORY	DESCRIPTION	LONGITUDE	LATITUDE	RAIL STATION	RANK – LOCAL MINIBUS	STATION – GABS	STATION – MYCITI	RANK – LONG DISTANCE
Strand PTI	PTI071	C	Medium	18.83120	-34.11549	√	√			
Table View PTI	PTI072	C	Medium	18.48948	-33.82426		√			
Tygerberg PTI	PTI073	B	Major	18.60129	-33.90743	√	√	√		
Unibell PTI	PTI074	C	Medium	18.62857	-33.93734	√	√			
Vasco PTI	PTI075	C	Medium	18.55803	-33.91128	√	√			
Wynberg PTI	PTI079	A	Super major	18.47154	-34.00460	√	√	√		
Ysterplaat PTI	PTI081	C	Medium	18.47631	-33.91928	√	√			
				TOTAL		**44**	**51**	**21**	**4**	**8**

To provide an understanding of the passenger volumes at the different PTIs, refer to Figure 3-20 and Figure 3-21, which show the boarding and alighting occurring at PTIs. The morning and afternoon peaks are 06:00 – 09:00 and 16:00 and 19:00 respectively. Data for other time periods (pre-morning peak, inter-peak and post-evening peak) are omitted for visual clarity and can be provided in a tabular format on request.



No.	PTI Name	Boarding	Alighting	Total Pax activity
1	Cape Town PTI	25584	73259	98843
2	Bellville PTI	29785	35228	65013
3	Wynberg PTI	11776	17795	29571
4	Khayelitsha (Nolungile) PTI	21518	6754	28272
5	Mutual PTI	8900	13701	22601
6	Maitland PTI	9156	8858	18014
7	Mitchells Plain PTI	12212	5777	17989
8	Nyanga Central PTI	14015	2399	16414
9	Retreat PTI	8413	5173	13586
10	Parow PTI	5170	8043	13213
11	Claremont PTI	2277	10335	12612
12	Langa PTI	9953	1450	11403
13	Fish Hoek PTI	4124	6369	10493
14	Khayelitsha (Nonqubela) PTI	8798	1415	10213
15	Dunoon PTI	8744	967	9711
16	Philippi PTI	5768	3747	9515
17	Kraaifontein PTI	4531	4085	8616
18	Eerste River PTI	5704	2472	8176
19	Mowbray PTI	1937	5892	7829
20	Bsies River PTI	2761	4880	7641
21	Joe Gqabi PTI	6288	1142	7430
22	Durbanville PTI	1279	5841	7120
23	Ysterplaat PTI	1829	5286	7115
24	Kuilsrivier Station PTI	3366	3642	7008
25	Khayelitsha (Kuyasa) PTI	6168	789	6957
26	Khayelitsha PTI	5058	1679	6737
27	Tygerberg PTI	2395	4143	6538
28	Killarney PTI	1285	5061	6346
29	Brackenfell PTI	2028	3859	5887
30	Blackheath PTI	2796	2960	5756
31	Century City PTI	223	5243	5466
32	Hanover Park PTI	2184	3258	5442
33	Nyanga PTI	2939	2124	5063
34	Athlone PTI	1886	3159	5045
35	Atlantis PTI	3010	1721	4731
36	Heideveld PTI	2707	1919	4626
37	Melton Rose PTI	3390	701	4091
38	Goodwood PTI	1652	2411	4063
39	Grassy Park PTI	3438	476	3914
40	Koeberg PTI	1529	2372	3901
41	Vasco PTI	1660	1784	3444
42	Netreg PTI	1487	1612	3099
43	Steenberg PTI	1929	1028	2957
44	Unibell PTI	953	1200	2153
45	Mitchells Plain (Lentegeur) PTI	599	1501	2100
46	Century City Station PTI	704	1176	1880
47	Pentech PTI	607	1094	1701
48	Strand PTI	869	588	1457
49	Somerset West PTI	0	1418	1418
50	Somerset West Station PTI	352	949	1301
51	Firgrove Station PTI	588	457	1045
52	Tableview PTI	0	1020	1020
53	Kapteinsklip PTI	404	467	871
54	Simonstown PTI	148	722	870

Figure 3-20: Passenger activity during the morning peak at PTIs



No.	PTI Name	Boarding	Alighting	Total Pax activity
1	Cape Town PTI	63235	17461	80696
2	Bellville PTI	36891	18335	55226
3	Khayelitsha (Nolungile) PTI	10496	19050	29546
4	Wynberg PTI	17680	7923	25603
5	Mutual PTI	10351	8342	18693
6	Joe Gqabi PTI	11412	5173	16585
7	Mitchells Plain PTI	6305	8068	14373
8	Retreat PTI	6373	7168	13541
9	Philippi PTI	3859	9601	13460
10	Khayelitsha (Nonqubela) PTI	3453	9234	12687
11	Maitland PTI	6310	4982	11292
12	Kraaifontein PTI	1710	9532	11242
13	Parow PTI	7169	3802	10971
14	Khayelitsha PTI	5089	5777	10866
15	Tygerberg PTI	8006	2299	10305
16	Claremont PTI	8655	1600	10255
17	Nyanga Central PTI	1425	7893	9318
18	Nyanga PTI	2783	6489	9272
19	Bsies River PTI	5282	3311	8593
20	Somerset West PTI	7353	374	7727
21	Eerste River PTI	1366	6079	7445
22	Ysterplaat PTI	5035	2282	7317
23	Khayelitsha (Kuyasa) PTI	2556	4504	7060
24	Mowbray PTI	4449	2534	6983
25	Fish Hoek PTI	4517	2411	6928
26	Heideveld PTI	1942	4701	6643
27	Kuilsrivier Station PTI	2814	3708	6522
28	Langa PTI	2363	4116	6479
29	Killarney PTI	4666	1716	6382
30	Blackheath PTI	3897	2420	6317
31	Brackenfell PTI	4476	1785	6261
32	Dunoon PTI	881	5075	5956
33	Athlone PTI	2234	2647	4881
34	Century City PTI	3892	946	4838
35	Netreg PTI	1888	2572	4460
36	Durbanville PTI	3484	833	4317
37	Melton Rose PTI	688	2996	3684
38	Koeberg PTI	2447	1013	3460
39	Atlantis PTI	1482	1881	3363
40	Goodwood PTI	1710	1625	3335
41	Vasco PTI	1795	1332	3127
42	Tableview PTI	2490	563	3053
43	Steenberg PTI	714	2261	2975
44	Hanover Park PTI	358	2382	2740
45	Unibell PTI	1439	1041	2480
46	Strand PTI	669	1686	2355
47	Mitchells Plain (Lentegeur) PTI	245	1949	2194
48	Pentech PTI	840	1007	1847
49	Century City Station PTI	1244	536	1780
50	Somerset West Station PTI	251	979	1230
51	Kapteinsklip PTI	0	1225	1225
52	Firgrove Station PTI	350	812	1162
53	Grassy Park PTI	1	937	938
54	Simonstown PTI	483	159	642

Figure 3-21: Passenger activity during the afternoon peak at PTIs

3.3.3.3 MyCiTi stations

The main MyCiTi stations are located along trunk routes and are typically in the median of the road adjacent to the dedicated lanes. Passengers are sheltered and can board on both sides of the station. Security personnel and ticketing officers are also present. Feeder stations are located along feeder routes and are either sheltered waiting areas or totem pole-style stops. Feeder routes have low-floor buses with kerbside boarding, while stations on Phase 1A trunk routes are configured for high-floor areas. Future stations on new trunk routes will have low-floor platforms for low-floor boarding. The map in Figure 3-22 shows the operational MyCiTi routes as well as the relative locations of stations and bus stops as at 28 May 2022.

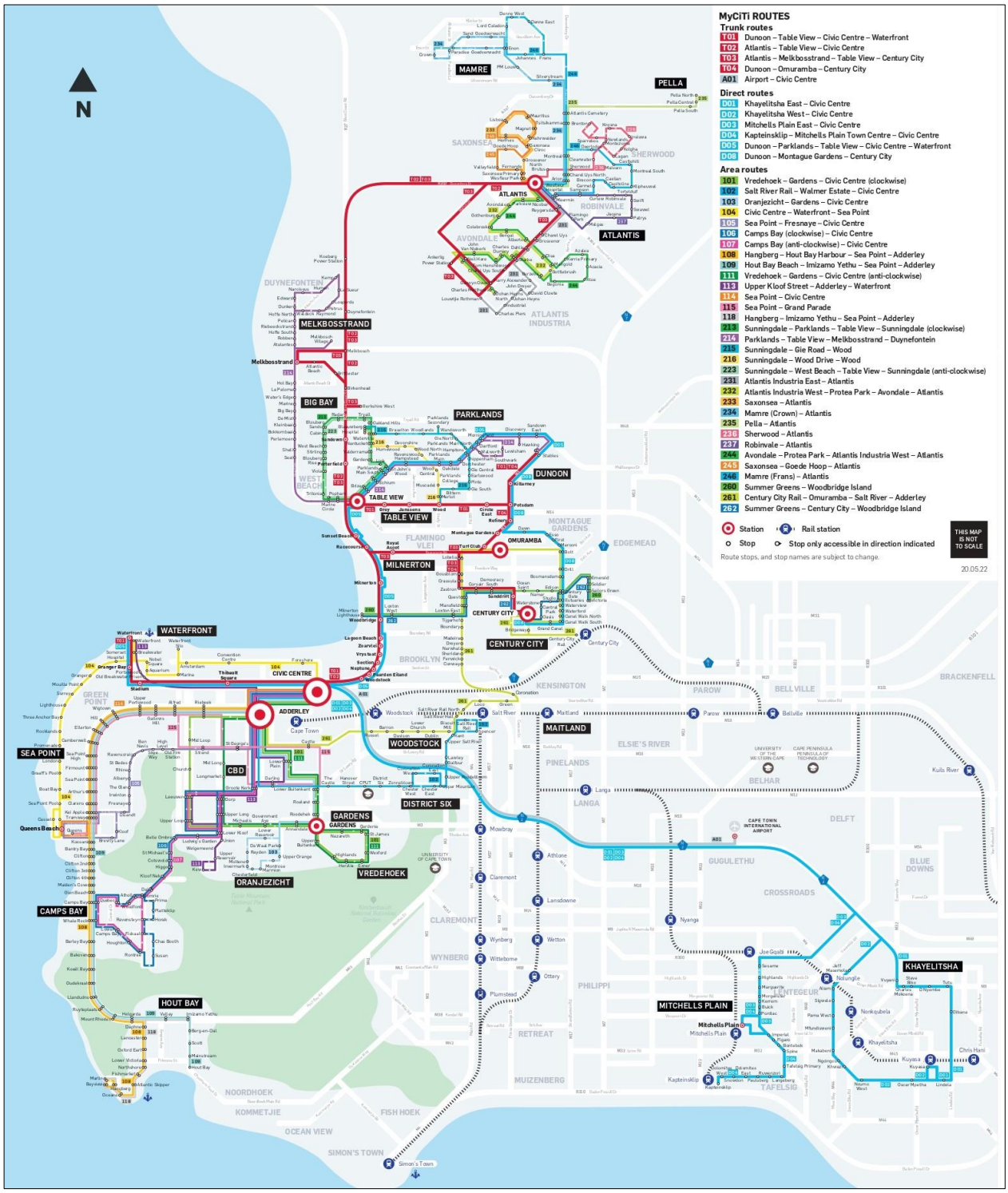


Figure 3-22: MyCiTi routes, bus stops and trunk stations (MyCiTi, 2022)

3.3.4 Road-based routes per mode and per major operator

Table 3-20 contains a sample of the full set of road-based routes per mode and operator (e.g. bus operating company or taxi association in Cape Town). All routes are available on request.

Table 3-20: Road-based PT route descriptions – all day (sample)

Source: TDW, 2022

NO.	MODE	ROUTE CODE	ORIGIN	DESTINATION
1	MBT	E52	Khayelitsha (Luzuko Rank)	Mitchells Plain
From the Luzuko taxi rank in Khayelitsha, right into Swartklip Road, left into Sherfield Road, into AZ Berman Road, right into 8th Avenue, left into 1st Avenue, right into Naboom Road, Mitchells Plain and return along the same route.				
2	MBT	13	Nyanga	Claremont
From taxi rank at Nyanga, along Emms Drive, right into Lansdowne Road, right into Jan Smuts Drive, left into Turfhall Road, right into Prince Arthur Road, left into Lansdowne Road that becomes Stanhope Road, right into Station Road to taxi rank at Claremont railway station and return along the same route.				
3	MBT	A89	Manenberg	Cape Town
From taxi rank at The Downs Manenberg, into The Downs Road, into Manenberg Avenue, along Manenberg Avenue, left into Ruimte Avenue, right into Jordan Street, left into Duinefontein Street, along Duinefontein Street, left onto N2, along N2 that becomes Settlers Way, along Settlers Way into Eastern Boulevard, along Eastern Boulevard, left into Oswald Pirow Street, right into top deck Cape Town railway station, Cape Town and return along the same route subject to the condition that no passengers are picked up at top deck Cape Town railway station, Cape Town.				
4	MBT	325	Claremont	Hanover Park
From taxi rank at Claremont, right into Station Road, left into Stanhope Road, around circle, right into Lansdowne Road, right into Cross Cut Road, left into Racecourse Road, which becomes Turfhall Road, right into Hanover Park Avenue, left into Surran Road, right into Civic Road to Hanover Park Civic Centre, Hanover Park and return along the same route.				
5	MyCiTi	101F	Civic Centre	Wexford
Civic Centre Station, U-turn on busway, continue Hertzog Boulevard, right DF Malan Street, left Table Bay Boulevard, left Heerengracht, right Walter Sisulu Avenue, left Lower Long Street, continue Long Street, left Orange Street, continue Annandale Road, continue Mill Street, left Mill Street offramp, Gardens Station, right Maynard Street, right Mill Street, left Upper Buitenkant Street, continue Highlands Avenue, left Exner Avenue, right Davenport Road, left St James Street, left Derry Street, right Noordelik Avenue, left Gardenia Avenue, right Derry Street, continue Upper Mill Street, continue Mill Street, Gardens Station, continue Mill Street, continue Annandale Road, continue Orange Street, continue Buitensingel, right Loop Street, continue Lower Long Street, right Walter Sisulu Avenue, left Heerengracht, right Table Bay Boulevard, right DF Malan Street, left Hertzog Boulevard, Civic Centre Station				
6	MyCiTi	102F	Civic Centre	Salt River
Civic Centre Station, continue Hertzog Boulevard, left Heerengracht, continue Adderley Street, left Darling Street, continue Keizergracht, continue Chester Road, left Coronation Road, right Upper Mountain Road, left Rhodes Avenue, left Upper Roodebloem Road, continue Roodebloem Road, right Victoria Road, left Salt River Road, right Albert Road via Salt River circle, left Spencer Road, left Foundry Road, Salt River Station				
7	MyCiTi	102R	Salt River	Civic Centre

NO.	MODE	ROUTE CODE	ORIGIN	DESTINATION
Salt River Station, continue Foundry Road, exit Voortrekker Road, continue Salt River Road via Salt River circle, right Victoria Road, left Roodebloem Road, continue Upper Roodebloem Road, right Rhodes Avenue, right Upper Mountain Road, left Chester Road, continue Keizergracht, continue Darling Street, right Adderley Street, continue Heerengracht, right Hertzog Boulevard, U-turn on busway, Civic Centre Station				
8	Bus service (GABS)	DXC2	Retreat Station	Cape Town Station
Radius-based permit				
9	Bus service (GABS)	ADA9	Cape Town Station	Bellville Station
Radius-based permit				
10	Bus service (GABS)	OPP5	Mitchells Plain	Cape Town Station
Radius-based permit				

Table 3-21 provides a sample of origin-destination data information for minibus taxis (MBTs), BRT buses and GABS buses. Information includes origin and destination rank/terminus names and codes, route codes, route distance and trip time (one-way and turnaround/cycle time). All routes are available on request.

Table 3-21: Route as identified by facility

Source: TDW, 2022

NO.	MODE	ORIGIN RANK/TERMINUS		DESTINATION RANK/TERMINUS		ROUTE CODE	ROUTE DISTANCE	TRIP TIME (ONE WAY)*	TURNAROUND TIME (CYCLE TIME)**
		NAME	CODE	NAME	CODE				
1	MBT	Langa	MBT100	Vangate Mall	MBT257	N93	3,3 km	17	N/A
2	MBT	Langa	MBT101	Mowbray	MBT136	R11	6,9 km	29	N/A
3	MBT	Nyanga	MBT142	Athlone	MBT304	15	12,7 km	45	N/A
4	MBT	Fish Hoek	MBT059	Ocean View	MBT145	524	12 km	N/A	32
5	MBT	Ocean View	MBT145	Sun Valley	MBT176	533	8,4 km	N/A	30
6	BRT	Masiphumelele (Site 5)	MBT112	Fish Hoek	MBT059	E14	5,5 km	N/A	33
7	BRT	Civic Centre	101	Wexford	1230	101F	5,8 km	27	60
8	BRT	Wexford	1230	Civic Centre	101	101R	5,8 km	27	60
9	BRT	Civic Centre	101	Salt River	1268	102	6,8 km	30	60
10	BRT	Salt River	1268	Civic Centre	101	102	6,9 km	30	60
11	Bus service	Cape Town (Golden Acre C lane)	N/A	Sea Point	N/A	AAA6	6,2 km	23	N/A
12	Bus service	Sea Point	N/A	Cape Town (Golden Acre C lane)	N/A	AAA7	6,5 km	28	N/A
13	Bus service	Cape Town (Golden Acre D lane)	N/A	Bellville	N/A	ADA1	25 km	50	N/A
14	Bus service	Dunoon	N/A	Cape Town	N/A	DAK6	21 km	39	N/A
15	Bus service	Cape Town (Golden Acre G lane)	N/A	Bonteheuwel	N/A	AJA3	20 km	32	N/A

*Trip time in minutes, one direction only.
**In minutes. Includes the time at the origin facility, trip time outbound, time at the destination facility and trip time of the return trip.

3.3.5 Summary and analysis of the fare systems of different services in Cape Town

The following service fares have changed since the CITP 2018–2023:

a) MyCiTi fares
b) Golden Arrow Bus Services fares
c) Minibus taxis fares

Metrorail fare structure has not changed since 2016 but is listed below for the sake of completeness.

3.3.5.1 Ticketing systems used by different public transport modes

The different ticketing systems in place for MyCiTi, GABS, rail and minibus taxi are indicated in Table 3-22.

Table 3-22: Ticketing systems used by different public transport modes

Source: 2018–2023 CITP

OPERATOR	TICKETING SYSTEM		
	CASH	CARD OR PREPAID	
		FARE BASED ON	DESCRIPTION
MyCiTi	No	Trunk or feeder	Prepaid, rechargeable card
GABS	Yes	Route specific	Prepaid smartcard
Rail	Yes	Distance by class	Monthly and weekly Metrorail ticket
Minibus taxi	Yes	Distance	Distanced-based fees

Lower-income users show a tendency to buy daily tickets as individual cashflows allow. A road-based PT Fare Policy was introduced in early 2013 to govern fare structures going forward. Despite the fragmentation referred to above, Cape Town is the first city in South Africa to introduce EMV compliant PT cards that can be used to travel on the MyCiTi services. This automated fare collection (AFC) system was developed and implemented during the first phase of MyCiTi. The AFC is a distance-based fare system, as opposed to flat- or zone-based fares.

3.3.5.2 Passenger rail

Metrorail tickets are bought via cash only at selected stations. Metrorail uses a distance-based fare structure and different rates for their Metro and Metro Plus services. Single, return, weekly and monthly tickets can be purchased. Metrorail fares are between R10,50 and R23,50 for a single Metro Plus ticket and are between R250 and R500 for a monthly Metro Plus ticket. There has been no change in Metrorail fares since 2015/2016[23]. Table 3-23 shows the fare levels and structure of Metrorail in the Western Cape region.

Table 3-23: Metrorail fares per route (not changed since 2016)

Source: Metrorail, 2022

KM ZONE	SINGLE		WEEKLY		MONTHLY	
	METROPLUS	METRO	METROPLUS	METRO	METROPLUS	METRO
1-10	R10,50	R7,50	R80,00	R47,00	R250,00	R140,00
Century City, Claremont, Esplanade, Hazendal, Kentemade, Koeberg Road, Maitland, Mowbray, Mutual, Ndabeni, Newlands, Observatory, Paarden Eiland, Pinelands, Rondebosch, Rosebank, Salt River, Thornton, Woltemade, Woodstock, Ysterplaat						
11-19	R11,50	R8,00	R90,00	R50,00	R280,00	R150,00

[23] Confirmed with CCT Transport Information Centre on 2022-03-14.

KM ZONE	SINGLE		WEEKLY		MONTHLY	
	METROPLUS	METRO	METROPLUS	METRO	METROPLUS	METRO
Acacia Park, Athlone, Avondale, Belhar, Bellville, Bonteheuwel, Crawford, De Grendel, Diep River, Elsies River, Goodwood, Harfield Road, Heathfield, Heideveld, Kenilworth, Langa, Lansdowne, Lavistown, Monte Vista, Netreg, Oosterzee, Ottery, Parow, Plumstead, Retreat, Steurhof, Tygerberg, Vasco, Wetton, Wittebome, Wynberg						
21-30	R13,50	R9,00	R110,00	R59,00	R340,00	R175,00
Blackheath, Brackenfell, Clovelly, Eikenfontein, False Bay, Fish Hoek, Kalk Bay, Kuils River, Lakeside, Lentegeur, Mitchells Plain, Mandalay, Muizenberg, Nolungile, Nyanga, Pentech, Philippi, Sarepta, Southfield, St James, Steenberg, Stikland, Stock Road, Unibell						
31-40	R16,50	R10,00	R135,00	R65,00	R420,00	R190,00
Chris Hani, Eerste River, Faure, Fisantekraal, Glencairn, Kapteinsklip, Khayelitsha, Kraaifontein, Kuyasa, Lynedoch, Melton Rose, Nonkqubela, Simon's Town, Sunny Cove						
41-135	R19,50	R13,00	R160,00	R80,00	R500,00	R250,00
Abbotsdale, Artois, Dal Josafat, Du Toit, Firgrove, Gouda, Hermon, Huguenot, Kalbaskraal, Klapmuts, Klipheuwel, Koelenhof, Malan, Malmesbury, Mbekweni, Mellish, Milkpunt, Muldersvlei, Paarl, Soetendal, Somerset West, Stellenbosch, Strand, Tulbaghweg, Van Der Stel, Vlottenburg, Voëlvlei, Wellington, Wintervogel, Wolseley.						
136-200	R23,50	R18,00	R195,00	R115,00	R605,00	R360,00
Worcester						

3.3.5.3 MyCiTi

The current MyCiTi fare structure is distance-based where the passengers are charged by the length of their journey. Passengers load Mover points (1 Mover point = 1 rand) on a MyCiTi-branded EMV card[24], which is used to tap on and off on buses and stations. The correct fare is calculated based on distance travelled and is deducted from the card balance through an AFC system.

The benefit of this approach is that it provides the closest match between the extent of service provided and the fare paid. MyCiTi applies a distance-based fare structure[25] with the fare rate per kilometre travelled reducing as the length of the journey increases.

The MyCiTi fare structure also has elements of a time-based fare structure as peak (Mover Spender) and off-peak (Mover Saver) prices are charged per distance band depending on the time of travel, and elements of a flat fare structure in other available products, such as single trip, multi-day passes and monthly passes. The products are listed below:

a) Mover points (peak and off peak).

b) Monthly ticket that allows unlimited travel for a full four-week period.

c) Single trip tickets (which are paper tickets that are the price of the longest distance band).

[24] EMV is a payment method based on a technical standard for smart payment cards. EMV originally stood for 'Europay, Mastercard, and Visa', the three companies that created the standard.

[25] Distance-based fare structure means that fare/km is inversely proportional to the distance travelled.

d) Premium charge for specific travel to the airport.

e) Multi-day pass such as one-day; three-day and seven-day pas's that allows for unlimited travel, including to and from the airport.

The most cost-effective option is always the Mover, except for the monthly ticket for passengers who make more than 44 commuter trips per month, which are over 40 km per trip. The current ticket options are shown in Table 3-24.

Table 3-24: MyCiTi distance-based fares (March 2022)

DISTANCE BAND	MOVER	
	PEAK FARE (SPENDER)	OFF-PEAK (SAVER)
0-5 km	R10,70	R8,00
5-10 km	R14,00	R10,40
10-20 km	R19,00	R13,80
20-30 km	R22,00	R16,80
30-40 km	R23,80	R18,20
40-50 km	R25,40	R20,60
50-60 km	R27,80	R23,20
60 km+	R30,10	R25,40
Premium surcharge	R45,00	R45,00

OTHER TICKETS	
Single trip	R32,00
Premium single trip	R92,00
1 day	R80,00
3 days	R175,00
7 days	R250,00
Monthly	R850,00
Price of card	R35,00
Minimum Mover load	R20,00

Note:

1) The peak fare period refers to journeys that start on weekdays from 06:45 to 08:00 and 16:15 to 17:30.
2) The saver fare period refers to all day on weekends and public holidays, and on weekdays outside the peak fare period of 06:45 to 08:00 and 16:15 to 17:30
3) Loading amount options are R20/ R50/ R60/ R80/ R100/ R150/ R300/ R400/ R600
4) The ability to load standard (EMV) on myconnect cards was discontinued as of 1 October 2021.

3.3.5.4 Golden Arrow Bus Service

GABS' scheduled bus services operate on a net contract basis managed by the Western Cape Department of Transport and Public Works.

Table 3-25 shows a sample of fares for routes serviced by Golden Arrow Bus Services. Fares vary depending on the distance travelled, per single trip, and by payment using cash or clip card.

Table 3-25: Golden Arrow peak fares per route

Source: GABS, March 2022

ROUTE	CLIP CARD (R PER TRIP)	CASH (R PER TRIP)	MONTHLY (R PER TRIP)
Atlantis to Cape Town	32,55	43,00	29,83
Atlantis to Koeberg Power Station/Melkbos	17,60	34,50	17,15
Bellville to Cape Town	17,60	34,00	17,15
Bellville to Hanover Park	18,70	34,00	17,15
Bellville to Welgemoed	10,90	15,00	10,00
Blue Downs to Claremont/Rondebosch	20,35	34,50	18,65
Blue Downs to Cape Town	21,50	36,50	19,71

ROUTE	CLIP CARD (R PER TRIP)	CASH (R PER TRIP)	MONTHLY (R PER TRIP)
Blue Downs to Wynberg	20,35	34,50	18,65
Bothasig to Cape Town	17,35	30,00	15,90
Cape Town to Heideveld	17,60	25,50	16,13
Cape Town to Langa	17,35	27,00	15,90
Cape Town to Mitchells Plain	20,35	36,50	18,65
Cape Town to Strandfontein	19,15	34,50	17,56
Cape Town To Wynberg	15,90	25,50	14,58
Darling to Cape Town	35,25	69,50	32,31
Dassenberg to Atlantis	19,15	29,00	17,56
Durbanville to Cape Town	19,15	36,50	17,56
Elsies River to Century City/Montague Gardens	17,60	24,50	16,13
Elsies River to Tygerberg Hospital	11,60	16,00	10,63
Hanover Park to Maitland	17,35	29,50	15,90
Khayelitsha to Cape Town	20,35	36,50	18,65
Pensioner	7,05	Nil	Nil

3.3.5.5 Minibus taxis

Fare determination in the MBT industry is based on a uniform/fixed fare structure. The local taxi associations' executive committees, with the mutual agreement of their members, determine fares per route for all operators belonging to that association. The use of taxi associations assists operators with limited formal business training to determine appropriate fares. Long-distance services operate differently with fares set considering distance and fuel costs, among others.

MBT fares generally increase with distance, however there is a certain point when routes are no longer profitable due to low reverse flow of passengers, traffic delays causing MBTs not being able to return in time for a second trip, as well as the small profit margin on long-distance trips. The most profitable MBT business model is high-volume short trips.

MBTs employ a post-boarding, cash only, ticketless fare system. Fares are either collected by drivers or their assistants, usually en route after commencing the trip. Refer to Table 3-26, which shows a sample of the MBT fares per route.

Table 3-26: MBT fares per route (sample)

Source: TDW, 2022 and CCT MBT Fare Survey, 2020

NO.	ROUTE CODE	MODE	OPERATOR (TAXI ASSOCIATION)	ROUTE ORIGIN	ROUTE DESTINATION	ROUTE DISTANCE	SINGLE TRIP FARE	SURVEY DATE
1	C16	MBT	Cata Eyona	Gugulethu	Cape Town	17,5 km	R18,00	09/12/2020
2	124	MBT	Beltacata	Bellville	Cape Town	23,2 km	R14,00	09/12/2020
3	F26	MBT	Dunoon TA	Dunoon	Maitland	20 km	R12,00	09/12/2020
4	M6	MBT	Dunoon TA	Dunoon	Cape Town	23,6 km	R16,50	09/12/2020
5	F19	MBT	Cata Langa	Langa	Gugulethu	7 km	R12,00	08/12/2020

A full list of fares per route is available on the TDW.

3.3.5.6 Summary of fares

A comparison of the rand per km per PT mode is depicted in Figure 3-23 with the aim to compare fares for a typical commuter travelling in the morning peak five days a week. It is evident that Metrorail fares are by far the cheapest. The R/km rate for road-based public transport (RBPT) ranges from R1,9/km (GABS) to R2,7/km (MBT) for short distances (0-5 km). The longer the trip distance, the more equal the cost per km. Trips over 30 km cost around R0,5/km – R0,6/km across all RBPT modes.

It is evident that overall MBT is the most expensive mode, especially for short trips. MyCiTi is very competitive and is cheaper than bus and MBT from distances longer than 5 km.

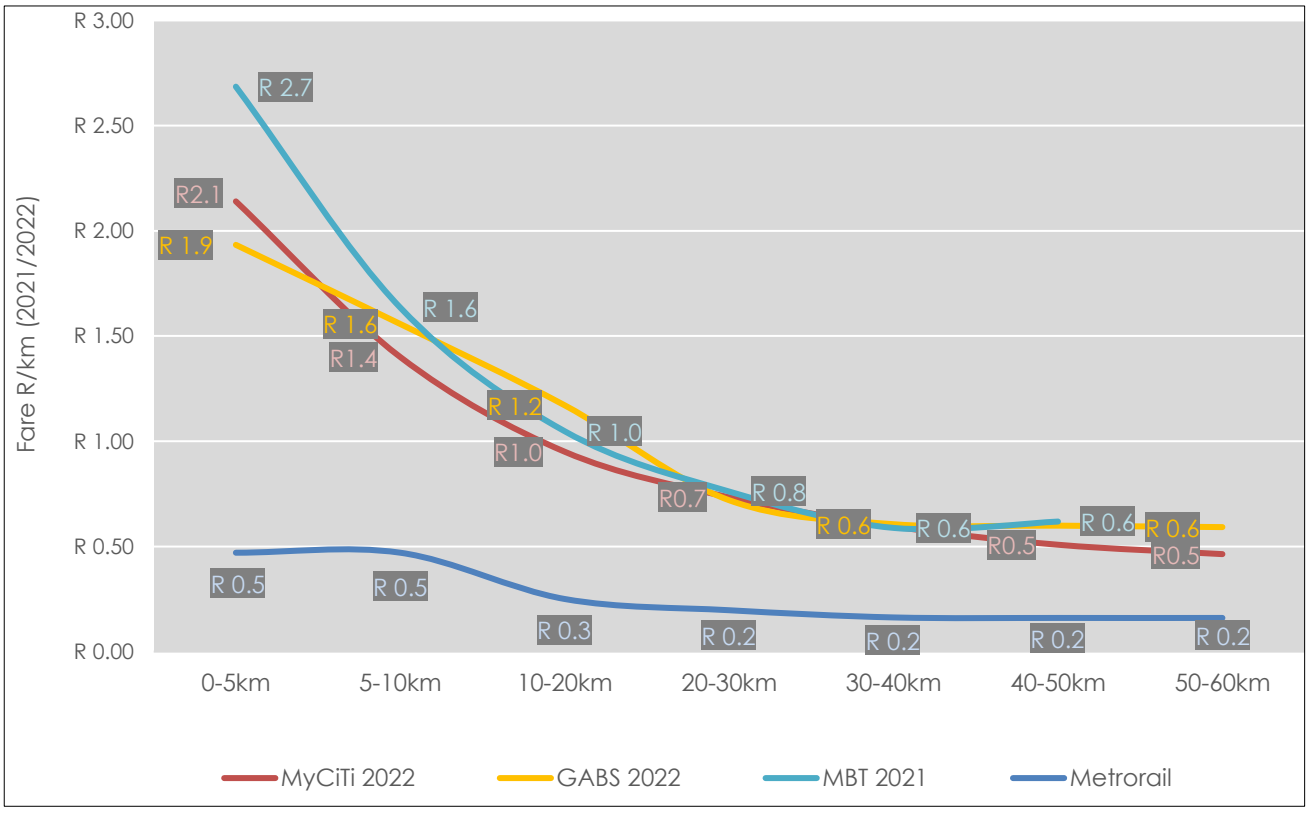


Figure 3-23: Comparison of PT fares (R/km based on 2021/22 fares)

Sources: MyCiTi 2022 peak fare, GABS 2022 clip card weekly, Metrorail 2022 weekly ticket, MBT 2021 per trip (ad hoc MBT tariff survey December 2021).

3.3.5.7 Dial-a-Ride

Dial-a-Ride is a dedicated kerb-to-kerb service for people with disabilities who are unable to access mainstream public transport services. The service transports 350 regular users and 2 270 passengers on an ad hoc basis. The fleet consists of 13 vehicles (2021). The services are integrated with that of MyCiTi, which is also capable of accommodating passengers in wheelchairs.

Fares are determined by the City during the annual budget process after a comprehensive public participation procedure and are shown in Table 3-27:

Table 3-27: Dial-a-Ride fares 2021/2022

DISTANCE BAND	DIAL-A-RIDE FARE
0-5 km	R9,00
5-10 km	R12,00
10-20 km	R16,00
20-30 km	R18,00
30-40 km	R20,00
40-50 km	R22,00
50-60 km	R24,00
60 km+	R26,00

Source: MyCiTi website accessed on 22 February 2022

3.3.6 Passenger rail service capacity and capacity utilisation per line in the peak period

Section 3.3.2.2 contains details of the passenger rail service capacity.

3.3.7 Road-based PT service capacity and capacity utilisation per route in the peak period

An analysis of the supply related to public transport and utilisation of these modes is provided in this section. This information is obtained from the detailed data collated in the TDW. This section includes information related to other forms of public transport such as long-distance and metered taxi transport.

3.3.7.1 Supply and utilisation for MyCiTi buses

Refer to Table 3-28 that shows the MyCiTi supply and utilisation for the morning peak period (06:00 – 09:00) as at 13 April 2022 in a suburb-to-suburb manner. Refer to Table 3-29 that provides the supply and utilisation per route.

Table 3-28: MyCiTi supply and utilisation summary

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

ORIGIN SUBURB	DESTINATION SUBURB	ROUTE CODES	SERVICE TYPE	SEATING CAPACITY	PASSENGERS	VEHICLE TRIPS	AVERAGE PEAK UTILISATION
Atlantis	Table View	T02, T02x	Contracted – MyCiTi	2 734	524	67	19%
Atlantis	Cape Town	T02, T02x	Contracted – MyCiTi	546	151	12	28%
Camps Bay	Cape Town	106 107 108 109	Contracted – MyCiTi	2 358	97	88	4%
Cape Town	Camps Bay	106 107 108 109 118	Contracted – MyCiTi	2 248	227	85	10%
Cape Town	Table View	T01, T01X, T02	Contracted – MyCiTi	936	160	30	17%
Cape Town	Khayelitsha	D01, D02	Contracted – MyCiTi	483	89	11	18%
Cape Town	Mitchells Plain	D03, D04	Contracted – MyCiTi	333	27	9	8%
Khayelitsha	Cape Town	D01, D02	Contracted – MyCiTi	669	513	15	77%
Mitchells Plain	Cape Town	D03, D04	Contracted – MyCiTi	528	192	14	36%
Table View	Cape Town	T01, T01X, T02	Contracted – MyCiTi	3 881	1 211	83	31%
Table View	Atlantis	T03, T02	Contracted – MyCiTi	1 613	79	43	5%

Table 3-29: MyCiTi supply and utilisation per route

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

ROUTE DIRECTION CODE	DIRECTION	MODE (BUS TYPE)	NO OF VEHICLE TRIPS	AVERAGE VEHICLE CAPACITY	SERVICE CAPACITY	NO. OF PASSENGERS	AVERAGE UTILISATION OF PEAK PERIOD
101F	Vredehoek – Gardens – Civic Centre	9m	3	42	126	42	33%
101R	Civic Centre – Gardens – Vredehoek	9m	3	42	126	40	32%
102F	Salt River Rail – Walmer Estate – Civic Centre	9m	14	42	588	129	22%
102R	Civic Centre – Walmer Estate – Salt River rail	9m	13	42	546	409	75%
103F	Oranjezicht – Gardens – Civic Centre	9m	2	42	84	2	2%
103R	Civic Centre – Gardens – Oranjezicht	9m	3	42	126	19	15%
104F	Oranjezicht – Gardens – Adderley – Waterfront	9m	3	42	126	49	39%
104R	Waterfront– Adderley – Gardens – Oranjezicht	9m	3	42	126	51	40%
105F	Sea Point – Fresnaye – Civic Centre	9m	15	42	630	152	24%
105R	Civic Centre – Fresnaye – Sea Point	9m	14	42	588	105	18%
106F	Camps Bay (clockwise) – Civic Centre	9m	14	42	588	260	44%
106R	Civic Centre – Camps Bay (clockwise)	9m	14	42	588	108	18%
107F	Camps Bay (anticlockwise) – Civic Centre	9m	14	42	588	244	41%
107R	Civic Centre – Camps Bay (anticlockwise)	9m	15	42	630	110	17%
108F	Hangberg – Hout Bay Harbour – Sea Point	9m	5	42	210	91	43%
108R	Sea Point – Hout Bay Harbour – Hangberg	9m	11	42	462	403	87%
109F	Adderley – Hout Bay	9m	14	42	588	339	58%
109R	Hout Bay – Adderley	9m	17	42	714	623	87%
111F	Vredehoek – Gardens – Civic Centre	9m	3	42	126	17	13%
111R	Civic Centre – Gardens – Vredehoek	9m	3	42	126	44	35%
113F	Upper Kloof Street – Adderley – Waterfront	9m	10	42	420	42	10%
113R	Waterfront – Adderley – Upper Kloof Street	9m	8	42	336	35	10%
114F	Sea Point – Civic Centre	9m	2	42	84	8	10%
114R	Civic Centre – Sea Point	9m	3	42	126	58	46%
115F	Sea Point – Grand Parade	12m	2	74	148	14	9%
115R	Grand Parade – Sea Point	12m	4	74	296	24	8%
116F	Sea Point – Waterfront – Civic Centre	9m	5	42	210	13	6%

ROUTE DIRECTION CODE	DIRECTION	MODE (BUS TYPE)	NO OF VEHICLE TRIPS	AVERAGE VEHICLE CAPACITY	SERVICE CAPACITY	NO. OF PASSENGERS	AVERAGE UTILISATION OF PEAK PERIOD
116R	Civic Centre – Waterfront – Sea Point	9m	5	42	210	0	0%
118F	Hangberg – Imizamo Yethu – Sea Point – Adderley	9m	5	42	210	139	66%
213R	Sunningdale – Parklands – Table View – Stables Depot	9m	7	42	294	193	66%
214AF	Parklands – Table View	9m	29	42	1218	1376	113%
214AR	Table View – Parklands	9m	32	42	1344	129	10%
214BF	Table View – Melkbosch Village	9m	4	42	168	46	27%
214BR	Melkbosch Village – Table View	9m	5	42	210	105	50%
214CF	Table View – Melkbosstrand – Duynefontein	9m	7	42	294	208	71%
214CR	Duynefontein – Melkbosstrand – Table View	9m	7	42	294	40	14%
215F	Sunningdale – Gie Road – Wood	9m	17	42	714	167	23%
215R	Wood – Gie Road – Sunningdale	9m	18	42	756	501	66%
216F	Sunningdale – Wood Drive – Wood	9m	15	42	630	77	12%
216R	Wood – Wood Drive – Sunningdale	9m	18	42	756	328	43%
223F	Sunningdale – West Beach – Table View	9m	6	42	252	133	53%
231F	Atlantis Industria East – Atlantis	9m	11	42	462	103	22%
231R	Atlantis – Atlantis Industria East	9m	11	42	462	338	73%
232F	Atlantis Industria West – Protea Park – Atlantis	9m	5	42	210	79	38%
232R	Atlantis – Protea Park – Atlantis Industria West	9m	6	42	252	137	54%
233F	Saxonsea – Atlantis	9m	5	42	210	18	9%
233R	Atlantis – Saxonsea	9m	5	42	210	151	72%
234F	Mamre (Crown) – Atlantis	10m	6	58	348	29	8%
234R	Atlantis – Mamre (Crown)	10m	4	58	232	208	90%
235F	Pella – Atlantis	9m	1	42	42	0	0%
235R	Atlantis – Pella	9m	2	42	84	40	48%
236F	Sherwood – Atlantis	9m	14	42	588	7	1%
236R	Atlantis – Sherwood	9m	14	42	588	326	55%
237F	Robinvale – Atlantis	9m	9	42	378	38	10%
237R	Atlantis – Robinvale	9m	9	42	378	209	55%
244F	Avondale – Protea Park – Atlantis Industria	9m	5	42	210	156	74%
244R	Atlantis Industria – Protea Park – Avondale	9m	6	42	252	218	87%
245F	Saxonsea – Goode Hoop – Atlantis	9m	7	42	294	37	13%
245R	Atlantis – Goode Hoop – Saxonsea	9m	7	42	294	156	53%
246F	Mamre (Frans) – Atlantis	11m	5	58	290	13	4%
246R	Atlantis – Mamre (Frans)	10m	3	55	165	100	61%
260F	Summer Greens – Woodbridge Island	9m	7	42	294	267	91%
260R	Woodbridge Island – Summer Greens	9m	7	42	294	32	11%

ROUTE DIRECTION CODE	DIRECTION	MODE (BUS TYPE)	NO OF VEHICLE TRIPS	AVERAGE VEHICLE CAPACITY	SERVICE CAPACITY	NO. OF PASSENGERS	AVERAGE UTILISATION OF PEAK PERIOD
261F	Century City rail – Omuramba – Salt River	9 m	20	42	840	680	81%
261R	Salt River – Omuramba – Century City rail	9 m	19	42	798	1107	139%
262F	Summer Greens – Century City – Woodbridge	9 m	7	42	294	238	81%
262R	Woodbridge – Century City – Summer Greens	9 m	7	42	294	47	16%
A01F	Airport – Civic Centre	12 m	6	67	402	6	1%
A01R	Civic Centre – Airport	12 m	6	67	402	3	1%
D01F	Khayelitsha East – Civic Centre	13 m	12	72	864	246	28%
D01R	Civic Centre – Khayelitsha East	13 m	10	72	720	24	3%
D02F	Khayelitsha West – Civic Centre	15 m	11	79	869	382	44%
D02R	Civic Centre – Khayelitsha West	15 m	10	79	790	57	7%
D03F	Mitchells Plain East – Civic Centre	12 m	3	56	168	94	56%
D03R	Civic Centre – Mitchells Plain East	12 m	2	56	112	5	4%
D04F	Kapteinsklip – Mitchells Plain town centre	14 m	6	71	426	114	27%
D04R	Mitchells Plain town centre – Kapteinsklip	14 m	7	71	497	28	6%
D05R	Dunoon – Parklands – Table View – Civic Centre	12 m	4	65	260	422	162%
D08F	Dunoon – Montague Gardens – Century City	14 m	7	77	539	216	40%
D08R	Century City – Montague Gardens – Dunoon	14 m	8	77	616	65	11%
T01F	Dunoon – Table View – Civic Centre – Waterfront	16 m	25	90	2 250	1 224	54%
T01R	Waterfront – Civic Centre – Table View – Dunoon	16 m	29	90	2 610	2 340	90%
T01XF	Dunoon – Table View – Civic Centre	15 m	3	82	246	7	3%
T01XR	Civic Centre – Table View – Dunoon	15 m	6	82	492	107	22%
T02F	Atlantis – Civic Centre	12 m	7	69	483	822	170%
T02R	Civic Centre – Atlantis	12 m	3	70	210	171	81%
T02XF	T02X	12 m	9	69	621	287	46%
T03F	Atlantis – Melkbosstrand – Table View – Omuramba	12 m	20	69	1 380	1 231	89%
T03R	Omuramba – Table View – Melkbosstrand – Atlantis	12 m	32	69	2 208	1 797	81%
T04F	Dunoon – Omuramba – Century City	12 m	6	67	402	235	58%
T04R	Century City – Omuramba – Dunoon	12 m	7	67	469	127	27%

3.3.7.2 Supply and utilisation of GABS buses

Table 3-30 shows the capacity and indicative utilisation of the 20 GABS routes with the highest passenger volumes. The overall indicative utilisation of the provided services (as opposed to theoretical bus capacity) for these routes was calculated to be 70%. The average individual bus capacity used in the calculation varied between 91 and 110 passengers per trip.

Table 3-30: Golden Arrow Bus Services supply and utilisation in the peak period

Source: 2018 – 2023 CITP

ROUTE	DESCRIPTION	NUMBER OF TRIPS SURVEYED	CAPACITY	EFFECTIVE VEHICLE CAPACITY	PAX	UTILISATION	% OF TRIPS SURVEYED
OPK4	TOWN CENTRE A LANE to CITY	12	1 092	91	746	68%	93%
OPP4	TOWN CENTRE A LANE to CITY	8	728	91	650	89%	100%
KCA2	MAKHAZA to CLAREMONT	9	829	92	601	72%	80%
KWA6	MAKHAZA to WYNBERG	8	737	92	501	68%	100%
EGA0	NYANGA TERM to CITY	7	628	90	492	78%	92%
MHC8	TOWN CENTRE C LANE to CLAREMONT	7	728	104	463	64%	100%
KCA4	HARARE to CLAREMONT	6	540	90	454	84%	83%
FPA4	BELLVILLE B LANE to KENRIDGE	10	1 092	109	433	40%	80%
MNA4	MELTON ROSE STATION to TOWN CENTRE	7	653	93	433	66%	100%
OPD0	KAPTEINSKLIP STATION to CITY	8	719	90	430	60%	93%
MBC4	TOWN CENTRE B LANE to TYGER VALLEY CENTRE	5	546	109	426	78%	100%
EGF0	NYANGA TERMINUS to CITY	7	641	92	422	66%	91%
KMA4	HARARE to CITY	6	546	91	420	77%	100%
KBG5	TOWN CENTRE B LANE to AIRPORT INDUSTRIA 1	6	558	93	379	68%	86%
MHH3	BAYVIEW to CLAREMONT	7	637	91	365	57%	100%
KWE0	HARARE to WYNBERG	4	455	114	348	76%	100%
KBT2	HARARE to DURBANVILLE	4	449	112	344	77%	71%
ECA0	NYANGA TERMINUS to BELLVILLE	8	744	93	341	46%	90%
OPR4	BAYVIEW to CITY	5	546	109	337	62%	88%
KWC6	MAKHAZA to WYNBERG	4	371	93	334	90%	100%

3.3.7.3 Supply and utilisation of minibus taxis

The minibus taxi system presents a unique challenge when considering the effective utilisation of the available fleet. Traditionally, the utilisation would be a function of the potential vehicle capacity versus the total passenger demand. The potential capacity would in turn be a function of the available vehicles and cycle time of each route and the passenger demand would vary along a route, with the highest level usually occurring in a single direction for a very short portion of a route. The flexible nature of the operations and lack of scheduling enable operators to delay departures until the taxis are full or depart with empty taxis with the knowledge that further passengers will be picked up en route, limiting the effectiveness of rank counts. There is also a tendency for taxi operators to have multiple route authorisations associated with one permit (numbered routes, radius, chartered) making it difficult to determine the total number of vehicles operating on each route. The complex nature of operations means that setting up stationary en-route counts can be problematic. Refer to Table 3-31 that shows the MBT supply and utilisation for the morning peak period (06:00 – 09:00). Note that Table 3-31 indicates suburb-to-suburb movements for MBTs. Supply and utilisation per route is available in section 1.4.6.3. Note that the average morning peak utilisation is based on the time passengers board a taxi, i.e. passengers may have arrived at their destinations at a time outside of the morning peak period even if they boarded during the peak period. Also note that the seating capacity is a function of the amount of vehicles available during the peak period and is used in relation to the number of passengers using the services to determine the average utilisation. For supply and utilisation data per route, refer to Table 3-32.

Table 3-31: MBT supply and utilisation summary

Source: TDW, 2022 (data ranges from 2018 to 2022)

ORIGIN SUBURB	DESTINATION SUBURB	ROUTE CODES	SERVICE TYPE	SEATING CAPACITY	PASSENGERS	VEHICLE TRIPS	AVERAGE PEAK UTILISATION
Bellville	Cape Town	Q1, K17, Q2, N91, 124, 255	Local minibus taxi	1 055	869	71	82%
Bellville	Khayelitsha	3, AA89, 132	Local minibus taxi	400	380	26	95%
Bellville	Mitchells Plain	F77, A84, H86	Local minibus taxi	127	116	8	91%
Cape Town	Wynberg	243, 101, 624, 20	Local minibus taxi	563	422	39	75%
Cape Town	Khayelitsha	607	Local minibus taxi	276	209	18	76%
Cape Town	Bellville	Q1, K17, Q2, N91, 124, 255	Local minibus taxi	405	204	28	50%
Cape Town	Mitchells Plain	N31,118, M71, S34, M33, 258, S31, 116, S32, 117, 260, N32, N30, M72, S33, N29, 261, 259, 99, 452	Local minibus taxi	240	103	16	43%
Khayelitsha	Cape Town	607	Local minibus taxi	2 924	2 922	192	100%
Khayelitsha	Bellville	3, AA89, 132	Local minibus taxi	2 469	2 356	155	95%
Khayelitsha	Wynberg	18, G27, Y85, 7, I45	Local minibus taxi	2 263	2 260	149	100%
Khayelitsha	Mitchells Plain	E47, E48, E49, C94, E53, E54, E50, E51	Local minibus taxi	342	156	23	46%
Mitchells Plain	Cape Town	N31, 118, M71, S34, M33, 258, S31, 116, S32, 117, 260, N32, N30, M72, S33, N29, 261, 259, 99, 452	Local minibus taxi	1 231	1 231	82	100%
Mitchells Plain	Wynberg	8, F82, Z39, F81, 234	Local minibus taxi	876	865	59	99%
Mitchells Plain	Bellville	F77, A84, H86	Local minibus taxi	495	495	33	100%
Wynberg	Cape Town	243, 101, 624, 20	Local minibus taxi	1 859	1 853	125	100%

Table 3-32: MBT supply and utilisation per route

Source: TDW (data for various years as indicated in table)

ORIGIN	UNIQUE VEHICLES	TRIPS	TOTAL PASSENGER DEPARTURES	TOTAL CAPACITY	UTILISATION	SURVEY YEAR[26]
MBT011 – Atlantis-Wesfleur	19	21	196	286	69%	2018
MBT013 – Belgravia Rd	80	110	1 209	1 652	73%	2016
MBT014 – Belhar-Chestnut Way	11	15	152	217	70%	2017
MBT015 – Belhar-Symphony Way	74	135	1 348	2 038	66%	2017
MBT017 – Driftsands	2	3	45	45	100%	2018
MBT018 – Bellville South	66	124	830	1879	44%	2016
MBT019 – Bellville Station	1 078	1 834	18 408	25 658	72%	2016
MBT020 – Makhaza West	11	18	263	268	98%	2018
MBT023 – Bloekombos	92	116	1 677	1 734	97%	2015
MBT024 – Bonteheuwel Town Centre	2	2	14	29	48%	2018
MBT028 – Bridgetown-Heide Street	50	114	1 224	1 685	73%	2016
MBT032 – Cape Town-Corporation Str	54	242	3 398	3 634	94%	2015
MBT033 – Cape Town-Heerengracht Str	21	153	1 965	2 235	88%	2017
MBT034 – Cape Town-Plein Str	17	82	1 256	1 234	102%	2015
MBT035 – Cape Town Station	821	1 181	3 256	11 159	29%	2016
MBT040 – Claremont Station	406	565	814	8 184	10%	2018
MBT042 – Crossroads	53	93	1 409	1 433	98%	2012
MBT043 – Delft-South	97	148	2 309	2 241	103%	2017
MBT045 – Delft-Leiden	273	415	3 113	6 235	50%	2017
MBT047 – Delft-Suburban Bliss East	264	437	5 979	6 541	91%	2018
MBT048 – Delft-Suburban Bliss West	175	303	1 783	4 537	39%	2017
MBT050 – Devon Park-Caltex Garage	103	241	175	3 615	5%	2016
MBT051 – Dunoon	248	582	8 714	8 715	100%	2018
MBT052 – Durbanville	105	150	1 165	2 228	52%	2018
MBT054 – Eerste River Station	87	199	832	2 781	30%	2017
MBT057 – Factreton	76	89	758	1 335	57%	2017
MBT058 – Fisantekraal	84	105	1 549	1 551	100%	2018
MBT059 – Fish Hoek Station	171	262	1 882	3 909	48%	2018
MBT062 – Goodwood Station North	6	16	215	232	93%	2016
MBT068 – Groote Schuur	3	3	30	45	67%	2012
MBT069 – Gugulethu-Eyona	218	476	5 217	7 135	73%	2018
MBT070 – Gugulethu-SAPS	138	245	2 970	3 555	84%	2011
MBT071 – Hanover Park	98	159	2 184	2 348	93%	2018
MBT072 – Happy Valley	29	112	1 390	1 672	83%	2017
MBT073 – Heideveld Station West	87	133	1 222	1 989	61%	2016
MBT074 – Highbury Park	34	41	300	604	50%	2017
MBT075 – Hout Bay-Karbonkel Rd	22	23	179	342	52%	2017
MBT077 – Joe Slovo Park 1	45	76	1 037	1 053	98%	2017
MBT078 – Joe Slovo Park 2	33	64	874	937	93%	2011
MBT080 – Khayelitsha-Harare	7	11	122	165	74%	2018
MBT084 – Khayelitsha-Makhaza	63	141	1 706	2 111	81%	2018

[26] It has been noted that some of these surveys are outdated. The source is on-board surveys. Older surveys relate to origin points with negligible utilisation.

ORIGIN	UNIQUE VEHICLES	TRIPS	TOTAL PASSENGER DEPARTURES	TOTAL CAPACITY	UTILISATION	SURVEY YEAR[26]
MBT085 – Khayelitsha-Nolungile Station Site C	760	1 112	16 000	16 829	95%	2016
MBT087 – Khayelitsha-Nonqubela Station Site B	169	242	3 529	3 654	97%	2018
MBT089 – Khayelitsha-Vuyani	22	36	540	540	100%	2018
MBT090 – Khayelitsha Station East	2	2	15	30	50%	2018
MBT094 – Koeberg Road Station	3	6	46	89	52%	2008
MBT098 – Khayelitsha-Kuyasa Station	188	258	3 262	3 780	86%	2021
MBT100 – Langa	275	898	9 906	13 761	72%	2016
MBT102 – Mitchells Plain-Lentegeur Merrydale Rd	7	8	60	120	50%	2021
MBT103 – Lotus River	145	204	1 120	3 011	37%	2016
MBT104 – Lwandle	43	67	986	992	99%	2018
MBT105 – Macassar	75	146	1 755	2 129	82%	2017
MBT106 – Maitland Station	265	413	3 635	6 174	59%	2016
MBT108 – Malibu Village	26	41	444	604	74%	2016
MBT109 – Mamre	18	22	159	325	49%	2017
MBT110 – Mitchells Plain-Mandalay	41	50	168	743	23%	2016
MBT112 – Masiphumelele-Site 5	117	279	3 903	4 262	92%	2018
MBT114 – Melton Rose Station	7	10	141	146	97%	2016
MBT115 – Mfuleni South	275	446	6 446	6 797	95%	2018
MBT117 – Mitchells Plain-Lentegeur Clocktower	33	35	521	521	100%	2021
MBT129 – Mitchells Plain Station East-North	439	605	5 155	5 943	87%	2021
MBT130 – Mitchells Plain Station East-South	5	5	73	73	100%	2021
MBT131 – Mitchells Plain Station West	15	20	55	278	20%	2021
MBT134 – Mowbray Station East	11	11	141	166	85%	2018
MBT136 – Mowbray Station West	168	263	810	3 948	21%	2018
MBT140 – Netreg Station	23	36	87	518	17%	2016
MBT141 – Nomzamo	141	308	3 591	4 589	78%	2018
MBT142 – Nyanga Central	427	752	11 545	11 619	99%	2018
MBT143 – Nyanga Station East	119	134	174	845	21%	2018
MBT145 – Ocean View-Aries Rd	49	329	3 193	4 880	65%	2015
MBT146 – Ocean View-Gemini Rd	34	77	1 080	1 139	95%	2013
MBT150 – Parow Station North	19	87	1 471	1 257	117%	2018
MBT152 – Parow Station South	24	35	315	511	62%	2018
MBT154 – Philippi-Joburg Stores, Lansdowne Rd	54	86	1 236	1 281	96%	2018
MBT156 – Philippi Station North	55	68	110	475	23%	2017
MBT158 – Retreat-12th Ave	196	497	951	7 366	13%	2011
MBT159 – Retreat Station East	14	14	6	204	3%	2018
MBT160 – Retreat Station West	159	434	2 833	6 219	46%	2018
MBT163 – Samora Machel South	138	268	4 103	4 010	102%	2018
MBT164 – Samora Machel North	24	29	382	435	88%	2016
MBT175 – Summer Greens-7-11	13	28	290	412	70%	2016
MBT185 – Vasco Station	77	107	793	1 603	49%	2016

ORIGIN	UNIQUE VEHICLES	TRIPS	TOTAL PASSENGER DEPARTURES	TOTAL CAPACITY	UTILISATION	SURVEY YEAR[26]
MBT186 – Wallacedene	258	669	4 610	9 949	46%	2015
MBT187 – Wesbank	107	241	3 272	3 576	91%	2016
MBT189 – Wynberg-Main Road	63	93	949	1 414	67%	2016
MBT190 – Wynberg Station East	87	117	541	1 693	32%	2021
MBT195 – Wynberg Station West-North	70	70	165	1 049	16%	2021
MBT203 – Brentwood Park	8	9	45	135	33%	2017
MBT206 – Cape Town-Adderley Str Woolworths	53	184	2 822	2 760	102%	2017
MBT217 – Kalkfontein	54	126	1 745	1 876	93%	2016
MBT218 – Kenilworth Centre	4	8	27	120	23%	2018
MBT220 – Khayelitsha-Enkanini	90	95	292	1 410	21%	2017
MBT250 – Parklands-Sunningdale Rd	52	67	308	1 004	31%	2016
MBT258 – Vrygrond	90	430	5 472	6 433	85%	2018
MBT262 – Willowbridge	77	110	621	1 597	39%	2017
MBT263 – Atlantis-Witsand	21	29	122	375	33%	2018
MBT264 – Zola	29	47	530	701	76%	2018
MBT289 – Philippi-Luzuko	29	36	480	537	89%	2017
MBT290 – Cape Town-Strand Str	58	86	39	1 222	3%	2017
MBT304 – Athlone	138	221	87	3 291	3%	2018
MBT305 – Athlone-Klipfontein Road	39	39	374	573	65%	2018
MBT307 – Grassy Park-Busy Corner	260	655	3 426	9 516	36%	2016
MBT309 – Philippi-Joe Gqabi North	153	233	3 158	3 485	91%	2018
MBT311 – Mfuleni North	162	274	3 349	4 089	82%	2018
MBT314 – Wynberg Station West-South	317	554	7 192	8 296	87%	2021
MBT317 – Hout Bay SAPS	31	38	540	555	97%	2017
MBT318 – Klipheuwel Station	4	7	143	133	108%	2017
MBT320 – Delft-The Hague	131	169	1 501	2 516	60%	2017
MBT323 – 2nd Mango Rank	34	48	310	716	43%	2017
MBT324 – Belhar-Alabama	114	193	2 810	2 891	97%	2017
MBT325 – Eisleben-Sheffield Rd	22	34	285	510	56%	2017
MBT366 – Wolwerivier/Morning Star	4	9	109	135	81%	2018
MBT367 – Watergate Mall	79	93	0	1 286	0%	2018
MBT368 – Mitchells Plain-District Hospital	5	5	16	36	44%	2018
MBT369 – Mowbray-Main Rd North	63	80	199	1 169	17%	2018
MBT370 – Mowbray Railway Station	7	9	0	140	0%	2018
MBT587 – Mitchells Plain-Beacon Valley	10	19	30	278	11%	2021

3.3.7.4 Long-distance minibus taxis and buses

The latest LDT survey in Cape Town was undertaken in December 2020.

Refer to Table 3-33 that shows the minibus and midibus passenger arrivals and departures at the different long-distance ranks. For bus operations, refer to Table 3-34. Blank cells mean that there were not any surveyed trips at that location during the survey period.

Table 3-33: Minibus and midibus departures and arrivals at 13 long-distance facilities in Cape Town

Source: TDW, 2022 (data for December 2020)

LOCATION	DEPARTURES				ARRIVALS			
	NO. OF VEHICLES	CAPACITY	PASSENGERS	UTILISATION	NO. OF VEHICLES	CAPACITY	PASSENGERS	UTILISATION
Bellville Mabel Street								
Bellville Mispel Street								
Bellville Station North	1 025	15 379	14 906	97%	1 178	17 657	1 631	9%
Bloekombos	216	32 59	2 961	91%	305	4 618	3 181	69%
Cape Town Station					2	82	25	30%
Cape Town Station deck	258	3 919	3 124	80%	298	4 519	1 195	26%
Khayelitsha Site C	48	727	733	100%	112	1 729	10	1%
Khayelitsha Station	42	833	813	98%	51	995	0	-
Langa	100	1 508	1 406	93%	111	1 673	118	7%
Mfuleni	236	3 554	3 102	87%	248	3 727	2 201	59%
Philippi BP Garage	666	10 117	8 320	82%	1 839	27 894	4 600	16%
Philippi North	563	8 661	7 713	89%	1628	25 442	2 017	8%
Phillipi Joe Gqabi	687	15 563	6 769	43%	1 263	27 945	1 066	4%

Table 3-34: Bus departures and arrivals at 13 long-distance facilities in Cape Town

Source: TDW, 2022 (data for December 2020)

LOCATION	DEPARTURES				ARRIVALS			
	NO. OF VEHICLES	CAPACITY	PASSENGERS	UTILISATION	NO. OF VEHICLES	CAPACITY	PASSENGERS	UTILISATION
Bellville Mabel Street	368	23 181	5 162	22%	754	48 316	3 811	8%
Bellville Mispel Street	204	12 476	1 279	10%	245	14 933	991	7%
Bellville Station North								
Bloekombos								
Cape Town Station	638	39 842	21 305	53%	1190	74 656	9 770	13%
Cape Town Station deck								
Khayelitsha Site C								
Khayelitsha Station								
Langa								
Mfuleni								
Philippi BP Garage	2	120	98	82%	7	420	240	57%
Philippi North								
Phillipi Joe Gqabi	199	12 205	11 356	93%	261	15 996	377	2%

3.3.8 Summary of area-to-area movements

Travel demand for selected areas in Cape Town is summarised hereafter based on cordon count information of 2018 for the morning peak period (06:00 to 09:00). The information included all modes except for rail for nine areas, namely Bellville, Cape Town CBD, Mitchells Plain, Khayelitsha, Epping, Montague Gardens, Claremont, Wynberg and Killarney Gardens. Refer to Figure 3-24.

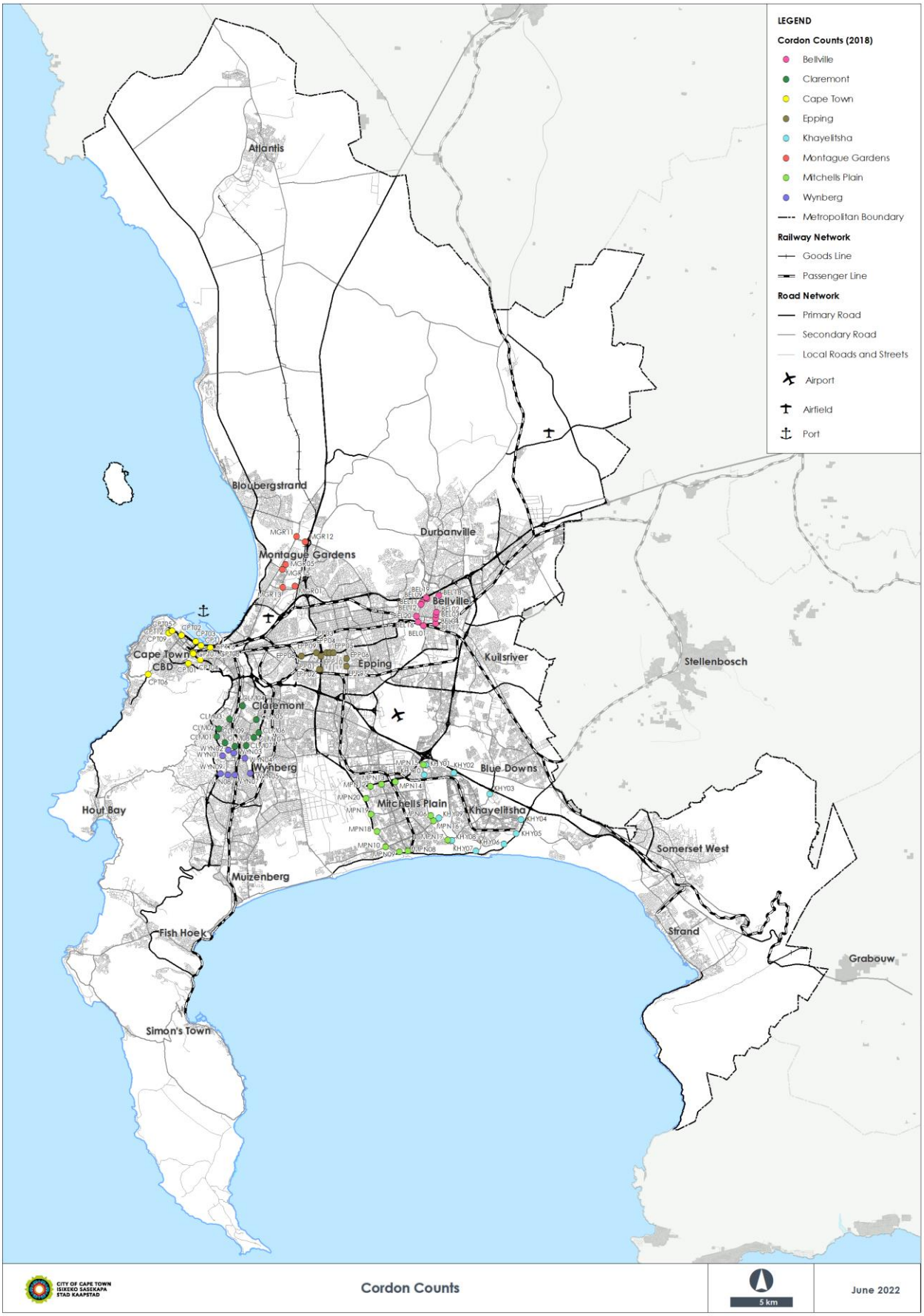


Figure 3-24: Location of cordon counts (2018)

Figure 3-25 depicts the total passenger demand for the selected nine areas. The areas with the highest passenger activity for private and public transport (boarding and alighting) are Cape Town (188 000 pax in morning peak period) followed by Bellville (130 000 pax) and Mitchells Plain (93 000 pax).

The proportional share for inbound and outbound travel mirrors the predominant land use in those areas. Refer to Figure 3-27. Areas that are mainly residential, such as Khayelitsha and Mitchells Plain, show significantly more outbound travel in the morning peak period, whereas areas that offer employment opportunities receive more inbound travel such as CT CBD and Claremont/Wynberg. The graph also indicates the impact of Bellville as an important PT transfer point.

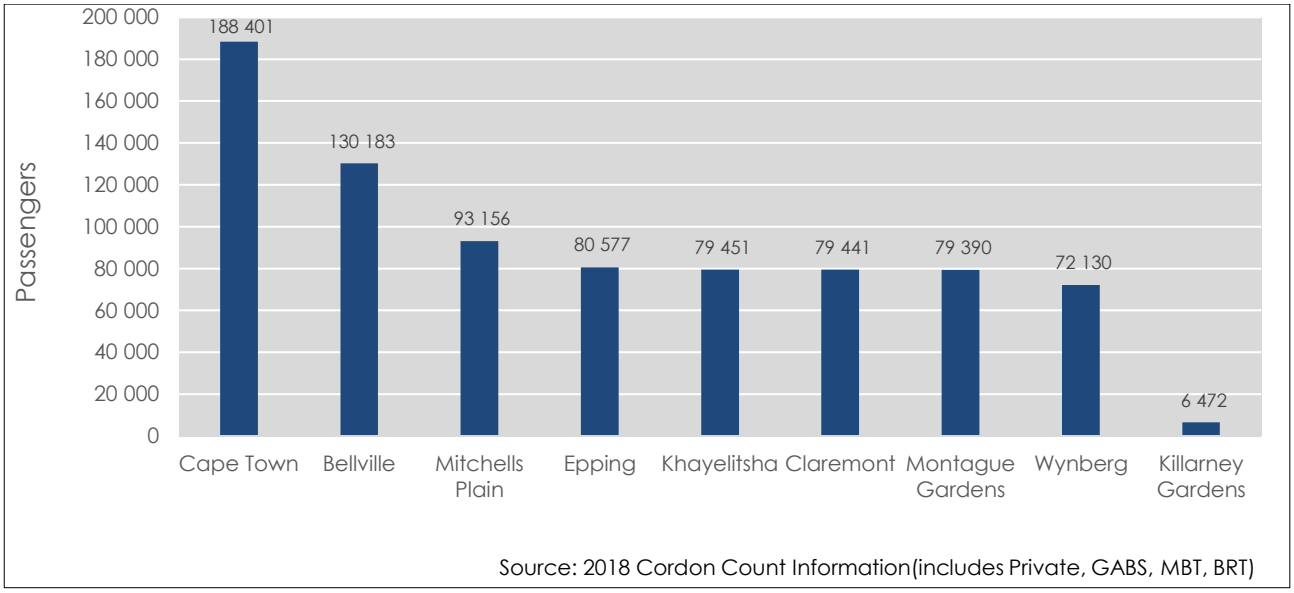


Figure 3-25: Total passenger travel demand for major origins and destinations (total boarding and alighting in morning peak period for private, GABS, MBT, BRT)

Source: Cordon Counts, 2018

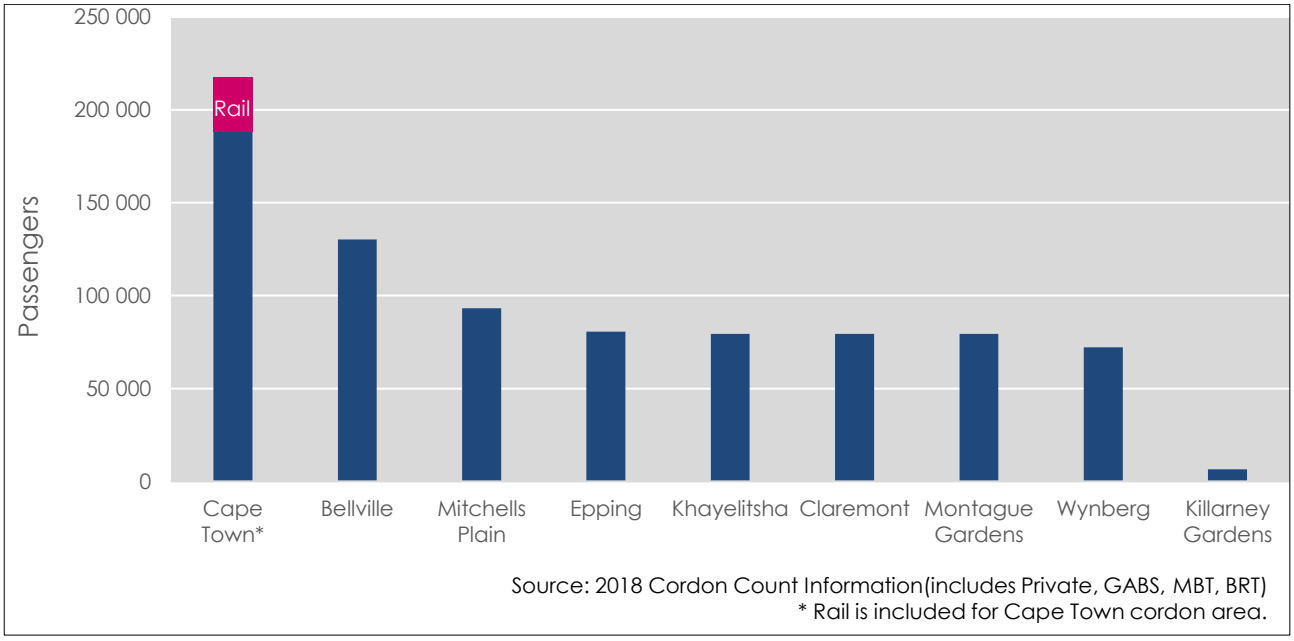


Figure 3-26: Total passenger travel demand for major origins and destinations (total boarding and alighting in morning peak period for private, GABS, MBT, BRT and rail for CT Station)

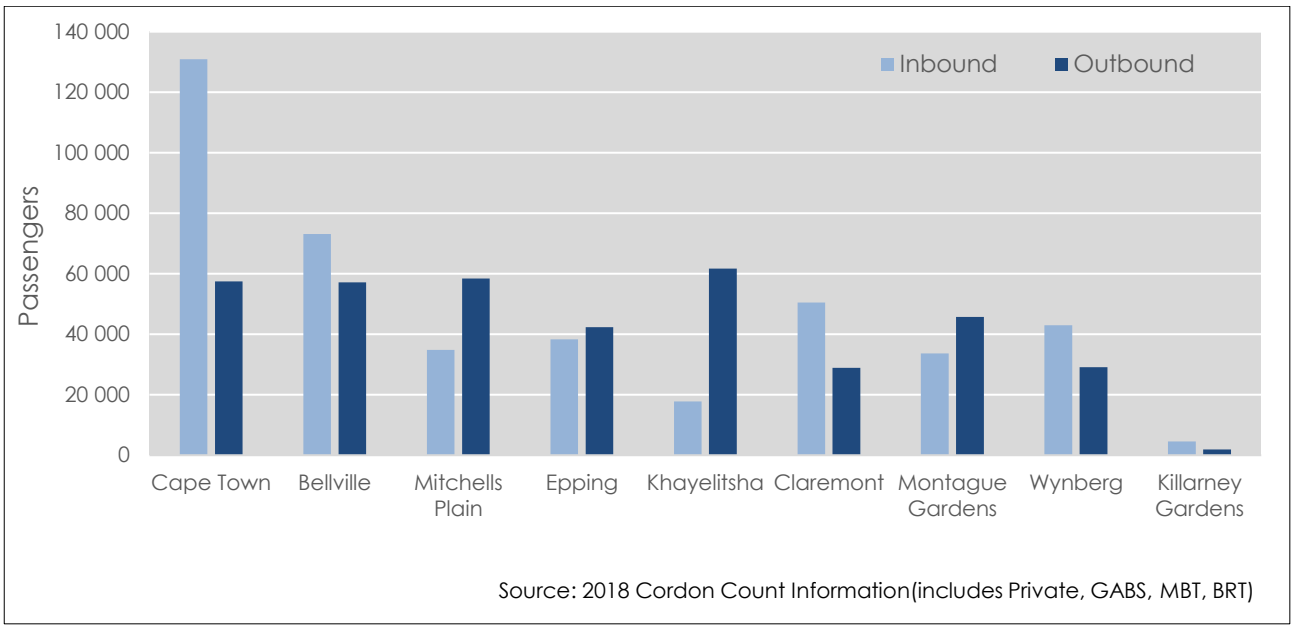


Figure 3-27: Total passenger travel demand for major origins and destinations – in- and outbound in morning peak period (includes private, GABS, MBT, BRT)

Overall, RBPT accounts for 43% across all nine areas and private transport dominates with 57%. Areas where RBPT travel is specifically significant are Cape Town and Khayelitsha, with CT CBD having close to 90 000 passengers boarding and alighting in the morning peak period. Refer to Figure 3-28.

The majority of passengers are transported by MBTs, particularly in Bellville, CBD, Khayelitsha and Wynberg. The overall share for all nine areas is 60% for MBT with GABS buses accounting for 32% and BRT for 8%. The estimated modal split of 2020 indicates an increase of MBT usership to 71% within the RBPT segment. Note that not all areas are serviced by MyCiTi. Refer to Figure 3-29.

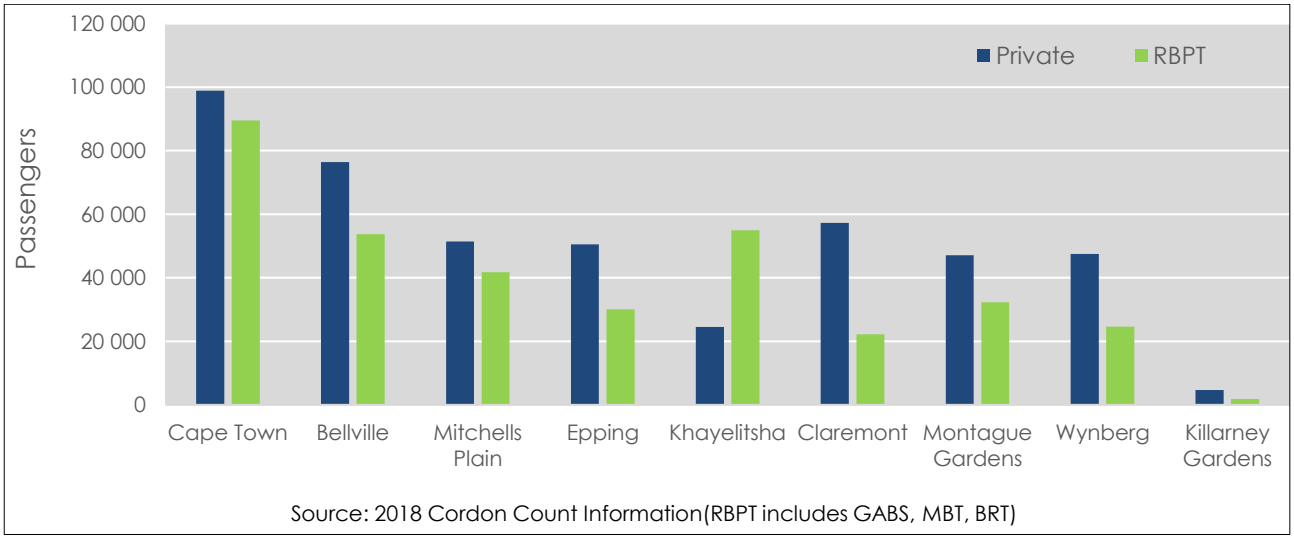


Figure 3-28: Total passenger travel demand per RBPT and private transport for major origins and destinations (total boarding and alighting in morning peak period)

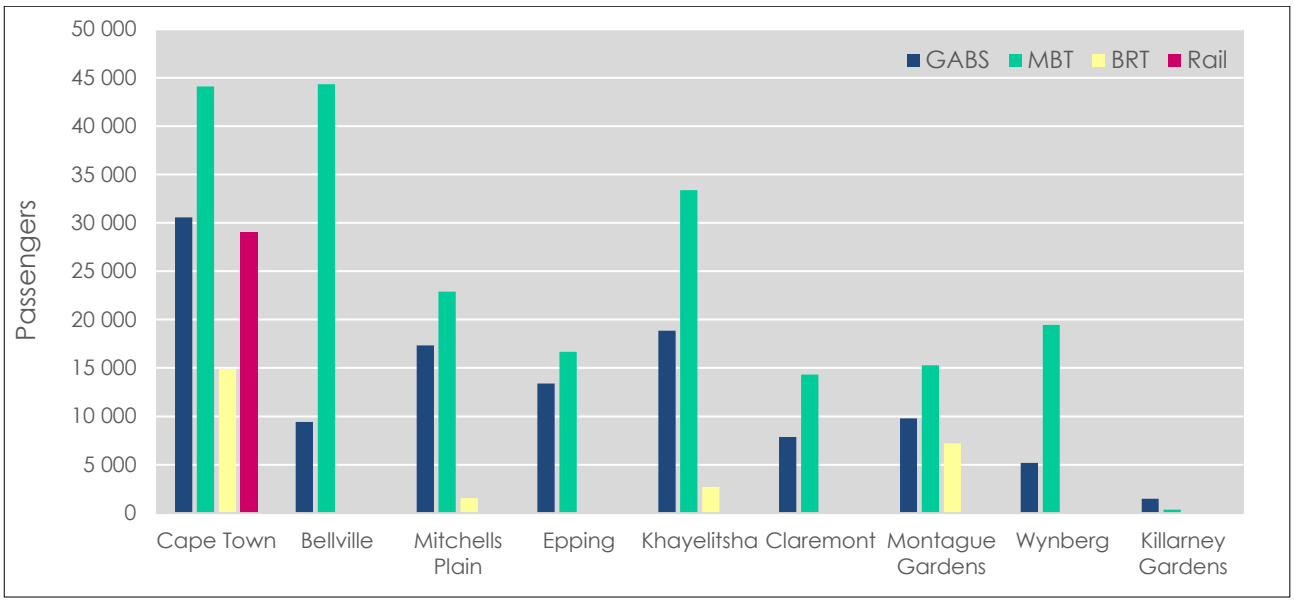


Figure 3-29: PT travel demand per mode for major origins and destinations (total boarding and alighting in morning peak period)

The information is also summarised in Table 3-35 below with the utilisation per mode provided as well. It is evident that for the peak direction, GABS utilisation is highest with 65% versus MBT with 59% and MyCiTi with 57%. However, total utilisation across the morning peak period for in- and outbound trips is highest for MBT with 46%. Note that the above information was the main informant for the 2018 modal split estimate.

Table 3-35: RBPT area movements – passengers and utilisation

PASSENGERS BOARDINGS – MORNING PEAK PERIOD									
AREA	GABS			MBT			MyCiTi		
	Total trips	Total passengers	Utilisation	Total trips	Total passengers	Utilisation	Total trips	Total passengers	Utilisation
Cape Town (CBD) inbound	177	5 369	51%	3 402	30 053	55%	-	-	
Cape Town (CBD) outbound	169	4 043	40%	2 043	14 263	44%	-	-	
Bellville inbound	747	28 369	63%	3 172	31 096	61%	238	7 908	47%
Bellville outbound	423	2 189	9%	2 988	13 008	27%	216	6 976	46%
Claremont inbound	177	6 195	58%	851	10 224	75%	-	-	
Claremont outbound	100	1 666	28%	746	4 088	34%	-	-	
Epping inbound	120	3 830	53%	975	8 186	52%	-	-	
Epping outbound	228	9 566	70%	880	8 486	60%	-	-	
Khayelitsha inbound	246	1 723	12%	2 145	6 862	20%	26	365	20%
Khayelitsha outbound	321	17 136	89%	2 363	26 527	70%	32	2 346	105%
Killarney Gardens inbound	32	1 099	57%	28	244	54%	-	-	
Killarney Gardens outbound	36	382	18%	23	105	29%	-	-	
Mitchells Plain inbound	222	2 560	19%	1 515	12 016	50%	21	564	38%
Mitchells Plain outbound	343	14 759	72%	1 323	10 888	51%	23	989	61%

PASSENGERS BOARDINGS – MORNING PEAK PERIOD									
AREA	GABS			MBT			MyCiTi		
	Total trips	Total passengers	Utilisation	Total trips	Total passengers	Utilisation	Total trips	Total passengers	Utilisation
Montague Gardens inbound	250	7 234	48%	864	5 614	41%	94	4 233	64%
Montague Gardens outbound	178	2 563	24%	1 069	9 674	57%	110	2 982	39%
Wynberg inbound	88	3 629	69%	1 160	11 527	62%	-	-	
Wynberg outbound	76	1 545	34%	1 112	7 915	44%	-	-	
TOTAL	5 951	**115 875**	**32%**	28 677	**212 794**	**46%**	2 778	**28 381**	**15%**
PEAK DIRECTION	2 255	**87 620**	**65%**	14 138	**134 359**	**59%**	387	**15 476**	**57%**

Source: TDW

Note: Utilisation is an estimate only as vehicle model is not known. The following vehicle capacities were assumed: GABS (60), MBT (16) and MyCiTi (70).

3.3.9 Analysis of condition of transport infrastructure, facilities and rolling stock

3.3.9.1 Existing roads

The condition of major roads in the municipal network is described in more detail in section 3.4.8.

3.3.9.2 Existing public transport facilities

The provision of new facilities and the upgrade of facilities are needed to accommodate the growing demand of public transport users, and to improve accessibility and the environment into a safe and dignified place for commuters to transfer from one mode to the other. The capital investments can be seen as a catalyst to create a vibrant, dynamic urban environment that attracts people, provides opportunity, ensures variety and choice, and allows for spatial transformation over time.

The following facilities are planned to be upgraded under the Public Transport Interchange Programme over the next five years to accommodate the needs and aspirations described above:

Dunoon, Somerset West, Masiphumelele, Makhaza, Retreat, Inner City Hub Wynberg, Nolungeli, Macassar, Samora Machel, Nyanga, Noqubela, Bloekombos, Vrygrond, Bayside and Parow.

3.3.10 Extent of over-crowding in PT services

3.3.10.1 MyCiTi

Table 3-29 indicates the average utilisation of MyCiTi services over the entire peak period for all routes based on an origin-destination (OD) analysis. The average utilisation is the sum of passengers divided by the seating capacity. It is apparent from this table that all origins and destinations are served adequately, with the average MyCiTi utilisation throughout the CCT being 23% of total vehicle capacity. The busiest ODs in terms of peak utilisation are Khayelitsha to Cape Town city centre (77% average peak utilisation) and Mitchells Plain to Cape Town city centre (36% utilisation). MyCiTi buses traveling from Camps Bay to Cape Town are the least used.

3.3.10.2 GABS

As per the surveyed levels, it can be concluded that the service has a fair amount of spare capacity for seasonal or event-based changes in passenger numbers. The surveys also indicate that there is overcrowding on a select few routes. Overcrowding was observed in approximately 14% of surveyed routes. Of the routes with high passenger volumes, the town centre to City, Harare to Claremont and Makhaza to Wynberg routes were particularly overcrowded in the morning peak period with 89%, 84% and 90% utilisation respectively. Within the less busy routes (not shown below) there are routes with higher levels of overcrowding. Village 3 to Durbanville, town centre C lane to Cape Gate and Makhaza to Hout Bay Harbour for instance have utilisation rates of over 100%, indicating high levels of overcrowding on those routes. Despite this, the average utilisation across all routes was found to be 63% (assuming routes with less than 20% measured utilisation to be outliers). This shows that the majority of GABS routes have a fair amount of spare capacity.

3.3.10.3 Minibus taxis

Table 3-31 shows examples of route codes that are served per OD and the average peak utilisation per OD for the morning peak hour. The average MBT utilisation throughout the CCT is 83%, with routes in Mitchells Plain, Khayelitsha and Wynberg being fully utilised, indicating overcrowding. Ten of the 15 ODs presented in the table have an average utilisation of more than 80%. Trips going to Mitchells Plain from Cape Town and Khayelitsha have the lowest utilisation in the morning peak.

3.3.10.4 Long-distance buses

From the counts undertaken it can be seen that there is a fair amount of spare capacity within the long-distance bus system. An average departure utilisation rate of 53% was observed at a long-distance rank in Cape Town. The average departure utilisation across all five ranks assessed was found to be 52%. There was only 17% utilisation for passenger arrivals at the five ranks.

3.3.10.5 Long-distance minibus taxis

Although there is difficulty in calculating the actual fleet capacity of the long-distance minibus industry, the utilisation of the departure service provided averaged 86% and 23% for arrivals over the surveyed ranks (using a passenger capacity of 17 passengers per vehicle made up of a combination of 20- and 15-seater vehicles). Nine out of ten of the ranks surveyed had a departure utilisation rate of more than 80%. A utilisation rate of more than 80% over a time period as long as a week is remarkable, indicating that there is a fair amount of overloading, especially from the Khayelitsha, Bellville and Langa ranks. Notable on the list is Khayelitsha Site C rank with a departure utilisation of 100% over the week surveyed (overcrowded and over capacity).

3.4 Description of other PT services and modes of transport

3.4.1 Metered taxis, including electronic hailing service

3.4.1.1 Background

In 2014, the City again started considering applications for metered taxi services after a considerable period of not allowing any new metered taxi applications. At the same time, e-hailing platforms entered the market and disrupted the traditional business model of metered taxis. Furthermore, it caught the legislative and regulatory framework of public transport within South Africa off guard.

In the absence of any legislation specifically dealing with or mentioning 'e-hailing services', the City of Cape Town (the City) as planning authority, and the provincial regulatory entity (PRE) jointly decided to categorise e-hailing services under the metered taxi service umbrella, as it deemed it as the best fit within the National Land Transport Act, Act 5 of 2009.

This approach was tested at the transport appeal tribunal (TAT) when the Western Cape Metered Taxi Council took the matter on appeal and the TAT confirmed that e-hailing services are not in contravention of the NLTA and that it is provided for by reading it into section 1 and 66 of the NLTA.

At this juncture, there were two very distinct metered taxi services, i.e. rank based and base services, which have been referred to as traditional metered taxi services due to the hailing and tariff collection method. The new, and now third category, e-hailing, initially only made provision for a service that was completely electronic in nature, in terms of hailing and tariff collection, i.e. the vehicle will solely be hailed and fare collected via a platform developed for this specific purpose.

As time went on, the traditional metered taxi industry caught up with the use of technology for hailing and fare collection purposes – but not discarding cash transactions, and equally, the e-hailing industry regressed from an exclusive electronic hailing and fare collection service to that of one that now also accepts cash as a payment method (although this is not very popular as demonstrated through survey responses where less than 20% stated they pay with cash).

The aforesaid resulted in a morphing over a period of time of three very distinct types of category into one type of service with very little differentiation. It is now a complete mix of rank, base and e-hailing that is hailed in various ways and with fares collected electronically as well as in cash. There is thus no longer a very clear distinction between the three categories and they are considered as one service with essentially the same clientele, hailing and fare collection methods.

During the stakeholder participation process (2017 in Cape Town) of the Competition Commission's market enquiry into land-based public passenger transport, the traditional metered taxi operators as well as e-hailing operators in the City made representations as part of that process. Said submissions indicated that the number of operating licences in the metered taxi/e-hailing service sector needs to be limited in order to ensure a sustainable metered taxi/e-hailing industry in the City, where supply adequately meets demand subject to a reasonable waiting time and reasonable working hours for the drivers.

During the Western Cape Provincial Transport Makgotla and the subsequent National Transport Legotla in 2020, the sustainability of the metered taxi/e-hailing service sector in terms of supply meeting demand was again highlighted and a request for a moratorium on any further new applications for metered taxi (which includes rank, base and e-hailing) operating licences was tabled by the industry. This moratorium had been in place since 24 February 2021, but was lifted on 1 March 2023.

3.4.1.2 Motivation for moratorium

Recognising the inadequacy of current legislation in dealing with the advances in the provision of metered taxi services, the planning authority consulted with its administrative and political principals towards the end of 2020, and it was considered prudent at this juncture, given the above, for the City, as the planning authority, to inform the provincial regulatory entity (PRE) that it was imposing a moratorium on any new applications for metered taxi services (which includes rank, base and e-hailing) for the following reasons:

a) Current national and provincial legislation as well as City by-laws, statutory documents and/or policies did not adequately address the provision of e-hailing services and the consequences should operators operate illegally and in so doing oversaturate the market and jeopardise sustainability;
b) Provide the City with an opportunity to review and update existing City by-laws, policies, statutory plans and strategies;
c) Allow the City to take into account and proactively plan for the proposed amendments to the NLTA currently before Parliament and aligning the City's by-laws, policies and strategies with it;
d) Allow the City to take inventory of metered taxi/e-hailing operating licences in the system, consider recent survey information, and interrogate e-hailing platform trips and any other relevant information. This enabled the City to develop a method to establish the demand for metered taxis – similar to that which is used to determine minibus taxi demand – to govern the support for any new metered taxi operating licences in future; and
e) Afford the City an opportunity to establish a Metered-Taxi Intermodal Planning (IPC) Subcommittee in an effort to consolidate all the fragmented metered taxi operators under one umbrella. The intent of this forum is to constructively deal with all metered taxi (which includes rank, base and e-hailing) matters going forward – in particular to assist industry's consultation with government, and to advance the interests of the industry in light of the digitisation of the market, to name but a few. This subcommittee, through establishing a working committee, can now play an integral role when developing the method that will establish the demand for their industry (which includes rank, base and e-hailing).

3.4.1.3 Duration of moratorium

Considering the complexity and timeframes required to review and update any relevant by-laws, policies, statutory plans and strategies, to develop a metered taxi demand method and to establish and smoothly run a Metered-Taxi Intermodal Planning (IPC) Subcommittee, the moratorium was to come into effect immediately and remain in place until 31 December 2023, i.e. a period of approximately three years.

3.4.1.4 Lifting of the moratorium

In an effort to raise the moratorium on new metered taxi service OL applications, the City undertook a supply and demand method determination to quantify the number of active operators as well as the number of trips being made utilising these services on a daily basis, including weekdays, Saturdays and Sundays. The purpose of this procedure was to determine how many OLs would be required to meet the passenger demand in such a way as to be complementary to the other modes of PT in the City. The moratorium was lifted with effect from 13 February 2023 for existing operators, and from 1 March 2023 a total of 2 643 new operating licences were made available for application by metered taxi operators.

3.4.1.5 Scale and locality of operations

Metered taxi facilities are owned by the City, other government institutions, and private organisations. Examples of those located on private land are the facilities at the V&A Waterfront, Century City, Grand West Casino, and some larger hotels. These facilities are typically used by the traditional rank-based metered taxi services, whereas e-hailing-type services do not strictly use these locations but pick up and drop of passengers at locations of the passengers' choosing. Currently, there are 50 ranks in the city (35 official ranks and 15 unofficial roadside ranks).

Figure 3-30 shows the origin (on the left) and destination (right) of metered taxi trips in Cape Town. The relative scale of the dots shown in the two images refer to the number of trips originating or terminating at each of the locations. For example, the city centre is the most popular location in terms of trip origins and destinations.

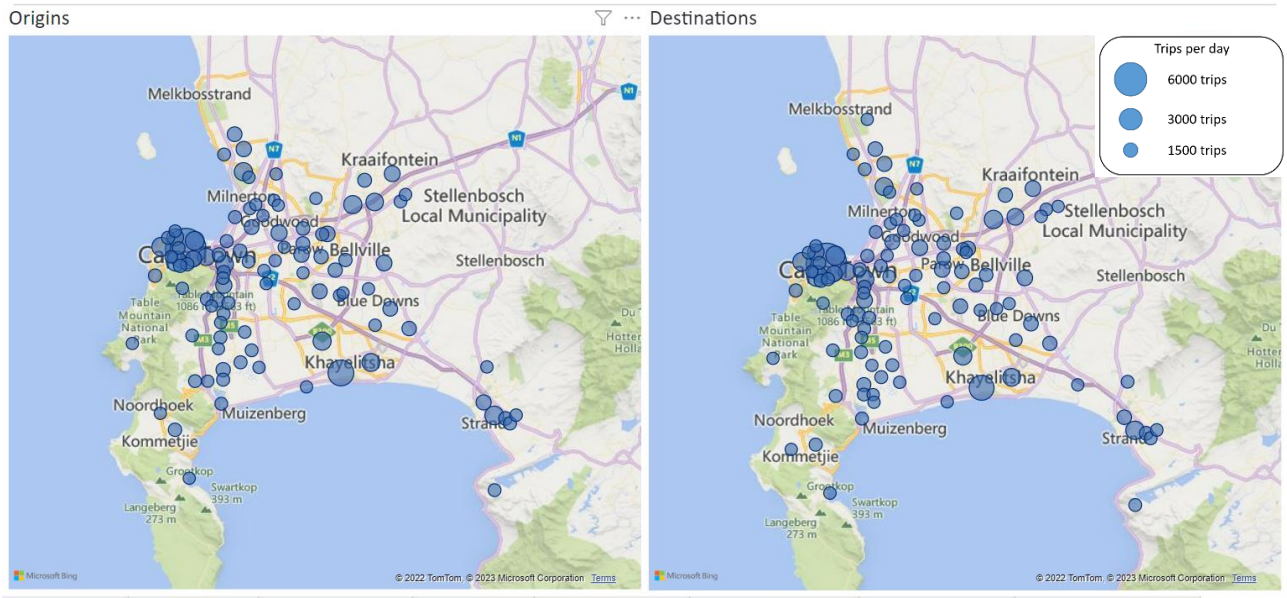


Figure 3-30: Locality and scale of metered taxi operations

Source: CCT Transport Reporting System – detailed dashboard, metered taxi services

Overall, there has been an increase in active operating licences from 2 102 in 2017 to 2 828 in November 2022. However, these are only the operators that hold operating licences and it is estimated, based on the supply and demand method undertaken in 2022, that there are currently around 7 000 active operators within the metropolitan area.

On a typical weekday, there are around 90 000 trips being made across the city by using metered taxi services (including e-hailing services). While the scale of operations on a Sunday is similar to a typical weekday, the most trips are made on a Saturday (130 000) followed by Friday (120 000). In future, this mode can be added to the modal split table and infographic, particularly where it is part of the regular, daily commuting pattern.

Figure 3-31 shows the hourly profile of trips being undertaken on a Friday, Saturday and Sunday by metered taxi services. Not enough data were obtained to graph weekdays but these typically follow the same profile as a Friday but with the total quantum being similar to that of a Sunday.

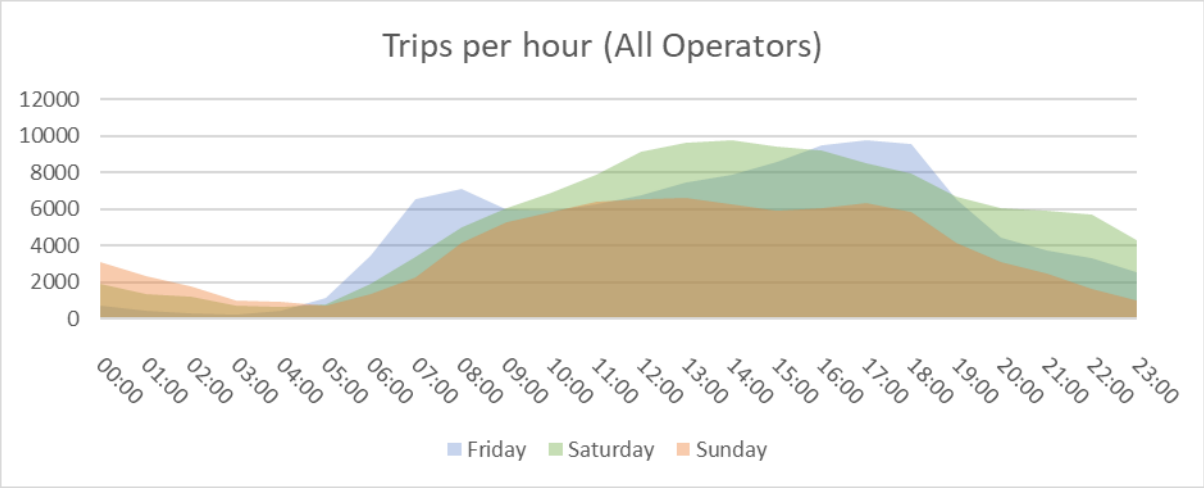


Figure 3-31: Metered taxi daily trip profile

Figure 3-32 shows the number of active metered taxi service operators per hour of the day – the peak being midday on a Saturday with 5 300 active operators undertaking roughly 10 000 trips.

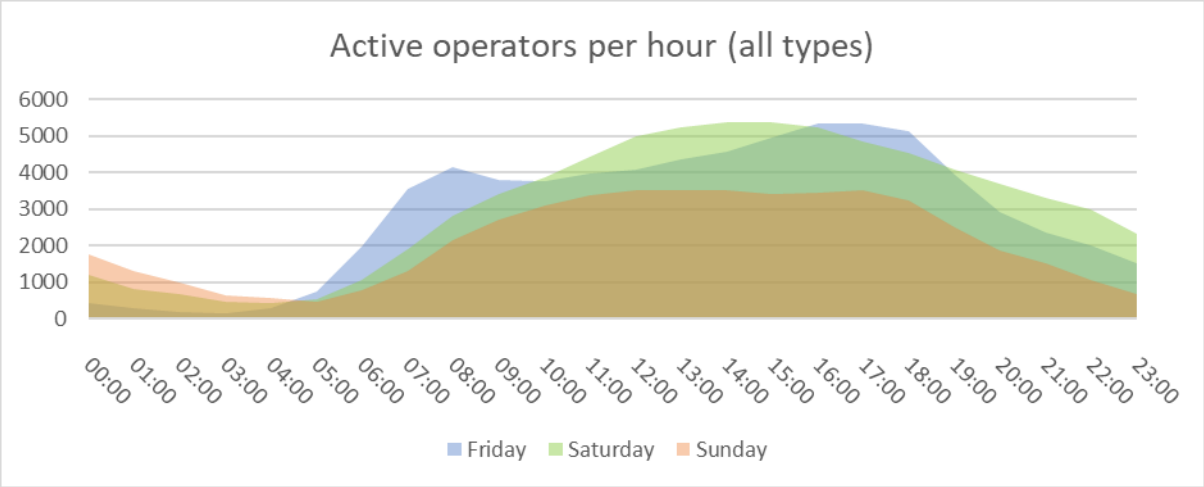


Figure 3-32: Active metered taxi operators

Source: CCT Metered-Taxi Supply and Demand Report

3.4.1.6 Infrastructure provision

The City does not currently provide dedicated fixed infrastructure for use by the metered taxi industry.

3.4.1.7 Contractual arrangements

Metered taxis may only use ranks that are located on private property if the operator has an agreement with the property owner. The principal ranks on private or parastatal property are those at the V&A Waterfront and Cape Town International Airport. Smaller private ranks are located at major shopping centres (e.g. Century City) and hotels (e.g. Mount Nelson).

It is known that agreements that were entered into in 2010 and are valid for five years, exist between the V&A Waterfront and individual metered taxi operators. Prior to this, metered taxis operating within the precinct were issued with 'harbour permits' that allowed them to rank and operate anywhere within the precinct. The quantity and quality of vehicles were not regulated by the V&A Waterfront, and illegal operators were prevalent.

The agreement entered into in 2010 with operators who historically worked in the area rationalised the operations by imposing quantity and quality requirements, including that no vehicle may be older than ten years. A code of conduct is in place as part of the agreement. The presence of illegal operators, however, remains a problem.

ACSA has a formal agreement in place with individual operators who have historically provided services to the facility. A code of conduct has been signed that includes vehicle specifications and criteria. Authorised vehicles are permitted to use the dedicated rank to stand for passengers. This rank is boom controlled. Metered taxis that are not part of the agreement are not permitted to use the rank and may only 'drop and go' in front of the terminals. In practice, many stand at the Caltex petrol station that is close to the airport to await a call from their dispatcher.

Century City also has a formal agreement in place with metered taxi operators who formed themselves into a company (Century City Cabs). The vehicles use access cards to enter the dedicated ranks that are boom controlled and monitored by security guards. There is no service level agreement in place and the operators generally 'self-regulate' their conduct.

3.4.2 Long-distance and cross-border transport

Long-distance and cross-border transport refers to the transport of passengers' movements from origins or destinations within Cape Town to or from places outside Cape Town's boundaries. The extent of the long-distance transport (LDT) movements include interprovincial (within the Western Cape), intra-provincial (between provinces) and cross-border (to other southern African countries).

Extent of LDT services in Cape Town

Inter-provincial movements tend to be largely to major cities within the South African borders such as Johannesburg, Pretoria and Durban. There is a very large seasonal migration to the Eastern Cape. Various services provide connections to different catchment routes around main towns such as Umtata, Queenstown, King Williams Town and Matatiel.

Cross-border services serve destinations outside of South Africa such as Malawi, Mozambique, Namibia, Botswana and Zimbabwe. Typically. these cross-border trips have been structured with a transfer in Johannesburg.

There are also intra-provincial movements that tend to be shorter long-distance movements to destinations in adjacent districts within the Western Cape. These typically include movements to West Coast towns such as Vredendal, Vredenburg, Saldanha and Malmesbury. There are also movements to the Cape Winelands District, including Paarl, Stellenbosch, Worcester and Ceres. Movements to Overberg District include Hermanus and Grabouw. These services are seen more as commuter services rather than long-distance since they operate daily and serve people that tend to live in these adjacent towns and commute to places of work within Cape Town.

Type of LDT services

There are road, rail, sea and air transport modes that provide long-distance operations from Cape Town to various destinations across South Africa.

Road: Road-based services include bus and minibus taxi services. There are several private and publicly owned bus companies that operate road-based services in Cape Town. Some of the larger operators include Autopax, City to City, Greyhound and Intercape that operate more of a schedule

coach service. There are a number of long-distance minibus taxi operators that provide more of an on-demand service, particularly in the festive and Easter peak seasons.

Rail: There is also public and private long-distance rail services from Cape Town. The public long-distance rail services are Shosholoza Meyl, Premier Class run by PRASA and the Blue Train run by Transnet; Rovos Rail is the privately operated long-distance service.

Sea: Long-distance sea options include various passenger cruise lines that operate directly from Cape Town Harbour or Durban Harbour. These cruises serve local and national tourists.

Air: Long-distance air travel provides access to major national and international destinations from Cape Town International Airport. Movements between Cape Town and other major South African cities, particularly Johannesburg, Durban and East Londen, have become a weekly and daily commute for some business travellers. Air travel is served by a number of national and international carriers.

3.4.2.1 Location of long-distance transport facilities

Long-distance and cross-border transport refers to the transport of passengers from origins or destinations within Cape Town to or from places outside Cape Town's boundaries. The extent of long-distance transport (LDT) movements include interprovincial (within the Western Cape), intra-provincial (between provinces) and cross-border (to other southern African countries). Refer to Table 3-36 that shows the different bus and MBT long-distance facilities for which data are available. The corresponding TDW code is also provided in Table 3-36. Note that there are 13 unique long-distance ranks.

Table 3-36: Location of long-distance transport facilities

Source: TDW, 2022

NO.	BUS FACILITIES (FORMAL)	NO.	MINIBUS TAXI FACILITIES (FORMAL)	NO.	MINIBUS TAXI FACILITIES (INFORMAL)
1	Bellville Mabel Street [LND137]	1	Bellville Station-North [LND183]	1	Philippi North [LND181]
2	Bellville Mispel Street [LND002]	2	Bloekombos [LND190]	2	Philippi BP Garage [LND191]
3	Bellville Station-North [LND183]	3	Cape Town Station Deck [LND184]	3	Phillipi Joe Gqabi [LND014]
4	Bloekombos [LND190]	4	Khayelitsha Site C [LND185]		
5	Cape Town Station [LND028]	5	Khayelitsha Station [LND186]		
6	Phillipi Joe Gqabi [LND014]	6	Langa [LND187]		
		7	Mfuleni [LND180]		

3.4.2.2 Size of operations

The latest LDT survey in Cape Town was undertaken in December 2020. It showed a total of 49 847 passengers departing from and 16 044 arriving at minibus and midibus long-distance taxis between 15 December and 23 December 2020 (**nine days surveyed**). For this same survey period, there were 39 200 passengers departing from and 15 189 passengers arriving at long-distance bus stations. It is important to note that this was during lockdown due to the Covid-19 pandemic and associated

regulations that impacted transport. Refer to Table 3-37 that shows the total departures and arrivals as per the LDT survey conducted in December 2020.

Table 3-37: LDT Survey 2020

Source: TDW 2022 (data for December 2020)

LOCATION	DEPARTURES	ARRIVALS
Bellville Mabel Street	5 162	3 811
Bellville Mispel Street	1 279	991
Bellville Station North	14 906	1 631
Bloekombos	2 961	3 181
Cape Town Station	21 305	9 795
Cape Town Station Deck	3 124	1 195
Khayelitsha Site C	733	10
Khayelitsha Station	813	0
Langa	1 406	0
Mfuleni	3 102	2 201
Philippi BP Garage	8 418	4 840
Philippi North	7 713	2 107
Phillipi Joe Gqabi	18 125	1 443

Furthermore, refer to Table 3-38 that shows the vehicle-type split in 2020 between the three different types of vehicle.

Table 3-38: Total departures and arrivals by type of vehicle

Source: TDW, 2022 (data for December 2020)

VEHICLE TYPE	TOTAL VEHICLES	CAPACITY	PASSENGERS	UTILISATION
Bus	1 410	87 754	39 155	45%
Midibus	783	17 724	8 516	48%
Minibus	3 059	45 866	41 376	90%

Additional data from the 2020 LDT Survey provided the top destinations for long-distance travellers. Refer to Table 3-39 and Table 3-40 that show the top 15 destinations for MBT and midibus passengers and bus passengers respectively.

Table 3-39: Minibus and midibus festive season 2020 top 15 LD destinations

Source: TDW, 2022 (data for December 2020)

DESTINATION	PASSENGERS	CAPACITY	VEHICLES
Mthatha	3 230	3 503	197
Cofimvaba	2 607	3 192	210
Lady Frere	2 210	2 494	162
Centane	2 030	2 324	155
Mount Fletcher	2 003	2 215	143
Gatyane	1 863	2 004	128
Ngcobo	1 732	1 836	121
Cala	1 716	1 988	126
Mount Frere	1 532	1 596	77
Dutywa	1 293	1 364	71
Matatiele	1 245	1 379	77
Sterkspruit	1 218	1 351	70
Tsolo	945	1 032	66
East London	941	971	55
Qumbu	931	1 146	59

Table 3-40: Bus festive season 2020 top 15 LD destinations

Source: TDW, 2022 (data for December 2020)

DESTINATION	PASSENGERS	CAPACITY	VEHICLES
Mthatha	8 677	12 514	201
Johannesburg	7 087	17 585	289
Dutywa	5 765	5 999	97
East London	3 940	10 097	156
Pretoria	3 626	11 350	176
Durban	3 353	10 462	168
Queenstown	1 642	4 033	67
Port Elizabeth	1 412	3 338	56
Harare	954	1 777	28
Mount Frere	661	969	15
Upington	502	1 066	18
Piketberg	317	452	7
King Williams Town	205	376	6
Butterworth	186	324	5
Tsolo	179	240	4

3.4.2.3 Infrastructure provision

Long-distance services use the infrastructure at the existing PT facilities.

3.4.2.4 Contractual arrangements

Currently, LDT services are operating without any formal contractual agreements or arrangements between the City and LDT operators.

The only regulation around LDT is the OL agreements that are required to operate a long-distance service to or from a destination within the borders of Cape Town.

The City has some agreements with facility operators such as with Cape Town Station (PRASA) and Joe Gqabi (managing body) to guide the management of these long-distance facilities.

3.4.2.5 Way forward

The changing nature of LDPT demand is also prompting strategies of avoiding the provision of costly and permanently fixed infrastructure, which also tend to operate at minimum levels of service during off-peaks. Going forward, the development of a long-distance public transport (LDPT) plan is needed to guide the road-based public transport features of this service, which must be addressed in order to effect an improvement of current LDPT services in favour of the customer.

3.4.3 Transport for learners

3.4.3.1 Location

Learner transport in the Western Cape is a mixture of formal contracted services as prescribed by the WCED. As a condition to operate this type of public transport service, arrangements are agreed upon between parents of children to be transported, educational institutions and the service provider. The PRE would sanction the necessary OLs for this purpose whilst the WCED would provide a subsidy to contracted operators to provide these services to learners. This type of service is provided to learners who need to travel more than 5 km to their school if there are no schools within their areas of residence. In terms of the NLTA, services that are publicly available to scholars require OLs that authorise such public transport. However, amidst awareness campaigns by the City on the importance of learner transport, operators have to secure the appropriate OLs before operating this type of service. There are still a significant number of operators who do not hold the requisite OLs. The reason for this is that the PRE requires a learner transport vehicle to comply with the Minibus Taxi Recapitalisation vehicle requirements.

The Western Cape Education Department's (WCED) subsidies for trips exceeding 5 km are mainly centred around the Kuils River, Bellville, Athlone, Khayelitsha and Mitchells Plain areas.

3.4.3.2 Size of operations

It is difficult to determine the size of operations since learner transport is provided privately both informally and formally through agreements between school governing bodies and operators as well as through contracts and subsidies via the WCED.

3.4.3.3 Infrastructure provisions

The City does not currently provide dedicated fixed infrastructure for learner transport.

3.4.3.4 Contractual arrangements

Formal services are a mixture of contracted, subsidised services provided by the WCED and contracts between school governing bodies and operators. Details of these arrangements can be obtained through the PRE.

3.4.4 Non-motorised transport

3.4.4.1 Introduction

Non-motorised transport (NMT) is a form of transport that is solely dependent on human or animal power for movement and does not use a motor for propulsion, regardless of power source, i.e. it is transport that does not involve the use of a motor. An exception to this definition in South Africa is a person using a motorised wheelchair. The different types of NMT modes that are typically encountered in Cape Town are:

a) Persons travelling by foot or using a wheelchair.
b) Cyclists.
c) Skateboarders, roller-skaters and scooters.
d) Animal-drawn transport or animal-drawn vehicles.
e) Horse riders.
f) Persons moving goods, recyclables using trolleys or dust bins.

3.4.4.2 Size of NMT operations

Walking amounts to 10% of the City's modal split, however it is well known that most PT trips (33%) include some form of walking. The actual walking share is therefore more in the region of 43% (sum of PT and walking trips). Cycling is estimated to account for less than 1% of all trips. Within the NMT segment, the cycle share was observed at 6% in 2021 (share of cyclists of total NMT users).

The City undertakes 12-hour NMT counts (06:00 to 18:00) that are done every alternate year and cover the four regions (central, eastern, northern and southern region). The last counts were done in 2021. Count locations are aligned with the NMT department's process of project identification and prioritisation and therefore vary from year to year. The number of counts are subject to funding availability.

Counts are done along routes that connect to public transport, schools, employment areas and other public services. These are done primarily in close proximity to low- and medium-income residential areas, businesses, educational institutions, CBDs and public amenities such as hospitals, libraries, clinics, etc. Counts include intersection assessment of universal design aspects and user safety that supports the implementation of infrastructure that is focused on enabling accessibility for all of its user groups.

The results of the NMT surveys from 2011 to date are summarised in Table 3-41. Note that the locations and number of locations differ from year to year. Also note that before 2016, counts were conducted during the morning and evening peak periods and do not represent 12-hour volumes. The summary below is therefore not a trend analysis. Refer to Figure 3-33.

The results of the 2021 NMT surveys are depicted in Figure 3-34 and Figure 3-35 for pedestrians and cyclists respectively.

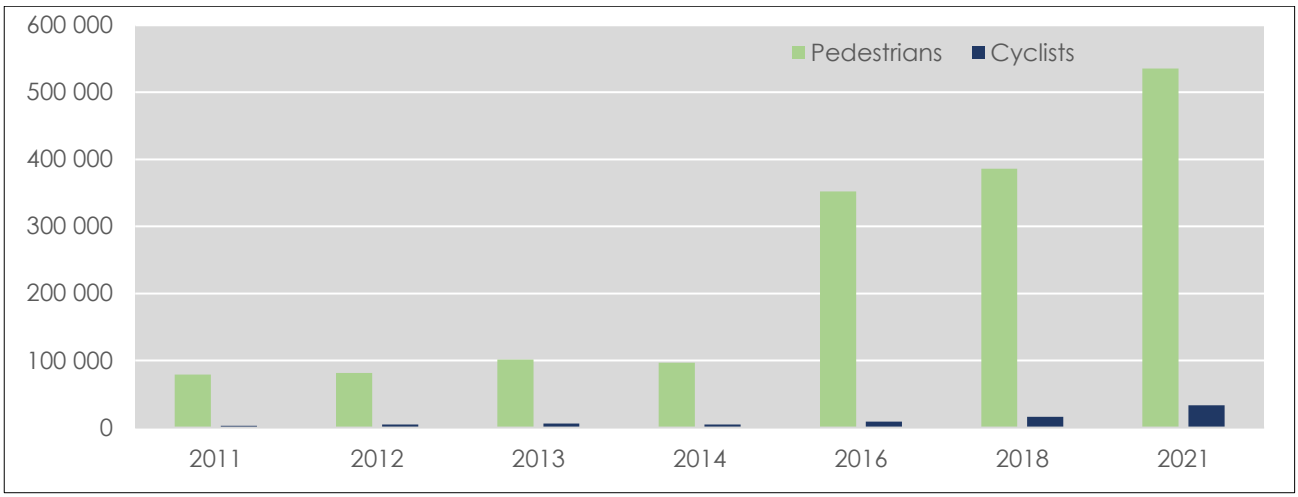


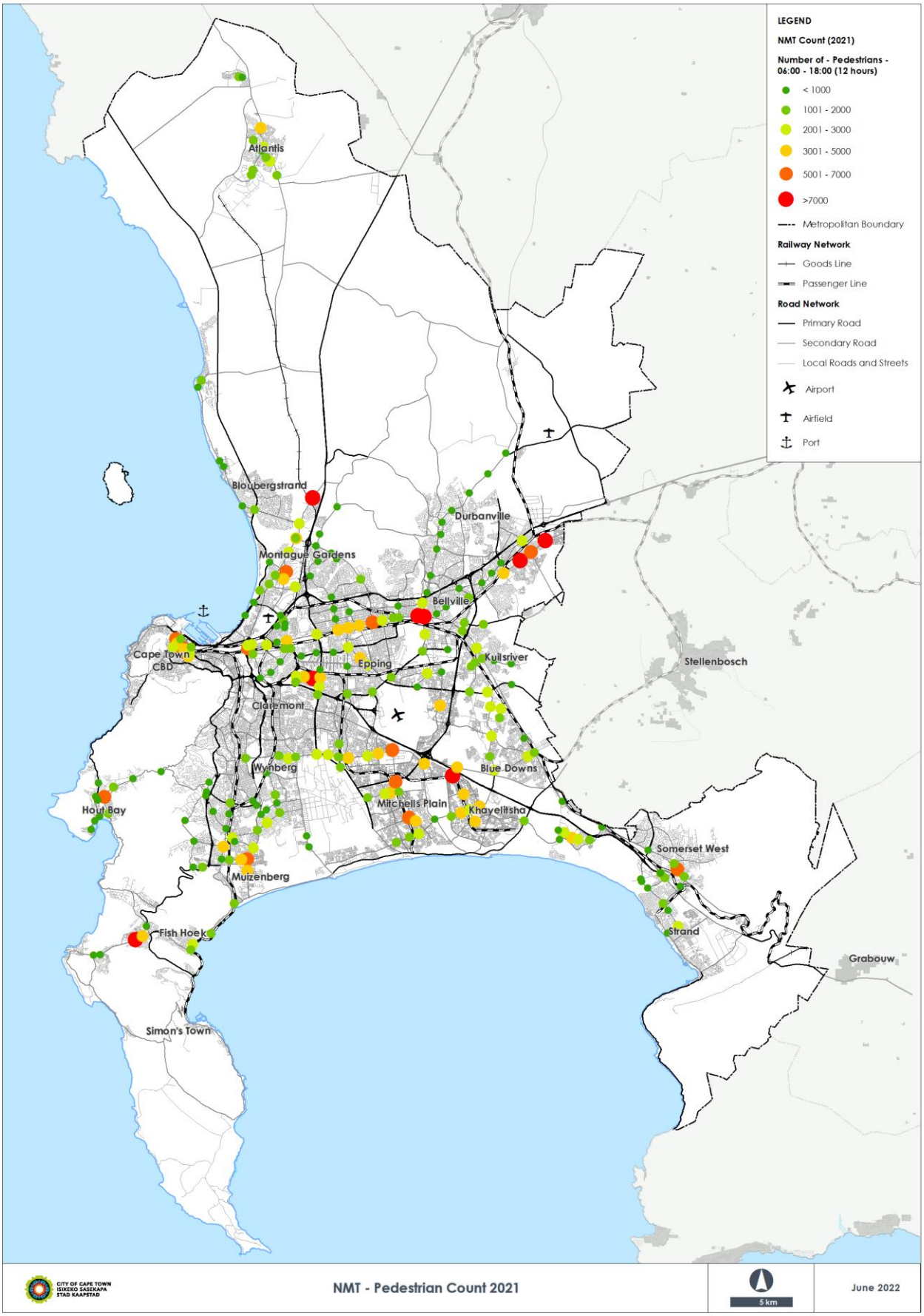
Figure 3-33: Pedestrian and cyclist volumes (2011-2021)

Note:

1) The locations and number of locations differ from year to year.
2) Counts before 2016 represent 2,5-hour counts, which were subsequently changed to 12 -hour volume counts from 2016.

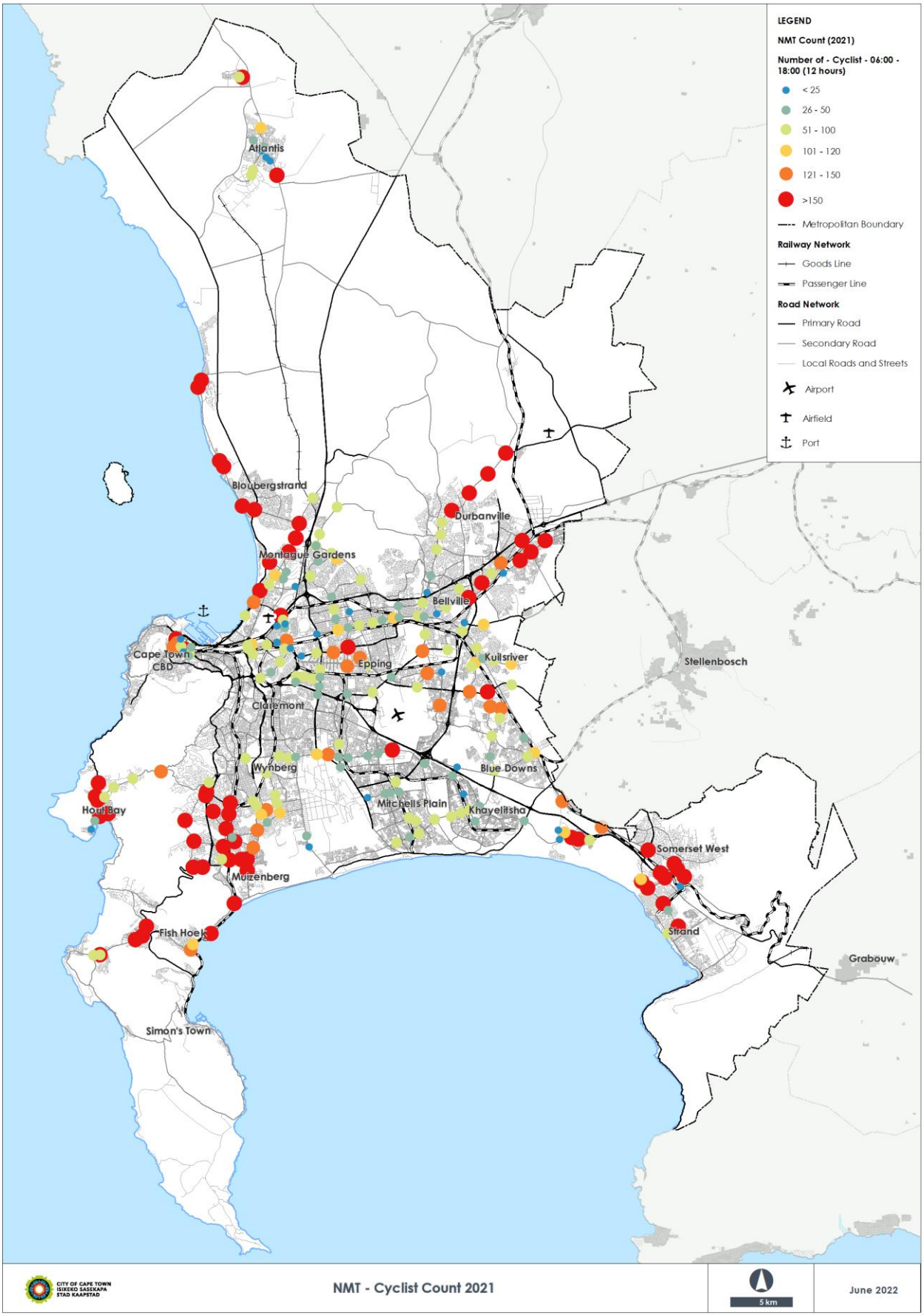
Table 3-41: NMT volumes in the four regions

YEAR	NUMBER OF LOCATIONS COUNTED	COUNT PERIOD	REGION	PEDESTRIANS	CYCLISTS	CITYWIDE CYCLE SHARE
2011	6	2,5 hours	Central	15 695	298	3%
			East	9 367	555	
			North	31 143	788	
			South	23 026	1 205	
2012	55	2,5 hours	Central	17 159	579	5%
			East	23 931	1 134	
			North	22 864	1 115	
			South	17 645	1 691	
2013	62	2,5 hours	Central	10 672	539	5%
			East	39 834	2 568	
			North	18 909	959	
			South	32 285	1 755	
2014	89	2,5 hours	Central	24 015	908	4%
			East	24 266	1 076	
			North	38 075	1 799	
			South	10 414	572	
2016	36	12 hours	Central	64 877	1 976	2%
			East	106 566	4 040	
			North	81 231	1 138	
			South	99 461	1 669	
2018	148	12 hours	Central	122 470	4 099	4%
			East	106 368	2 450	
			North	55 807	2 729	
			South	101 616	6 689	
2021	262	12 hours	Central	167 430	6 961	6%
			East	135 767	6 392	
			North	124 119	6 914	
			South	108 132	12 792	



Source: 2021 NMT counts

Figure 3-34: Pedestrian volume counts (2021)



Source: 2021 NMT counts

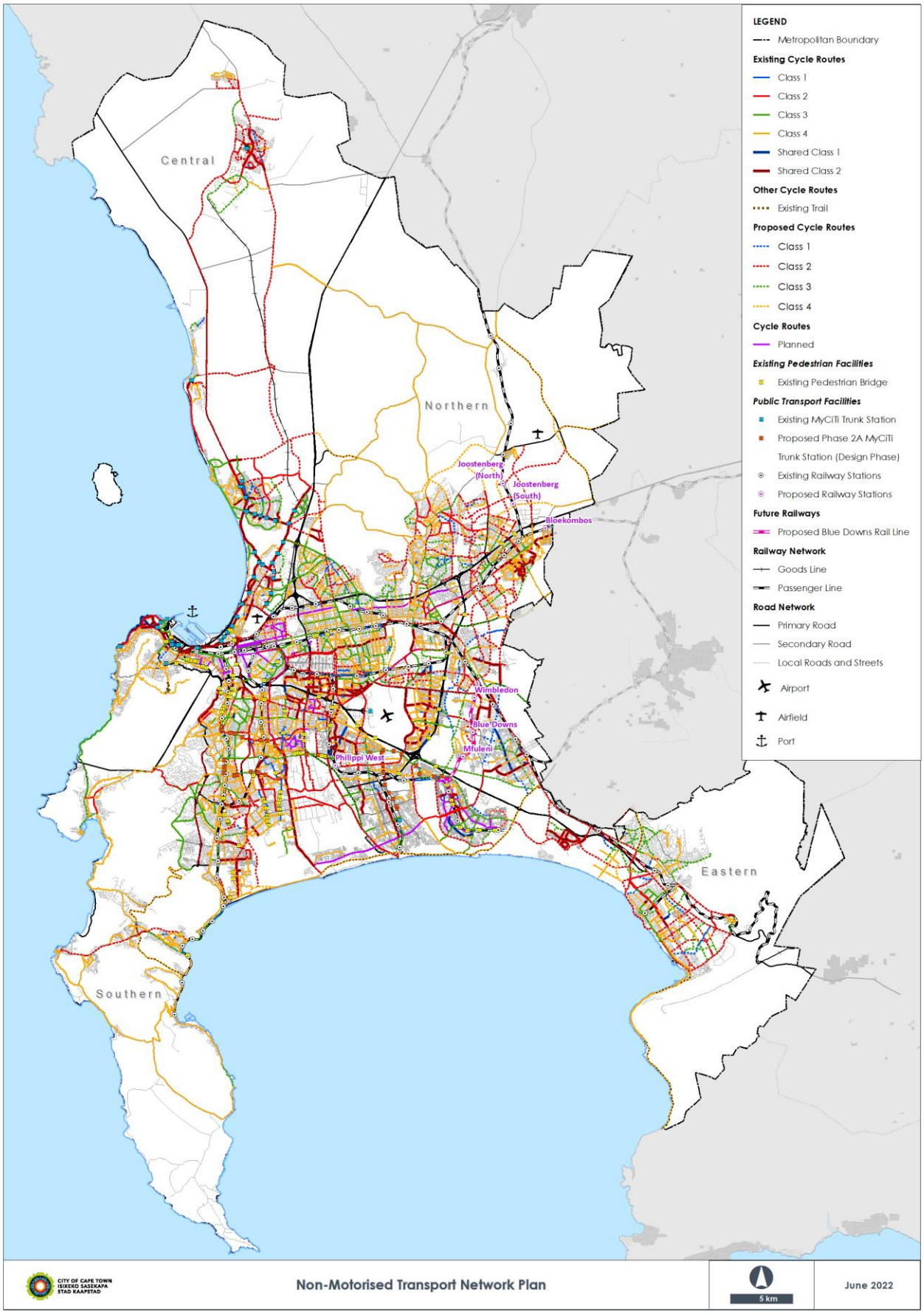
Figure 3-35: Cyclist volume counts (2021)

3.4.4.3 NMT infrastructure provision

The extent and type of pedestrian facilities within the city are mostly unmapped, with only the positions of pedestrian bridges and underpasses known. Most of the roads have sidewalks to ensure that there is space for pedestrians to walk. All new road projects have to provide NMT facilities as part of the project.

The citywide 2017 NMT Network Plan is presented in Figure 3-36 and depicts:

a) existing and proposed cycle routes by class of facility.
b) existing shared facilities between cyclists and pedestrians.
c) existing and proposed public transport facilities.
d) existing pedestrian bridges.



Source: 2017 NMT Network Plan

Figure 3-36: Existing and proposed cycle routes

As of 2020/2021, the City of Cape Town has a total of 541 km NMT implemented, and approximately 13,3 km of which 1 km is Class 3 and 12,3 km is Class 2, which will be completed by 31 October 2022; thus the total NMT implemented is 553,3 km. Presently, 548 km of NMT is completed up to July 2022. The total NMT figure includes all historical Urban Mobility NMT infrastructure implemented.

Presently, the universal access component (by providing dropped kerbs and intersection improvements) equates to 70% of NMT infrastructure implemented and it is difficult to measure NMT figures according to class, as classified in Table 3-42. Cape Town CBD had 52 intersections universally upgraded in Phase 2 and 35 in Phase 3.

Table 3-42: Overview of NMT facilities

Source: NMT Department (2022)

CLASS OF FACILITY	BRIEF DESCRIPTION	**2018** length of existing routes (km)	**2022** length of existing routes (km)
Shared Pedestrian-Cycle Class 1	Route not associated with a road	440	548
Shared Pedestrian-Cycle Class 2	Route associated with a road, but effectively separated from traffic		
Cycle Class 1	Route not associated with a road		
Cycle Class 2	Route associated with a road, but effectively segregated from traffic and pedestrians		
Cycle Class 3	Route demarcated by exclusive bicycle lane markings within roadway		
Cycle Class 4	Route within roadway with cycle warning sign accompanied by a bicycle symbol on road surface		
NMT TOTAL		**440**	**548**

3.4.4.4 Contractual arrangements

There currently are no operational contractual agreements for the provision of NMT services across Cape Town.

3.4.5 Two- and three-wheeler PT vehicles

Tuk-tuks render a 'last-mile-home' type service and the City does not recognise them as part of the mainstream public transport system, since this type of vehicle is not suited to operate during the adverse weather conditions that are common in Cape Town and are thus considered unreliable.

These modes should only operate with a very limited radius from their 'rank' or loading points due to potential fatigue of both driver and passenger given the limited comfort of this vehicle. Typical on-street ranking and stacking for these vehicles present a challenge given the priority that main-stream public transport requires.

The conditions and standards are as follows:

a) Vehicles to be licensed by the regulating authority after taking due regard of the current statutory plans, i.e. the CITP, PTP, OLP and the IPTN.
b) Children under the age of 13 years must be accompanied by an adult when travelling on a tuk-tuk.
c) All trips must be prebooked with the tuk-tuk operator.
d) No tuk-tuk OL can be converted to another mode of transport; if the business case does not prove viable, the licence shall immediately be withdrawn.
e) Vehicles will be subject to regular inspection as determined by the regulating authority.
f) A maximum of three persons (including the driver) to be conveyed at one time (as per definition in NLTA).
g) Zero-tolerance principles will apply, and the sanction shall be that the licence shall be immediately withdrawn in the following cases:
    i. Overloading.
    ii. Operations on illegal route.
    iii. Vehicle standards not adhered to.
    iv. When the service is not in operation for a 180-day period once the operator is in receipt of an OL.

3.4.5.1 Location

The City explored the possibility of recommending tuk-tuk services in areas such as:

a) Fresnaye/Bantry Bay
b) Sea Point
c) Green Point
d) Bo-Kaap/De Waterkant
e) Tamboerskloof
f) Walmer Estate/University Estate/Zonnebloem/District Six
g) Kalk Bay/St James/Fish Hoek
h) Simon's Town
i) Durbanville

3.4.5.2 Size of operations

The size of two- and three-wheeler PT operations is to be determined once the services are approved.

3.4.5.3 Infrastructure provision

Tuk-tuks are seen as a base operation (same as sedan taxi) with respect to facilities with no formal City facilities provided. Base facilities will be privately owned/leased by the tuk-tuk operator. Their base facilities shall be stipulated and within an acceptable radius from their route. Tuk-tuks may use normal road facilities for parking, safe stopping and loading areas.

3.4.5.4 Contractual arrangements

There are currently no contracts for the operation of tuk-tuk services.

3.4.6 Description of institutional and organisational make-up of PT industry

This section provides detail of the companies and associations making up the BRT, bus, minibus taxi and metered-taxi industries. It also describes the current levels of legality for vehicle operations in the PT industry in Cape Town.

3.4.6.1 BRT industry

A range of Urban Mobility departments take collective responsibility for various aspects of the MyCiTi system. At the heart of the MyCiTi system is the vehicle operating companies also referred to as VOCs. An automated fare collection (AFC) contractor has been contracted by the City and is responsible for implementing, maintaining and operating a reliable, quality assured and transparent AFC system. The Automated Public Transport Management System (APTMS), previously referred to as the control centre, is a vehicle and system management system. This is crucial to the seamless integration of transport modes and ticketing.

Station management, which includes rental of the MyCiTi infrastructure, refers to general management services on the stations and for upholding the MyCiTi system's quality goal of good customer service.

Lastly, the advertising contractor is responsible for the advertising on MyCiTi infrastructure and the maintenance of bus stops.

MyCiTi Phase 1 and N2 Express VOCs

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

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

The current Phase 1 services are being provided by three VOCs, namely TBART, Kidrogen, and Transpeninsula, constituted out of existing operators in the areas from the formal bus sector as well as minibus taxi operators as shown in Figure 3-37. The City supplied the initial fleet required to provide the services at no cost to the VOCs.

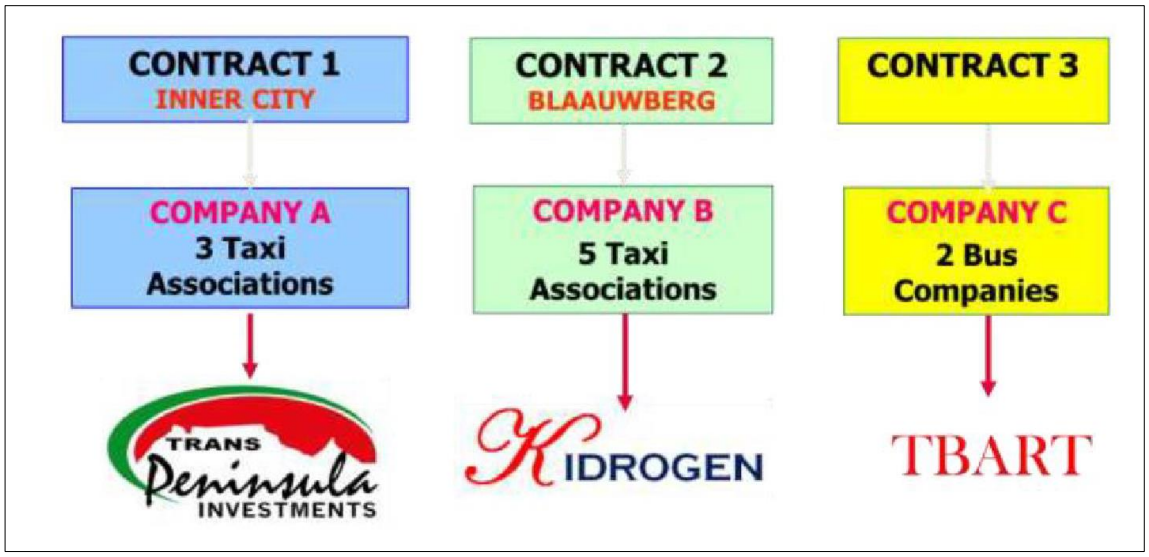


Figure 3-37: MyCiTi Vehicle Operating Companies for Phase 1 services

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

The N2 Express Services came into operation on 4 July 2014 and are operating under a three-year interim contract by the N2 Express JV that is comprised of three parties namely CODETA, Route 6 Taxi Association and GABS. The first of two routes (one in Khayelitsha and one in Mitchells Plain) is in operation. As with the Phase 1 appointments, the City supplied the initial fleet required to provide the services at no cost to the N2 Express JV.

Table 3-43 represents the current institutional and organisational make-up of the BRT industry in Cape Town in terms of the fleet composition of each operator.

Table 3-43: Institutional and organisational make-up of the BRT industry

Source: MyCiTi 2023 Business Review

NAME OF COMPANY/ ASSOCIATION	FLEET COMPOSITION	NUMBER OF VEHICLES OF EACH TYPE	AVERAGE AGE OF VEHICLES	AREAS OR CORRIDORS IN WHICH SERVICES ARE RENDERED
Transpeninsula Kidrogen TBART	12 m rigid 18 m articulated 9 m low entry	47 x 12 m rigid 30 x 18 m articulated 212 x low entry	8 to 10 years	Phase 1 routes
N2 Express JV	12 m rigid low-floor 18 m articulated low-floor	19 x 12 m rigid low-floor 13 x 18 m articulated low-floor	6 to 8 years	N2 Express Corridor

3.4.6.2 Bus industry

Currently, GABS has a total of 1 010 buses in its fleet and Sibanye owns a total of 50 buses. Details of the fleet composition for both operations are not known. Table 3-44 provides an indication of the number of buses deployed by each operator along designated routes. Note that the average age of vehicles is not provided.

Table 3-44: Institutional and organisational make-up of the bus industry

Source: GABS, 2016

AREAS IN WHICH SERVICES ARE RENDERED	NUMBER OF VEHICLES OF EACH TYPE
Khayelitsha	310
Mitchells Plain	290
Delft/Belhar	90
Blue Downs	95
Nyanga/Gugulethu/Philippi/Crossroads	85
Atlantis	50
Cape Flats	75
Bellville/Durbanville	40
Retreat	9
Simon's Town	10
Somerset West	6

3.4.6.3 Minibus taxi industry

The minibus taxi industry in Cape Town provides unscheduled services that are predominantly non-contracted and non-subsidised. The minibus taxi operators have been compelled to belong to a registered association, in accordance with the repealed NLTTA and the Western Cape Regulations on Registration of Minibus Taxi Associations and Their Members, 2007.

Table 3-45 is an update of minibus taxi industry associations registered in Cape Town. Some associations belong to larger umbrella organisations or mother bodies such as CODETA and CATA as indicated. In summary, there are 16 740 licences as at 16 March 2022, comprising 16 007 active licences and 733 suspended licences. This is an increase of 6 481 OLs between the previous CITP (data for 2013 shows 10 259 total OLs) and 2022.

Table 3-45: Taxi associations registered in Cape Town

Source: TDW, 2022

MINIBUS TAXI ASSOCIATION NAME	ACTIVE LICENCES	SUSPENDED LICENCES	VALID LICENCES
Cata Bellville (Bellta) Taxi Association	755	21	776
Cata Wynberg/Claremont Taxi Association	408	18	426
Bloekombos/Wallacedene Taxi Association	375	7	382
Peninsula Taxi Association	211	4	215
Worcester United Taxi Association	309	18	327
Cata Seawater Taxi Association	297	8	305
Bellville Owners Taxi Association	293	11	304
Uncedo George Taxi Association	257	27	284
Delft/Bellville Taxi Association	269	12	281
Codeta Khayelitsha/Claremont/Wynberg Taxi Association	279	8	287
Saldanha Taxi Association	264	22	286
Elsies River and Environs Taxi Association	265	18	283
Cata Eyona Taxi Association	266	10	276
Mossel Bay Taxi Association	216	32	248

MINIBUS TAXI ASSOCIATION NAME	ACTIVE LICENCES	SUSPENDED LICENCES	VALID LICENCES
Uncedo Mossel Bay Taxi Association	218	20	238
Uncedo Knysna Taxi Association	198	39	237
Codeta Khayelitsha/Bellville Taxi Association	205	4	209
Manenberg Taxi Association	177	2	179
Cata Lwandle Taxi Association	194	7	201
Delft/Cape Town Taxi Association	199	5	204
Delft/Belhar/Parow Taxi Association	181	12	193
Codeta Khayelitsha/Cape Town Taxi Association	145	8	153
Retreat Taxi Association	165	11	176
Uncedo Plettenberg Bay Taxi Association	150	8	158
Route 7 Transport Service Taxi Association	171	2	173
Somerset West and District Taxi Association	168	3	171
Bonteheuwel Taxi Association	151	11	162
Kuilsriver Taxi Association	141	2	143
Seventh Avenue and District Taxi Association	115	4	119
Cata Kiki Murray (Sedan) Taxi Association	131	2	133
Beacon Valley Taxi Association	118	6	124
Delft Taxi Association	137	9	146
Codeta Khayelitsha/Killarney Taxi Association	126	7	133
Wynberg/Hout Bay Taxi Association	138	8	146
Malmesbury Taxi Association	120	6	126
Grabouw Taxi Association	130	10	140
Masiphumelele Taxi Association	129	8	137
Route 6 Taxi Association	117	3	120
Main Road Taxi Route (Green Cabs) Taxi Association	124	3	127
Mowbray Taxi Association	118	3	121
Codeta Khayelitsha/Mitchells Plain Taxi Association	127	0	127
Cata Elsies River Taxi Association	119	2	121
United Taxi Association Paarl	127	0	127
Codeta Khayelitsha Station Taxi Association	125	1	126
Codeta Khayelitsha/Langa Taxi Association	112	2	114
Codeta Khayelitsha/Somerset West Taxi Association	114	4	118
Belhar Taxi Association	114	3	117
Cata Langa Intertownship Taxi Association	114	7	121
Hazeldene Shuttle Service Taxi Association	102	11	113
Codeta Mfuleni/Cape Town Taxi Association	112	2	114
Kenfacta Taxi Association	102	4	106
Wynberg/Grassy Park Taxi Association	110	6	116
Codeta Mowbray/Khayelitsha Taxi Association	107	6	113
Olifantsrivier Taxi Vereniging	106	6	112
Durbanville Taxi Association	107	1	108
Codeta Khayelitsha/Elsies River Taxi Association	105	7	112
Steenberg Taxi Association	102	4	106
Maitland Amalgamated Taxi Association	64	2	66
Overstrand Taxi Association	105	4	109

MINIBUS TAXI ASSOCIATION NAME	ACTIVE LICENCES	SUSPENDED LICENCES	VALID LICENCES
Rusthof Amalgamated Taxi Association	107	2	109
Paarl Alliance Taxi Association	102	4	106
Heideveld/Cathkin Taxi Association	100	4	104
Knysna Taxi Association	95	9	104
Plain-Park Taxi Association	97	4	101
Stellenbosch Taxi Association	99	5	104
Cata Langa/Mowbray Taxi Association	89	5	94
Lotus River Taxi Association	101	2	103
De Doorns Taxi Association	94	5	99
Cata Nyanga/Mitchells Plain Taxi Association	101	1	102
Codeta Mfuleni/Bellville Taxi Association	97	0	97
Busy Corner/Mitchells Plain/Hanover Park Taxi Association	96	3	99
Protea Taxi Association	93	2	95
Codeta Khayelitsha/Nyanga Taxi Association	86	1	87
Cata Wynberg/Constantia Taxi Association	89	5	94
Silversands Taxi Association	84	6	90
Park City Taxi Operators Association	84	2	86
Ceres District Taxi Association	84	2	86
Wesbank Taxi Association	76	3	79
Ravensmead Taxi Association	72	7	79
Melton Rose Taxi Association	73	2	75
Busy Corner/Retreat Steenberg Taxi Association	77	1	78
Paarl Huurmotor Vereniging	76	1	77
Codeta Vuyani/Mfuleni Taxi Association	68	2	70
Hanover Park Taxi Association	65	1	66
Codeta Mfuleni/Wynberg/Claremont Taxi Association	64	5	69
Franschhoek Taxi Vereniging	69	3	72
Cata Langa/Cape Town/Sea Point Taxi Association	63	3	66
Clanwilliam Taxi Association	67	1	68
Wellington Taxi Union	70	0	70
Wellington United Taxi Association	70	0	70
Plettenberg Bay Taxi Association	62	4	66
Bonnievale/Swellendam Taxi Association	59	7	66
Delft/Elsies River Taxi Association	53	5	58
United Taxi Association (Koeberg/Blaauw/Maitland)	22	4	26
Huguenot Taxi Association	64	0	64
Surran Road/Cape Town Taxi Association	61	1	62
Eerste Rivier Taxi Association	60	1	61
Mitchells Plain/Century City Taxi Association	59	4	63
Villiersdorp Taxi Association	58	2	60
Codeta Delft/Epping/Bonteheuwel Taxi Association	56	1	57
Twelfth Avenue Retreat Station Taxi Association	55	4	59
Claremont Taxi Association	58	0	58

MINIBUS TAXI ASSOCIATION NAME	ACTIVE LICENCES	SUSPENDED LICENCES	VALID LICENCES
Codeta Khayelitsha Site B Taxi Association	54	3	57
Parkwood/Wynberg Taxi Association	55	2	57
Plain-Bell Taxi Association	54	2	56
Codeta Witzenberg Taxi Association	51	4	55
Khayamandi Taxi Association	52	2	54
Cata Nyanga/Khayelitsha Taxi Association	52	0	52
Fish Hoek/Ocean View Taxi Association	52	0	52
Moorreesburg and District Taxi Association	52	1	53
George Huurmotor Vereniging	18	1	19
Codeta Mfuleni/Lakhanya Taxi Association	49	1	50
Dunoon Taxi Association	44	0	44
Garden Route Taxi Association	40	8	48
Calta Transport Services Taxi Association	49	0	49
Town Centre Johannes Meintjies Taxi Association	49	0	49
Ladismith Zoar Taxi Association	44	5	49
Norwood Taxi Association	42	8	50
Athlone and Districts Taxi Association	47	2	49
Blackheath/Malibu Taxi Association	31	2	33
Codeta Mfuleni/Elsies River/Parow Taxi Association	47	0	47
Codeta Mfuleni/Happy Valley Taxi Association	45	0	45
Strandfontein Taxi Association	41	4	45
Ocean Valley Taxi Association	38	4	42
Uncedo Oudtshoorn Taxi Association	34	6	40
Piketberg Taxi Association	41	0	41
Uitsig Taxi Association	28	7	35
Swartberg Taxi Association	34	6	40
Beaufort West Taxi Association	34	1	35
Robertson Taxi Association	37	0	37
Cata Delft/Nyanga Taxi Association	31	0	31
Hout Bay (Sedan) Taxi Association	31	1	32
Codeta Mfuleni/Killarney Taxi Association	35	1	36
Norwich Oudtshoorn Taxi Association	29	1	30
Cape Coast Transport Taxi Association	26	3	29
Sir Lowrys Pass Taxi Association	35	0	35
Cata Saxonworld Taxi Association	33	1	34
Wynberg/Hanover Park Taxi Association	32	2	34
Hessequa Taxi Association	33	0	33
Ashton Taxi Association	32	0	32
Tygerberg Hospital Taxi Association	26	7	33
Cata Boland Taxi Association	29	2	31
Proteaville Taxi Association	29	0	29
Westlake Taxi Association	27	0	27
London Village/Colorado Taxi Association	26	1	27
Bredasdorp Taxi Association	27	0	27
Overberg Taxi Association	24	2	26
Unity Taxi Association	22	1	23

MINIBUS TAXI ASSOCIATION NAME	ACTIVE LICENCES	SUSPENDED LICENCES	VALID LICENCES
Groot Brakrivier Huurmotor Vereniging (Coastline)	16	2	18
Montagu Taxi Association	15	2	17
Vrygrond Taxi Association	12	0	12
Cape Coast Transport Taxi Association	26	3	29
Sir Lowrys Pass Taxi Association	35	0	35
Cata Saxonworld Taxi Association	33	1	34
Wynberg/Hanover Park Taxi Association	32	2	34
Hessequa Taxi Association	33	0	33
Ashton Taxi Association	32	0	32
Tygerberg Hospital Taxi Association	26	7	33
Cata Boland Taxi Association	29	2	31
Proteaville Taxi Association	29	0	29
Westlake Taxi Association	27	0	27
London Village/Colorado Taxi Association	26	1	27
Bredasdorp Taxi Association	27	0	27
Overberg Taxi Association	24	2	26
Unity Taxi Association	22	1	23
Groot Brakrivier Huurmotor Vereniging (Coastline)	16	2	18
Montagu Taxi Association	15	2	17
Vrygrond Taxi Association	12	0	12
TOTAL	**16 007**	**733**	**16 740**

Vehicles operate under the authority of an OL (which is predominantly route based) granted by the PRE. Most of the minibus taxi permits (which were granted for an indefinite period and can be either radius, area or route based) have been phased out as part of the recent permit conversion process. All permits that were not successfully converted to OLs by 31 May 2006 have lapsed. Section 47 of the NLTA regulated that all 'indefinite' operating licences would expire seven years after the date of promulgation of the NLTA. This period is currently under review and may be changed to allow a further five years if the NLTAB is enacted.

It is common knowledge that there are several illegal minibus taxis operational in Cape Town and it is very difficult to accurately establish who they are and how many there are. The 2007 OLs indicated that an estimated 46% of taxis operating were illegal (OLs, 2007, p. 37).

3.4.6.4 Metered taxi industry

Refer to section 3.4.1.1 that describes the institutional and organisational make up of the metered taxi industry.

3.4.7 Roads and traffic

The road network is of critical importance for the efficient functioning of the total transport system. Not only does it provide the network for PT and much of the NMT network, but also sustains freight movement, other business traffic and private car travel. The availability of an efficient and well-maintained road network is vital for the economic wellbeing of Cape Town.

The total road network length under the control of the City of Cape Town's Urban Mobility Directorate is 9 939 km. The Urban Mobility Directorate provides routine maintenance services as an agent on a further 481 km of Western Cape Government (WCG) roads within the City limits. Other entities that own and control roads in the City limits are the City of Cape Town (non-transport, e.g. 47 km access roads to community facilities), 638 km known private roads, 414 km of WCG roads where the City is not an agent, and 183 km of national road controlled by SANRAL. A summary of the total road network by road authority is summarised in Table 3-46.

Table 3-46: Road network by authority (PMS, 2022)

AUTHORITY	LENGTH (IN KM)	% OF TOTAL
Managed by the CCT		
CCT (Urban Mobility)	9 939	85%
Western Cape Government (City as agent)	481	4%
SUB-TOTAL	**10 420**	**89%**
Managed by others		
CCT (other directorates)	47	0,4%
Private*	638	5%
Western Cape Government	414	4%
SANRAL	183	2%
SUB-TOTAL	**1 282**	**11%**
TOTAL ROAD NETWORK	**11 702**	**100%**

* The private road network is not exhaustive, and the numbers reflect only the private roads currently in the City's Transport GIS system.

The road network consists of five road classes linked to the mobility function of the roads. These include primary arterials (151 km); arterials (749 km); distributors (964 km); collectors (896 km), and local streets (7 660 km), which represent 73,5% of the network as presented in Table 3-47.

As per the Public Right of Way[27] (PROW) Plan, version 8, refer to Table 3-48 that indicates the future expansion of the road network in totality by road class.

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

Table 3-47: Road network by classification (PMS, 2022)

CLASS OF ROAD	LENGTH (IN KM)
Principal arterial	151
Major arterial	749
Minor arterial	964
Collector street	896
Local street	7 660
TOTAL/AVERAGE	**10 420**

Table 3-48: Future Class 1 to 3 roads (PROW Plan Version 8, 2022)

ROAD CLASS	LENGTH (KM)
Future Class 1: Principal arterial	357
Future Class 2: Major arterial	436
Future Class 3: Minor arterial	306
TOTAL KM (CLASS 1 – 3)	**1 099**

Figure 3-38 shows the classification of the road network in Cape Town.

The extent of the road network in Cape Town in 2022 in terms of its surfacing type is shown Table 3-49. The City is the responsible authority for planning all road types, however, SANRAL is responsible for the management and maintenance of some of the national roads within the City's municipal boundary and the Western Cape Government is responsible for Class 2 and some Class 3 roads (see Table 3-46).

Table 3-49: Extent of the road network according to type in CCT (PMS, 2022)

SURFACE TYPE	DISTANCE (KM)
Flexible asphalt pavements	10 002
Segmented block pavements (SBP)	126
Joint concrete pavements (JCP)	79
Continuous reinforced concrete pavements (CRCP)	50
Unpaved roads	162
TOTAL	**10 420**

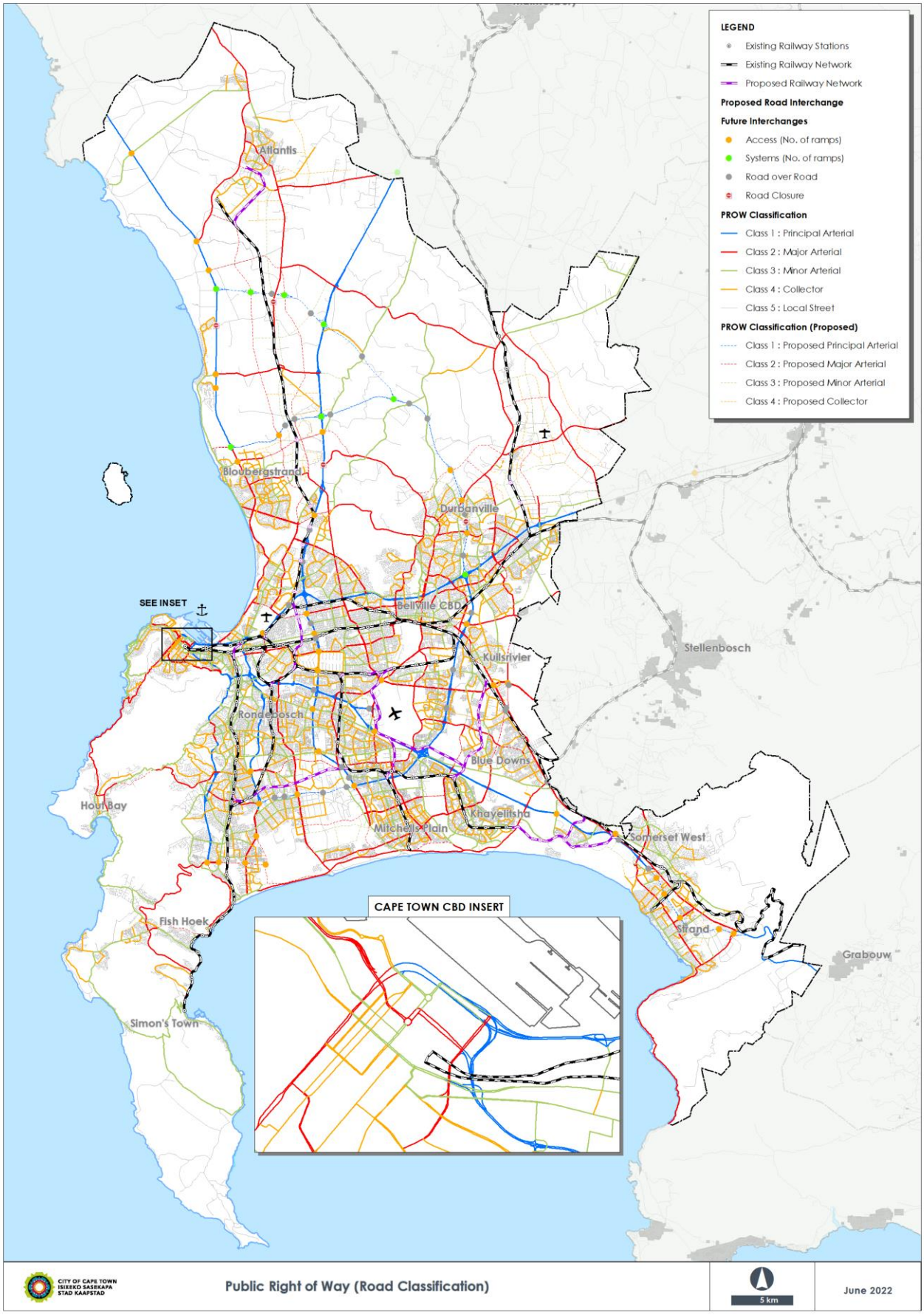


Figure 3-38: Public right-of-way road network classification

3.4.8 Conditions of major roads

The City's Road Infrastructure and Management Department (RIM) undertook a visual condition assessment on the City's road network during 2018 and 2019. An asset lifecycle analysis was completed in May 2020. The summary of the condition of the roads is discussed below.

3.4.8.1 The current condition

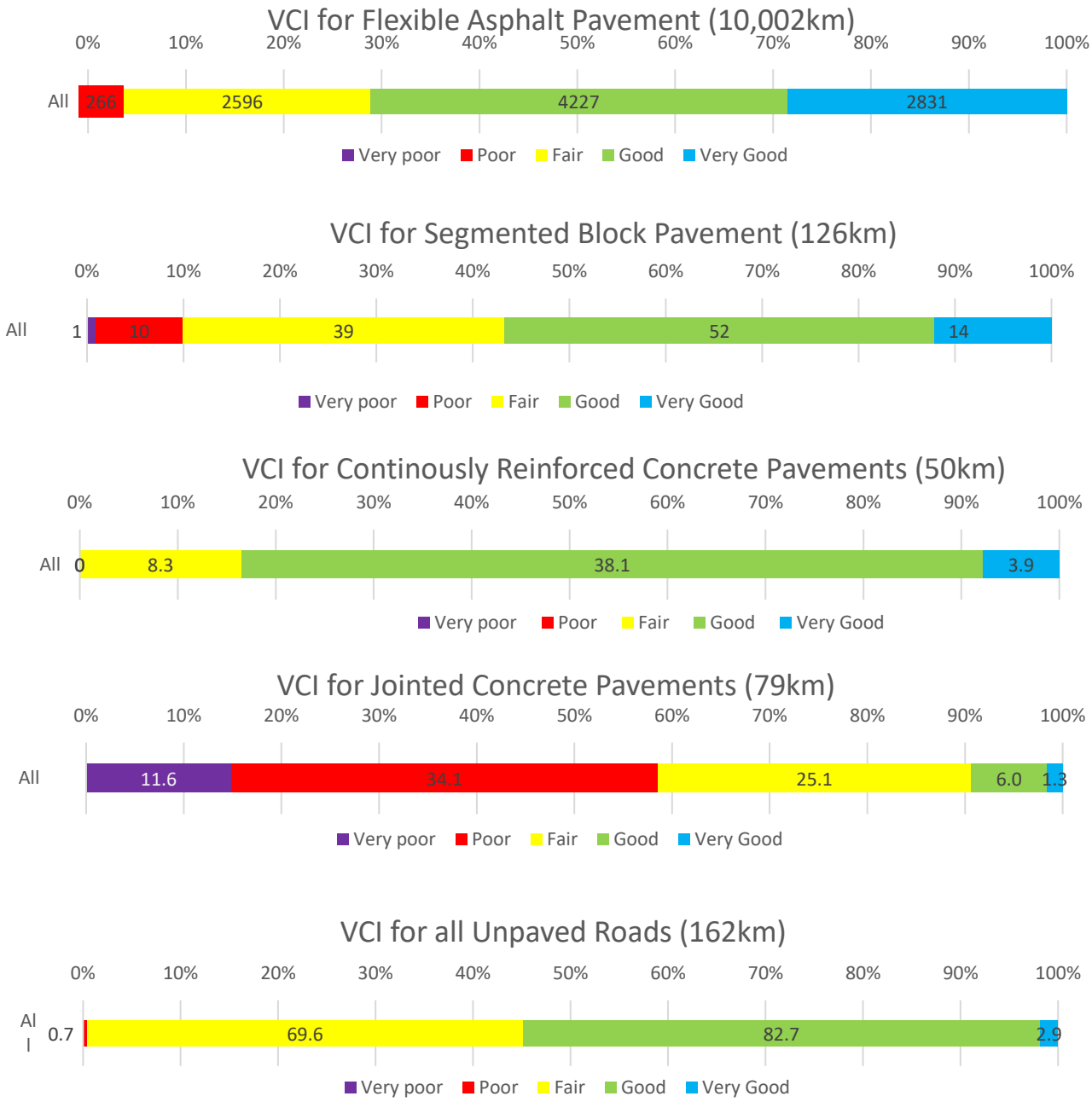
The condition of the road network, based on the 2019 survey, can be evaluated using the visual condition index (VCI). The VCI classifies a road based on the criteria summarised in Table 3-50.

Table 3-50: Condition index range (%)

Source: 2021 CITP Review

CONDITION INDEX RANGE (%)	DESCRIPTION
0 – 29	Very poor
30 – 49	Poor
50 – 69	Fair
70 – 84	Good
85 – 100	Very good

The VCI per pavement type is summarised by length in Figure 3-39.



Source: 2021 CITP Review (2019 Survey)

Figure 3-39: Visual condition index (VCI) per pavement type

3.4.8.2 Asset value

The following asset values were calculated for 2019/2020:

a) The current replacement costs (CRC) of the road network is R146 billion.
b) The current depreciated replacement cost (CDRC) is R124 billion.
c) The CDRC is 85% of the CRC, indicating an asset value loss of 15%.

3.4.9 Condition of road structures

3.4.9.1 Road structures

During 2017 to 2019, visual condition surveys were conducted by certified and calibrated assessors on the structures using the TMH193 and TMH224 guidelines for visual inspections and road and structures management data. The data provide insight into the current state and contributing distresses on the structures.

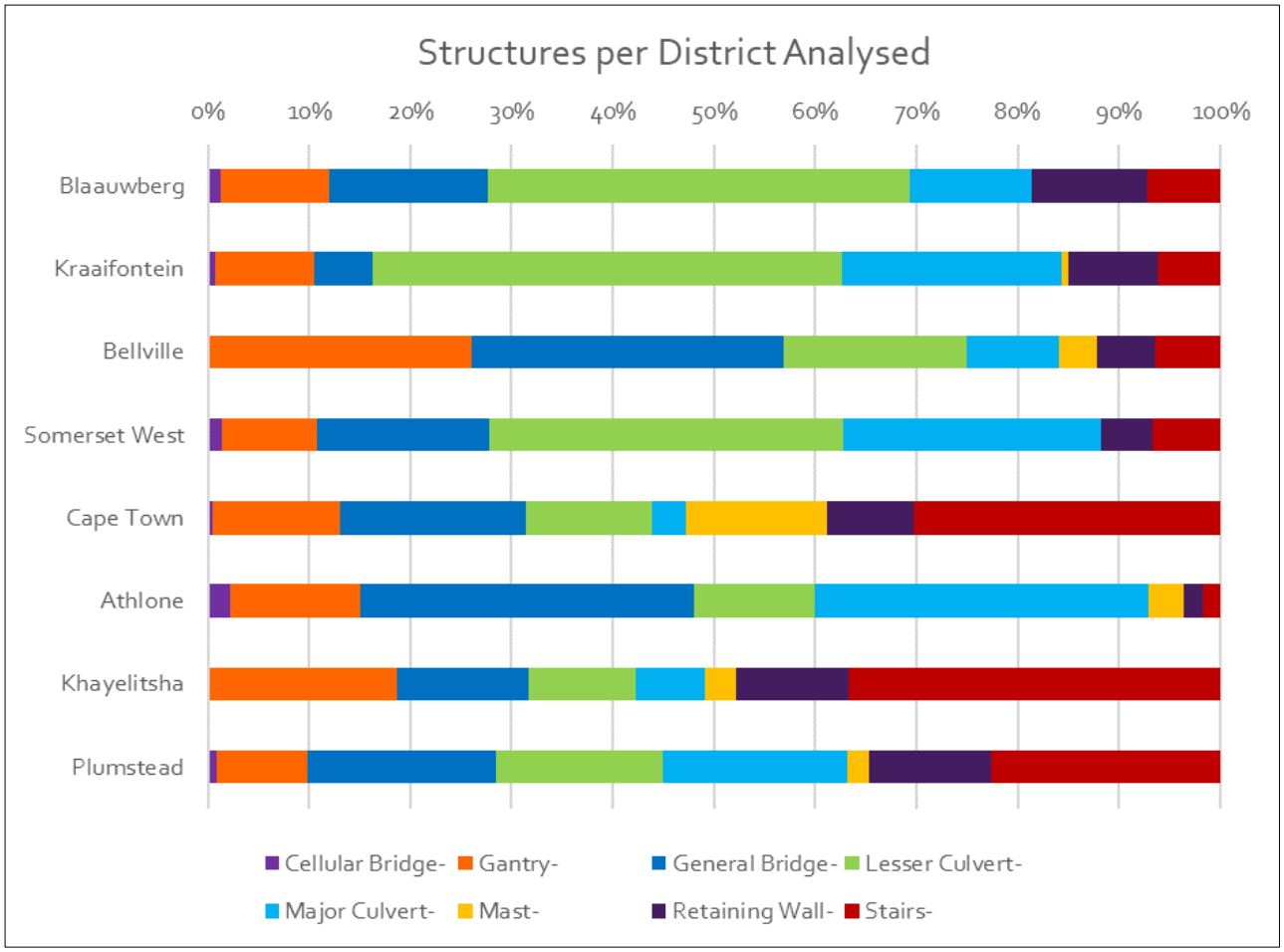
The road network owned and managed by Cape Town Transport includes 10 420 km of roads on which there are associated structures, namely bridges, culverts, sign gantries, retaining walls, sets of municipal steps and masts.

The number of structures in the inventory of the City is in Table 3-51. It should be noted that the inventory data differ in quantum from the data that were analysed in the lifecycle analysis. This is due to the following:

a) The inventory includes smaller structures that have been located but are not analysed at the network level given their scale, e.g. lesser culverts less than 600 mm in diameter or retaining walls less than 1 m above ground.
b) The inventory includes assets where the City of Cape Town is not the authority, but knowledge of the assets is important for operations. For example, drainage culverts under rail and rail-over-rail bridges. There are a few exceptions to this, such as pedestrian bridges over rail, where these assets were included in the analysis as they have a direct impact on citizens and the City would like to quantify the repair needs on these structures.
c) With some structures, the ownership could not be determined with certainty. The structures where the district is taking maintenance responsibility, but the ownership rests with another entity (and maintenance is by agreement) or the ownership is uncertain, it has been categorised as 'CCT – Transport, acting as an agent'.
    i. The structures analysed per district are shown in Figure 3-40.

Table 3-51: Number of structures analysed

AUTHORITY	CELLULAR BRIDGES	GANTRY	GENERAL BRIDGE	LESSER CULVERTS	MAJOR CULVERTS	MASTS	RETAINING WALLS	STAIRS	TOTAL
CCT – Transport	4	330	468	579	381	134	231	479	2 606
CCT – Transport (City as agent)	17	0	28	0	20	0	0	4	69
TOTAL	**21**	**330**	**496**	**579**	**401**	**134**	**231**	**483**	**2 675**



Source: 2021 CITP Review

Figure 3-40: Structures per district analysed (2019 Survey)

3.4.9.2 Current condition

The condition of the structures is determined from visual assessments according to the draft TMH 19: Manual for the Visual Assessment of Road Structures. The current condition of the structures has an overall condition index of 82% with the condition distribution shown in Figure 3-41. Overall, the major structures appear to be in a good state. There are smaller structures such as stairs, retaining walls, and lesser culverts that have a higher proportion of assets in poor or very poor state.

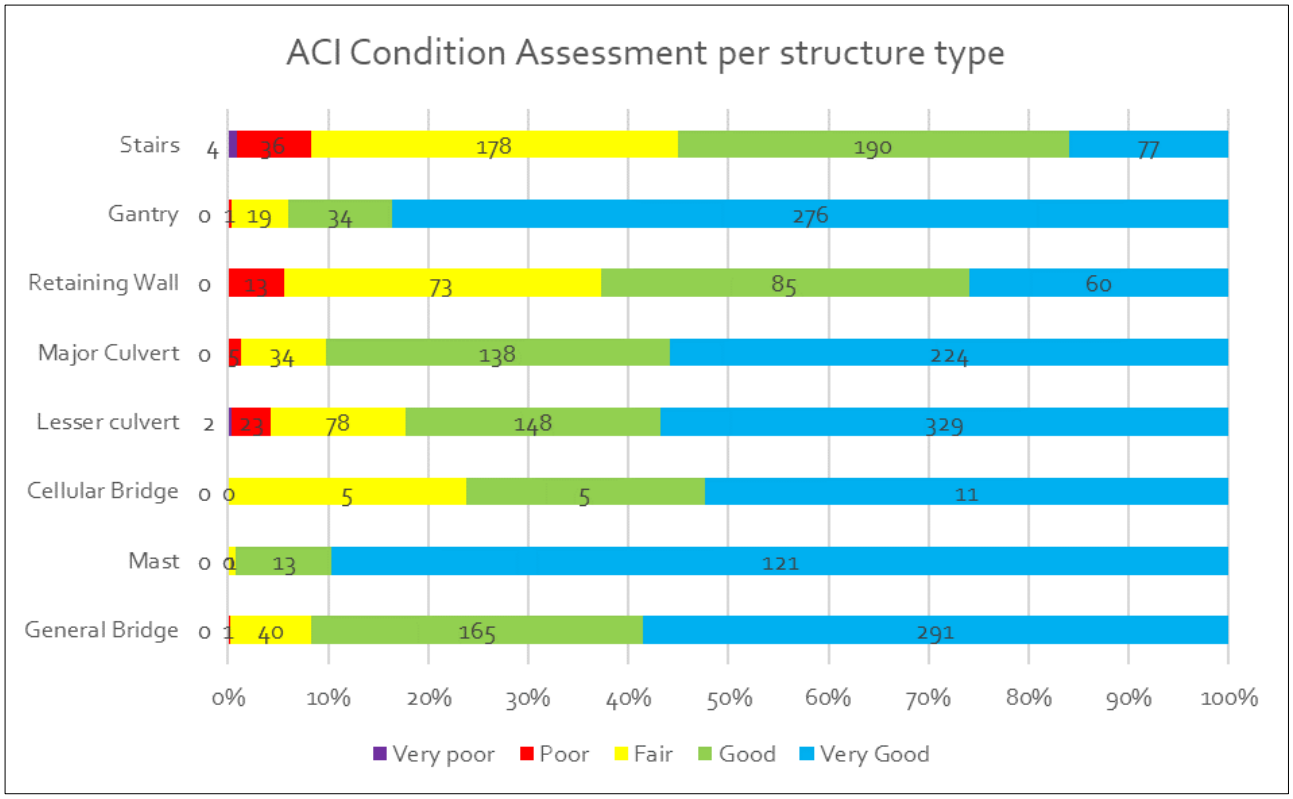


Figure 3-41: Condition assessment per structure type (2019 Survey)

3.4.9.3 Road structure asset value

The following asset values were calculated for 2019/2020:

1. Current replacement cost (CRC) or the maximum asset value of the existing structures is R15 060 615 013 (R15 billion)

2. Current depreciated replacement cost (CDRC) or the current asset value is R14 161 089 925 (R14 billion)

The related asset management and maintenance process is provided in chapter 5. Given the scale and value of the road structures, the City needs to ensure that effective maintenance strategies are developed that provide the right balance of cost, performance and risk for sustaining the network in future.

3.4.10 Congestion for the major road system

The population growth coupled with the decline of the passenger rail service over the last few years has resulted in a sharp increase in the road-based travel demand, further impacting negatively on the congestion levels that both public and private transport are exposed to.

A road link is defined as congested if the average speed of that road segment is below a set threshold. Speed thresholds are based on average speeds with corresponding level of service (LOS) values for urban roads based on the Highway Capacity Manual (HCM)[28]. The higher-order road classes 1, 2 and 3 (approximately 11 700 km[29]) are included in the analysis and different speed thresholds were defined for each of the road classes:

[28] TRB, Highway Capacity Manual, sixth edition: A Guide for Multimodal Mobility Analysis, 2016.
[29] City of Cape Town, Comprehensive Integrated Transport Plan 2017–2022, Draft 2017.

a) Principal arterials/freeways (Class 1): 30 km/h

b) Major arterial (Class 2): 25 km/h

c) Minor arterial (Class 3): 20 km/h

The length of congestion from 2016 to 2019 is depicted in Figure 3-42 for classes 1, 2 and 3 roads over a typical weekday[30]. For all roads and for all years, the length of congested roads during the morning peak period exceeds that of the afternoon peak period. It is evident that the length of congested roads is increasing over time and that the rate of increase is more during the morning peak period than during the afternoon peak period. It is also evident that the duration of the congestion has steadily been increasing since 2016.

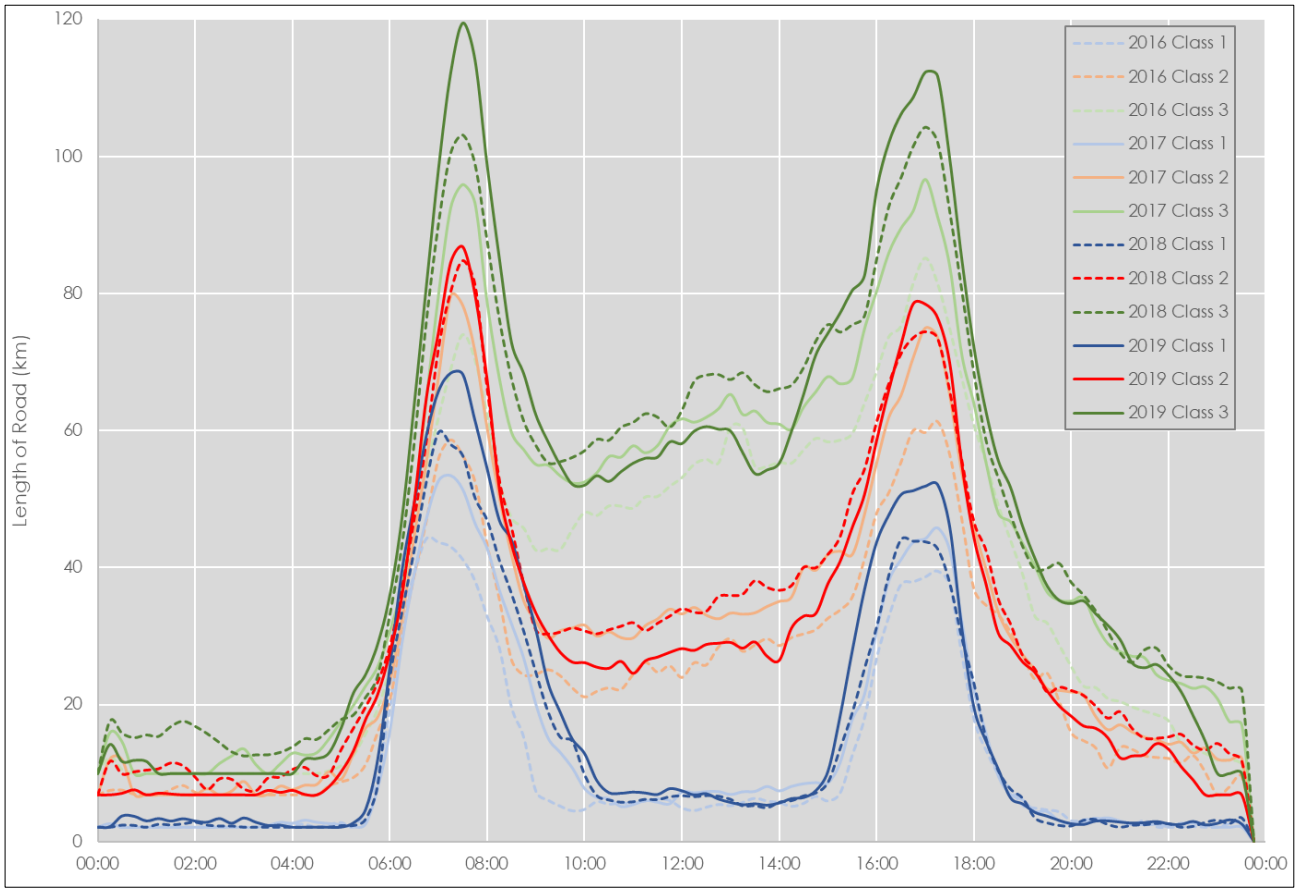


Figure 3-42: Length of congested roads per class over time per time of day (2016–2019)

Source: City of Cape Town, Addressing Delays for Road-based Public Transport Users, June 2021

Although the duration of the congestion and network length being congested are useful in isolation to track trends, a more useful indicator is the total network hours of congestion. Refer to Figure 3-43. The total congested network hours in 2019 are close to 2,2 million km-hours, slightly down from 2018 when it exceeded 2,2 million km-hours. This is almost a 30% increase in comparison to the prevalent congestion levels in 2016, and a 2% improvement to 2018. The improvement in the network kilometres is mostly due to improvements along the Class 2 and Class 3 roadways. The length of congested Class 1 roads continued to increase. As part of the Congestion Strategy, the City has been improving several (mostly Class 2) roads across the city. These improvements could be directly responsible for the improvements between 2018 and 2019.

[30] Refer to UDI report (2019) for more details of the analysis, i.e. definition of congestion, etc.

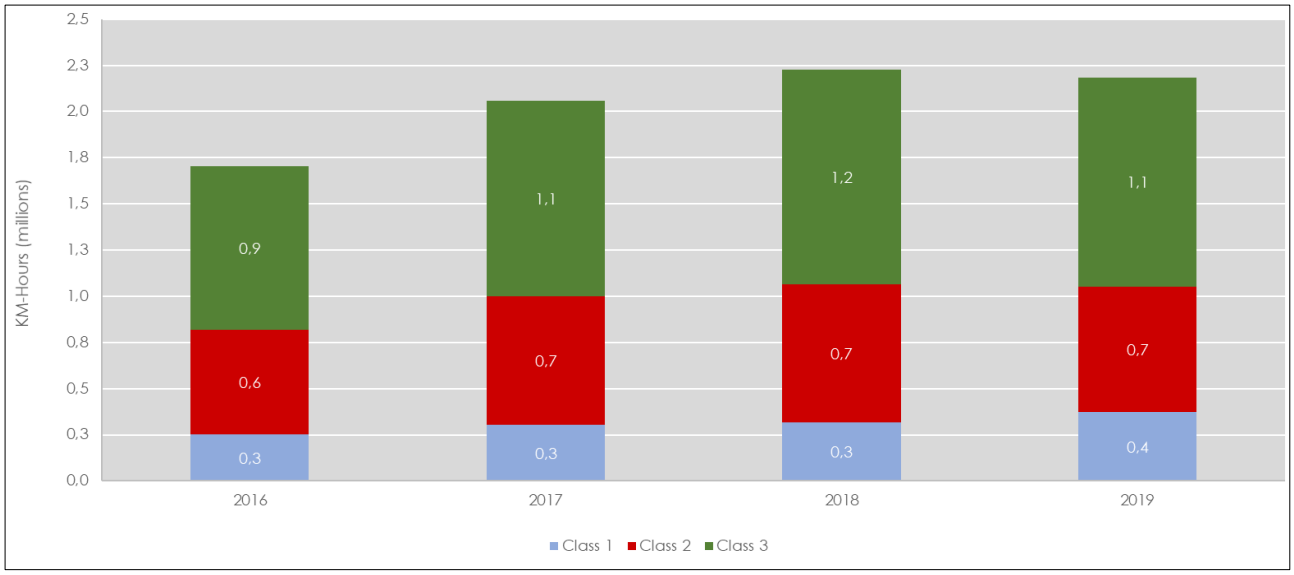


Figure 3-43: Extent of congestion on high-order roads (2016 to 2019)

Source: City of Cape Town, Addressing Delays for Road-based Public Transport Users, June 2021

3.4.11 Road safety

During 2018, close to 75 000 crashes occurred on the city's roads, leading to the loss of 724 lives. Sixty percent (60%) or 432 of the people killed were pedestrians or cyclists. Figure 3-44 shows the trend of the total number of annual road crashes from 2010 to 2018. Since 2010, the number of crashes has generally increased. The total number of crashes increased by 15% over eight years. There was a decrease during 2014/15 but thereafter, the number of crashes continued to increase.

Figure 3-45 depicts the trend of total number of road fatalities per year over a 10-year period. It is evident that the total number of road fatalities fluctuate but generally remain in the order of 700-800 fatalities a year. Fatalities peaked in 2019 with 835 annual road fatalities. This translates to a crash rate of 19 (road fatalities per 100 000 population). In 2020, the number of fatalities decreased mainly due to the impact of Covid-19 lockdown regulations and a drastic decline in road-based travel over that period.

Pedestrians and cyclists are the most vulnerable road users and register the highest fatalities for all years, representing on average of about 60% of all road fatalities.

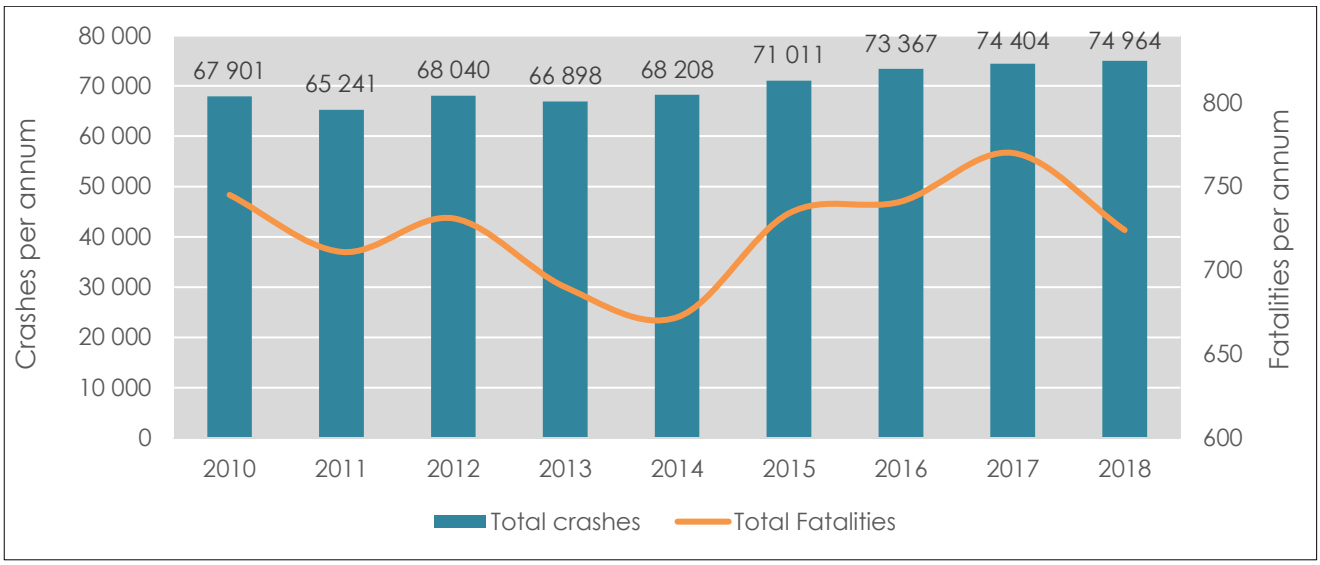


Figure 3-44: Number of crashes and road fatalities in Cape Town per annum (2010–2018)

Source: CCT, Transport Network Information

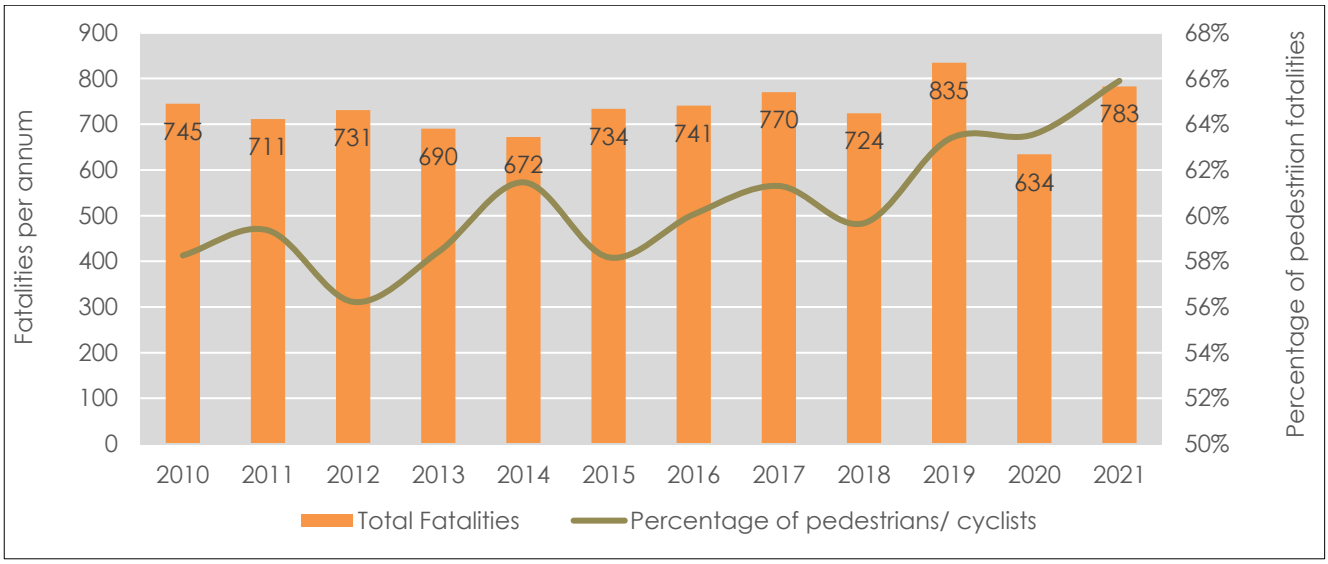


Figure 3-45: Number of road fatalities and proportion of pedestrian/cyclist fatalities per annum (2010–2021)

Source: CCT, Transport Network Information

The international benchmark of road fatalities is between five and ten fatalities per 100 000 of the population. Cape Town reports a rate of 18,9, which is very high. In 2021, the crash rate for Cape Town improved to 17,0. Refer to Figure 3-46.

Assuming that a benchmark of between 9,0 and 10,0 fatalities per 100 000 of the population can be achieved for Cape Town (refer to Business Plan for the City of Cape Town, Road Safety Strategy 2013–2018, the City will need to work in collaboration with its partners in road traffic management to achieve this.

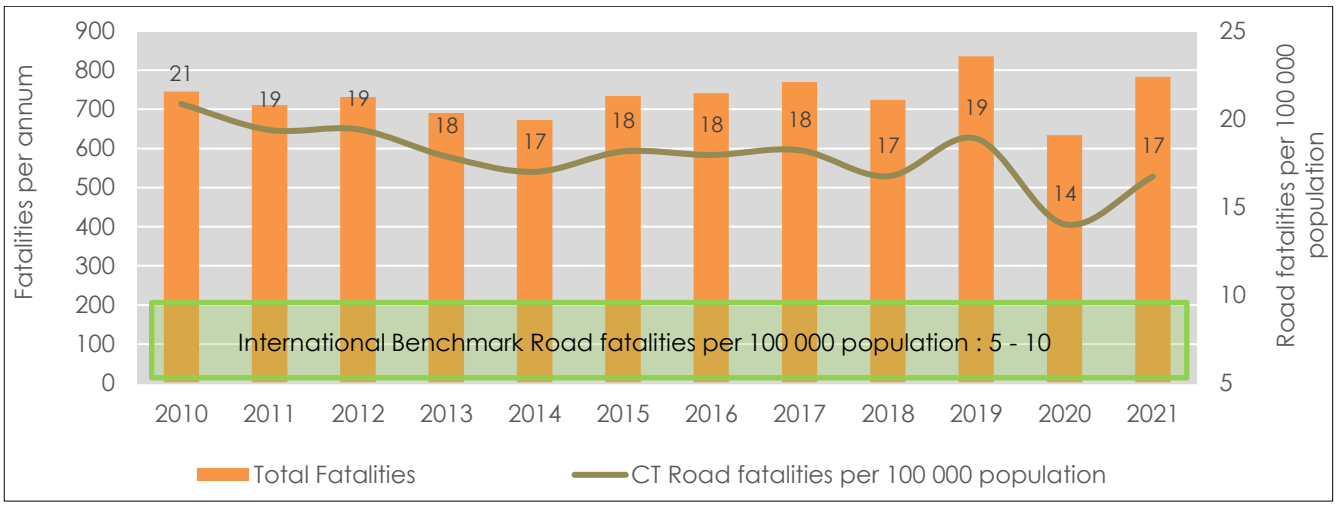


Figure 3-46: Road fatalities per 100 000 population and comparison with international benchmark

Source: CCT, Transport Network Information

Table 3-52: Road safety statistics for Cape Town

Source: CCT, Transport Network Information

	TOTAL ROAD CRASHES	TOTAL ROAD FATALITIES	PERCENTAGE OF PEDESTRIANS/CYCLISTS
2010	63 933	745	58%
2011	64 659	711	59%
2012	62 968	731	56%
2013	64 871	690	58%
2014	60 880	672	61%
2015	61 173	734	58%
2016	68 549	741	60%
2017	69 323	770	61%
2018	75 843	724	60%
2019	Not available	835	63%
2020	Not available	634	64%
2021	Not available	783	66%

Table 3-53: IDP transport indicators related to road safety

Source: CCT, Transport Network Information

IDP TRANSPORT INDICATORS	DEFINITION	
Road traffic fatalities per 100 000 population [NKPI]	Incidence of reported traffic fatalities per 100 000 population per year.	16,7 (2021)
Average number of fatalities per fatal crash [NKPI]	The number of road traffic deaths divided by the number of fatal crashes per year as reported within the municipal boundaries.	0,01 (2018)

3.5 Freight transport

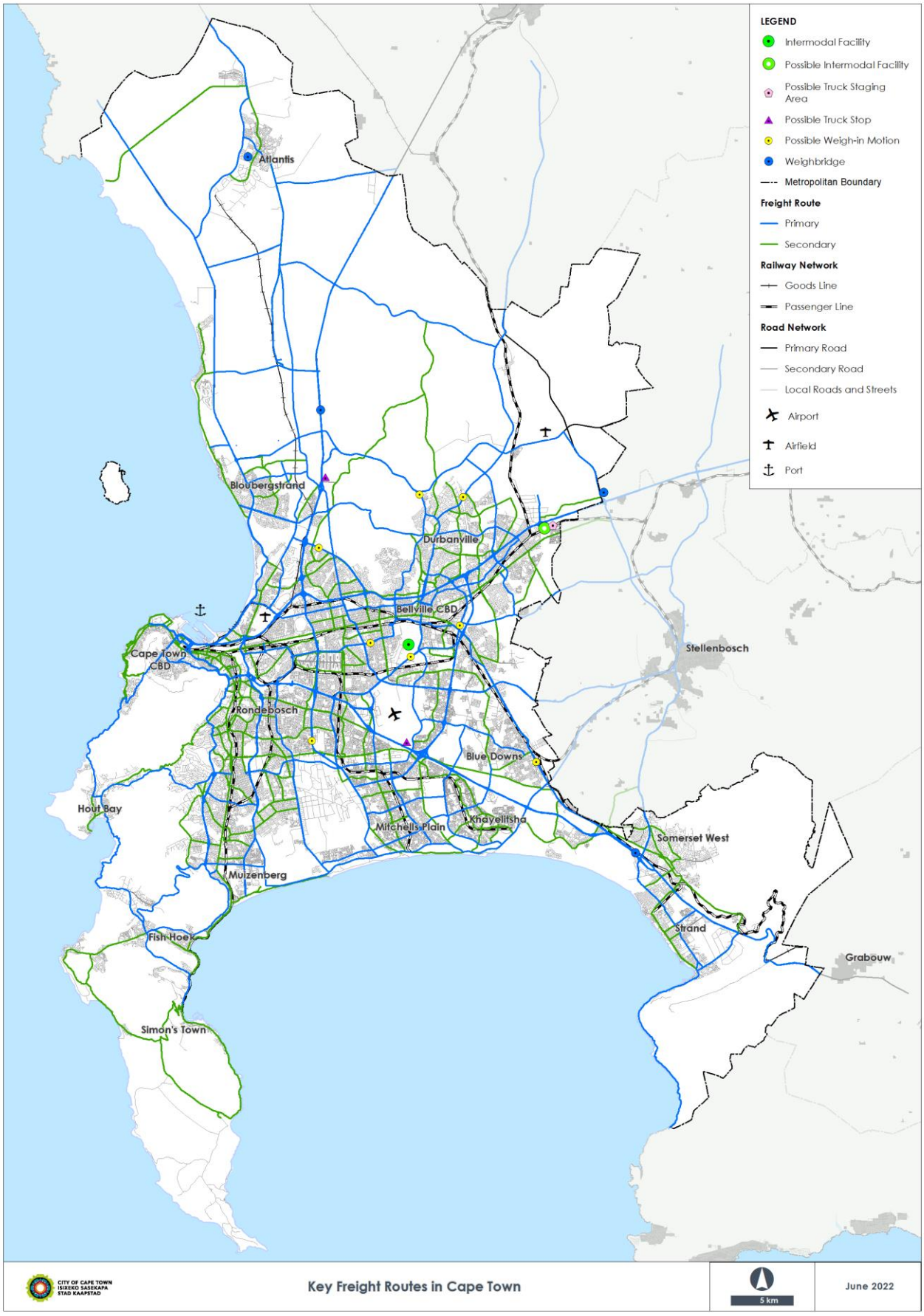
This section briefly describes the status quo regarding the operations of freight in Cape Town, based on available data.

Freight centres within the metropolitan area may be divided into heavy industrial and commercial freight centres. The commercial freight centres are widely dispersed and distributed in all the commercial activity nodes around Cape Town. Presently they are catered for by means of the general transport network. The key industrial freight centres within the Cape Town metropolitan area are:

a) Port of Cape Town (± 240 ha)
b) Atlantis (± 587 ha)
c) Montague and Killarney Gardens (± 478 ha)
d) Paarden Eiland (± 99 ha)
e) Epping 1 and 2 (± 445 ha)
f) Airport Industrial (± 191 ha)
g) Somerset West (± 1 198 ha)

3.5.1 Main freight traffic routes in Cape Town

Figure 3-47 shows the main freight traffic routes in Cape Town.



Source: CCT, 2022

Figure 3-47: Key freight routes in Cape Town

3.5.2 A description of the problems caused by or inhibiting freight movement

The Status Quo Assessment: Freight (2015) revealed the following problems caused by or inhibiting freight movement:

a) There is significant growth in road-based freight along Cape Town's major road corridors for both bulk and containerised goods, due to the growth in fast-moving consumer goods worldwide.
b) Since the deregulation of the freight industry and the focus of TFR on profitable business, rail's share of freight has dramatically declined, which further compounds the problems identified above.
c) The Port of Cape Town, which is the major generator of freight in Cape Town, has expansion plans to roughly treble its current container-handling services in the next twenty years. Currently, around 95% of the freight arriving at or leaving the port is road-based, despite the fact that TFR is its sister company. This mode of transportation is likely to continue unless TFR develops competitive, market-related strategies in collaboration with the ports authority to capture freight that is rail friendly.
d) The Council for Scientific and Industrial Research notes that heavy vehicles contribute to 99% of all road damage and that 60% of this is caused by overloaded vehicles. Overloaded freight vehicles result in premature road deterioration and pavement damage.
e) The structural condition of roads in Cape Town is deteriorating gradually due to funding constraints. This has a direct cost impact on road freight transportation. Apart from the surfacing quality, road geometry is associated with a significant number of freight crashes.
f) Cape Town's roads are capacity constrained for many hours of the day. Freight acts as a 'capacity suppressor', thereby increasing travel times for all modes. Any increase in travel time leads to higher local transport costs, which reduces the competitiveness of local goods and therefore the economy of the region.
g) Freight-related transgressions of regulations such as overloading and unroadworthy vehicles are not adequately controlled, penalties for transgressions are low, and self-regulation is rarely embraced.
h) Noise as well as gaseous and particulate emissions from freight operations are an increasing concern.
i) Transportation of dangerous goods (hazardous materials) is insufficiently controlled and regulated. Local, regional and national stakeholders all cite inadequate integration and communication between municipalities as a concern, alongside a lack of compatibility in standards between regions.

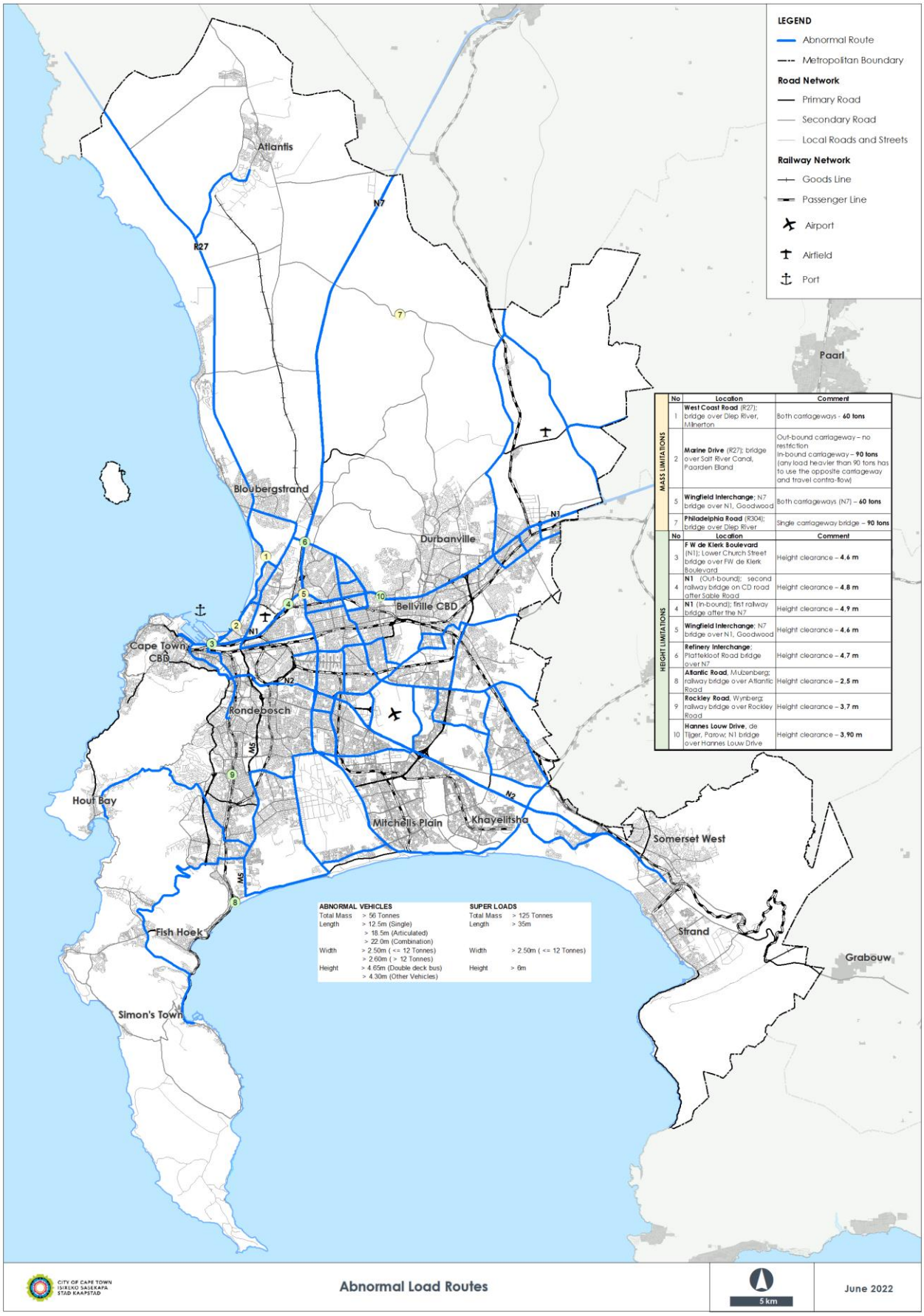
3.5.3 Route identified for travel by vehicles transporting abnormal loads and dangerous goods

3.5.3.1 Abnormal loads

Abnormal loads consist of vehicles that exceed any one or more of width, height or weight limitations prescribed by the Road Traffic Act. Abnormal loads make use mainly of the N7, major sections of the N1 and sections of the N2 where widths and bridge clearances permit such movements. The remainder of the road system is limited in its capacity to carry abnormal vehicles. However, a network linking the main industrial nodes is in place. It is managed so as to protect the ability to move abnormal loads along these routes.

Figure 3-48 depicts the current abnormal load network in Cape Town. While this network also satisfies the needs of more conventional heavy goods movement, it is not necessarily the preferred heavy vehicle network in Cape Town. The need has been identified to develop a heavy vehicle network for general freight movement to improve road maintenance management.

The national Department of Transport is finalising a revised policy on the movement of abnormal loads. A key element of the policy is the categorisation of routes and a focus on minimising the impact of abnormal loads by promoting the use of off-peak times, especially weekends and public holidays for such movement. Urban Mobility's strategy for the movement of abnormal loads follows a similar path, with the key objective being the maintenance and modification, where necessary, of a network that links all the major industrial centres, thus providing an abnormal load network.



Source: CCT, 2022

Figure 3-48: Abnormal load routes

3.5.3.2 Dangerous goods

Vehicles carrying dangerous goods often share the roadways with commuter traffic with no restrictions, whereas in many developed countries dangerous goods traffic has certain specified route usage. Refer to Figure 3-49 that shows the routes used by dangerous goods vehicles.

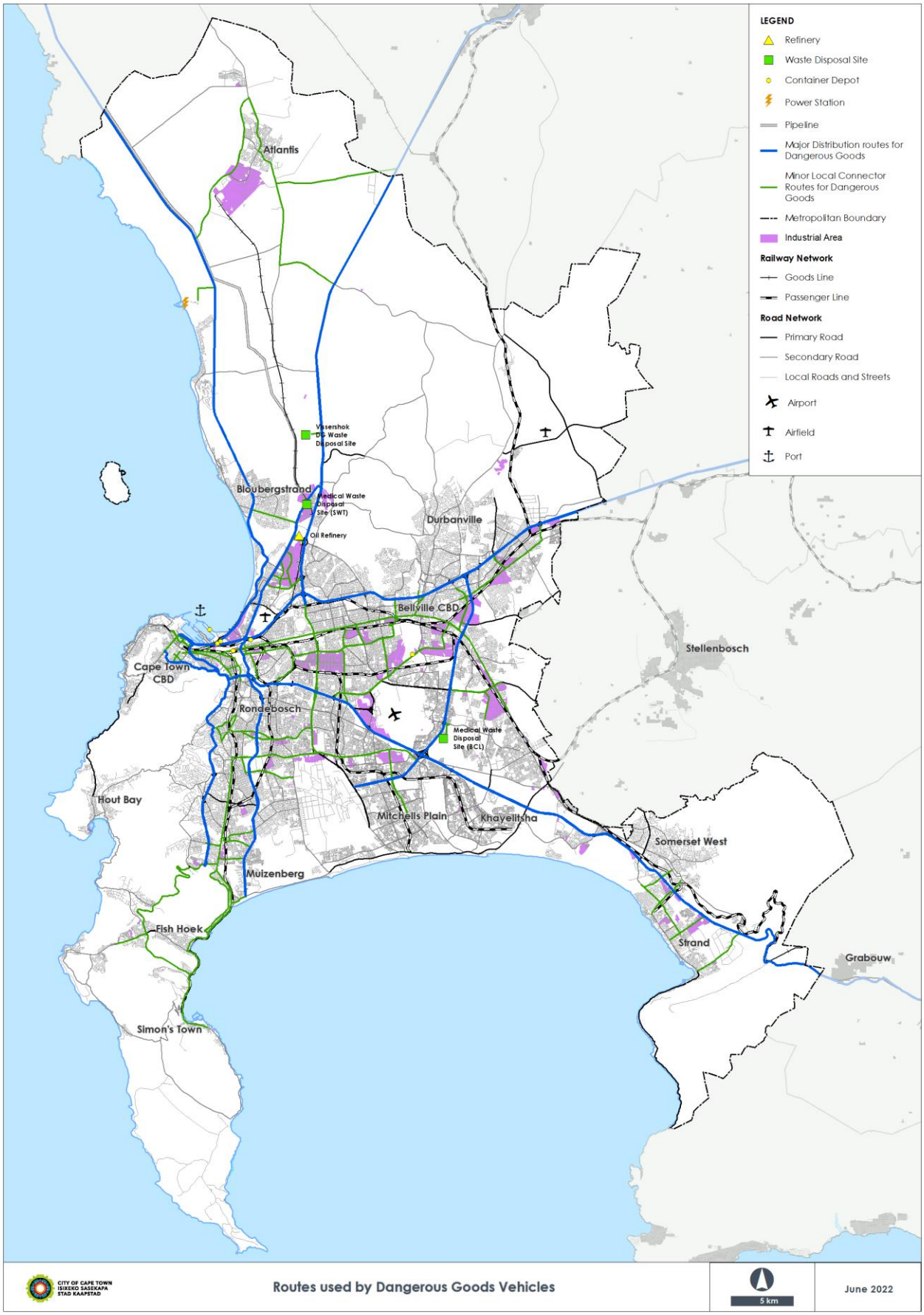


Figure 3-49: Routes used by dangerous goods vehicles

The creation of a detailed hazardous goods movement plan is required in terms of the NLTA. At present, the City manages the movement of hazardous goods on an ad hoc basis. It is required in terms of the CITP, however, that certain key routes be classified as hazardous goods routes and that these routes be clearly demarcated and are closely monitored by the incident management team, with provision for appropriate response times in the event of an incident.

The movement of classes 1 and 7 materials (explosives and radioactive materials) is well regulated and strictly enforced. At present, there are no specific route maps for the distribution of other classes of hazardous material, as certain classes are inconspicuous and therefore very difficult to detect. Inspections of where hazardous materials are loaded onto trucks and into containers, is a national Department of Transport competency. However, this department is severely understaffed and does not play a meaningful role in Cape Town. The current problem is that the extent of transgressions and the prevalence of dangerous movement in Cape Town is not known, and has to be addressed as part of the City's Freight Management Strategy.

3.5.4 Measures in place to deal with overloading

Vehicle overloading is frequently the result of an economic decision made based on weighing up operations and profits versus compliance, the risk of being penalised and the severity of the penalty.

There are three static weighbridges within the functional area of the City, namely on the N1 at Joostenbergvlakte, on the N2 at Somerset West and on the N7 at Vissershok, that are the primary means of load control. All weighbridges are therefore located on major freeways on the outskirts of Cape Town and operate 16 hours per day for five days of the week.

Overloading is not adequately controlled, as static weighbridges are located mostly on major freeways and on the outskirts of Cape Town. They are not staffed for 24 hours day, and can be easily bypassed; checks on loads are conducted sporadically. It is also reported that there is inadequate legal support for enforcement (PLTF, 2011). This situation leads to an abuse of loading limits, which will only be discouraged if both the probability of being caught is high and the related penalties are high.

As of 1 July 2016, in keeping with the requirements of the International Maritime Law, Transnet is required to ensure that all containers are shipped with a verified gross mass certificate as promoted under the guidelines in the 'Safety of Life at Sea' (SOLAS) convention. This requirement effectively means that all containerised trucks using the Port of Cape Town will comply with the legal loading requirements.

3.6 Financial information

The sources and amounts of income received by the Urban Mobility Directorate and the items and amounts of expenditure in relation to all transport services and infrastructure are set out in Table 3-54.

Table 3-54: Income and expenditure in relation to all transport services and infrastructure (MYFIN 2021/22)

INCOME AND EXPENDITURE IN RELATION TO ALL TRANSPORT SERVICES AND INFRASTRUCTURE (2021/22)		
SOURCE	**AMOUNT**	**ITEM**
PTNG	R856 mil	Public transport capital and operating
PTNG interest	R37 mil	Public transport capital and operating
Provincial grants	R10 mil	DAR capital and operating
BFI	R1 433 mil	IRT capital
ORIO	R13 mil	IRT capital
City rates for direct operating costs	R430 mil	Public transport for direct operating
City rates for indirect operating costs	R222 mil	Public transport for indirect operating
Other revenue	R185,3 mil	IRT operating
TOTAL	**R 3 186 mil**	

4 SPATIAL DEVELOPMENT FRAMEWORK

4.1 Introduction

The Cape Town Municipal Development Framework (MSDF) is the overarching framework that sets out the City's longer-term spatial vision, policy objectives and desired outcomes in accordance with the IDP. It is supported by more detailed and neighbourhood-level integrated District Spatial Development and Environmental Management Frameworks (DSDFs-EMFs) of which there is one document for each of the eight districts in the city. All these documents work together to guide and manage Cape Town's long-term physical growth and urban development over the next 10 to 20 years. This informs planning, budgeting, and adjudicating land use decisions. At a metropolitan scale, the focus is on accelerating the implementation of inward-growth-focused spatially targeted programmes, strategies and tools.

The MSDF is a statutory document in terms of the Spatial Planning and Land Use Management Act (2013), or SPLUMA. The MSDF must comply with the National Development Plan (NDP), National Spatial Development Framework (NSDF) and Integrated Urban Development Framework (IUDF). In particular, the NDP states that *"planning in South Africa will be guided by normative principles to create spaces that are liveable, equitable, sustainable, resilient and efficient and support economic opportunities and social cohesion"*.

The MSDF must simultaneously provide the spatial expression of the IDP, as well as provide guidelines to reach a longer-term planning horizon than the current IDP.

The City recently adopted its Municipal Spatial Development Frameworks and the eight DSDFs, inclusive of Environmental Management Frameworks (EMFs), to update the 2018 Council-approved MSDF.

The approved documents focus on refining and updating the content of the 2018 MSDF with current realities. Much of the logic and the concepts developed in the 2018 have been retained, with improvements and inputs from the public participation process. From an urban mobility perspective, this is preferred, as it recognises the strong link between land use/spatial structure, and the transport network, and the need to plan in such a way that the potential to be mutually reinforcing is maximised.

4.2 Principles/objectives

SPLUMA articulates the following five principles, which are required to be followed by all municipalities in the development of their MSDFs:

1) Spatial justice
2) Spatial sustainability
3) Spatial efficiency
4) Spatial resilience
5) Good administration

These are implicit in the MSDF, under three key strategies:

1) Spatial strategy 1: **Plan for economic growth**, and improve access to economic opportunities.
2) Spatial strategy 2: **Manage urban growth**, and create a balance between urban development, food security and environmental protection.
3) Spatial strategy 3: Building an **inclusive, integrated, vibrant** and **healthy** city.

The three spatial strategies serve to direct decision making that is binding on the City and must be used to inform the City's capital budget expenditure to give effect to the implementation of this MSDF. They provide strategic intent and investment guidance for the public sector. Collectively, they provide the spatial direction that:

a) establishes a corporate spatial perspective, which informs the review of Sector Plans and lower-order spatial plans;
b) informs and directs infrastructure investment and maintenance approaches and project pipeline;
c) informs submissions and motivations for development proposals and applications from the public and private sectors; and
d) directly affects the assessment of applications under delegation or via the Municipal Planning Tribunal.

These key strategies are supported by a set of substrategies and policy statements that are set out in the following three tables. These form the essence of the guidelines that the MSDF provides for both public and private investment. As indicated in the table, they apply differentially to the four spatially defined investment areas that are described in section 4.6 below.

Table 4-1: Spatial strategy 1: Sub-strategies and policy statements

SPATIAL STRATEGY 1: PLAN FOR EMPLOYMENT AND IMPROVE ACCESS TO ECONOMIC OPPORTUNITIES			APPLICABILITY IN STA			
SUB-STRATEGY	**POLICY**	**POLICY STATEMENT**	**UIC**	**IGC**	**DGA**	**CAN**
Prioritise inclusive economic growth.	P1	Plan for the alignment, sequencing and implementation of infrastructure programmes to secure confidence and certainty for private and public sector investment.	✓			
	P2	Support and encourage investment (private and public) through improved access information, cross-sectoral planning and institutional efficiency.	✓	✓		
	P3	Introduce land use policy reform and mechanisms that will support the development and growth of small businesses and township economies (both formal and less formal).	✓	✓		
	P4	Prioritise and promote inclusive economic growth through innovation and sustainable industrialisation and ensure that well-located, well-performing and established industrial areas are protected and preserved.	✓			
	P5	Promote Cape Town as a globally competitive, diversified and productive city that supports a consolidated regional economy.	✓	✓		
Integrate land use, economic activities and transport planning that support the sustainable operation of the public transport network.	P6	Plan and prioritise for the expansion of the integrated public transport service, informed by the Integrated Public Transport Network (IPTN) and the City's Integrated Transport Plan (CITP).	✓			
	P7	Plan and implement a sustainable, high-quality and human-scale public realm in and around transit precincts. These precincts must be legible and accessible to all and include universal access and non-motorised transport facilities and a public environment that is vibrant, inclusive and safe.	✓	✓		
	P8	Support a strategic approach to parking allocations to encourage use of public transport.	✓	✓		
	P9	Plan for incremental land use intensification and diversification in support of inward growth predicated on the public transport infrastructure, as outlined in **table 5.7.**	✓	✓		
	P10	Leverage and support the optimisation of ports and harbours as important coastal access points and national economic drivers.	✓			

Table 4-2: Spatial strategy 2: Sub-strategies and policy statements

SPATIAL STRATEGY 2: MANAGE URBAN GROWTH, AND CREATE A BALANCE BETWEEN URBAN DEVELOPMENT, FOOD SECURITY AND ENVIRONMENTAL PROTECTION			APPLICABILITY IN STA			
SUB-STRATEGY	**POLICY NO.**	**POLICY STATEMENT**	**UIC**	**IGC**	**DGA**	**CAN**
Enhance the city's unique assets, value of heritage resources, scenic routes and destination places.	P11	Identify, conserve and manage heritage resources and cultural landscapes.	✓	✓	✓	✓
	P12	Provide for cultural and social practices and events to promote spatial justice and spatial integration.	✓	✓		
	P13	Protect and enhance scenic routes and places of scenic value, including destination places.	✓	✓	✓	✓
	P14	Provide efficient access to destination places where potential exists, especially in or near areas of high social need, in support of economic inclusivity and spatial integration.	✓	✓		✓
Facilitate land development to enhance the city's energy independence and efficiency by investing in renewable energy.	P15	Enable resource-efficient land development by levering the protection of renewable resources to improve cohesion between natural environmental resources and inclusive economic growth.	✓	✓	✓	✓
Appropriately protect the citizens of Cape Town from risk areas and activities.	P16	Direct urban growth away from risk areas and activities.	✓	✓		✓
	P17	Avoid inappropriate urban growth and development in risk areas (fire, flooding, heat exposure, poor air quality and noise pollution).	✓	✓	✓	
Appropriately manage land development impacts on natural resources and critical biodiversity networks.	P18	Increase efforts to protect and enhance biodiversity networks at all levels of government, with the public and private sector.	✓	✓	✓	✓
	P19	Plan for, and mitigate, the impacts of urban development on water resources and encourage water-sensitive design responses.				
	P20	Promote risk-averse and sustainable urban development along the coast, in accordance with the coastal development edge.	✓	✓		✓
	P21	Support food-sensitive planning that supports the food system value chain, from production, processing and distribution to access, consumption and waste management.	✓	✓	✓	
	P22	Plan and adopt a proactive planning approach to mining resources.		✓	✓	✓

Table 4-3: Spatial strategy 3: Sub-strategies and policy statements

SPATIAL STRATEGY 3: BUILD AN INCLUSIVE, INTEGRATED, VIBRANT AND HEALTHY CITY			APPLICABILITY IN STA			
SUB-STRATEGY	**POLICY NO.**	**POLICY STATEMENT**	**UIC**	**IGC**	**DGA**	**CAN**
Encourage integrated settlement patterns.	P23	Support the integrated intensification and diversification of land uses in identified areas, supportive of inward spatial growth, economically and incrementally.	✓	✓		
	P24	Ensure urban development contributes to safety and wellbeing for all.	✓	✓	✓	✓
Continue to transform the apartheid city	P25	Support and enable programmes to enhance and facilitate land and housing supply in Cape Town and address challenges.	✓	✓		
	P26	Transform and integrate historically marginalised areas and informal settlements into spatially integrated neighbourhoods that enable economic and social opportunities for residents.	✓	✓		

4.3 Land use demand estimates

The basis for future planning is a projection of the growth in population and economic activity, and where these are likely to be located at a chosen 'end state' point in time. The City has developed a new land use model since the last MSDF. It differs from the previous model in that:

a) There is only one scenario. Previously, there were four scenarios, from a simple projection of the status quo land use patterns, through to a highly aspirational ('comprehensive TOD') scenario, which required major interventions to change land investment patterns
b) The new scenario is pragmatic in that it predicts where new development and settlement are likely to locate without major City interventions (except for those that have been committed to)
c) It predicts an increase in residential densification from 18,5 du/ha to 25 du/ha gross
d) It recognises that the informal sector will be the main development driver
e) The scenario end date is 2040, with a base date of 2020
f) The population projections have been updated
g) It is informed by an updated vacant land audit
h) Growth projections are informed by the effects of the Covid-19 pandemic

It retains the categorisation of land development into residential and non-residential, which is useful for transport planning purposes, as this reflects trip producers (residential) and trip attractors (non-residential uses). Below is a summary of the growth projections and the additional land required to accommodate them. Population growth projections and economic growth projections have been extrapolated into residential units and square meterage of retail/office/industrial space respectively.

Table 4-4: Spatial 2018 baseline demand versus 2040 projections

Land use	2018 Baseline (estimated units/sq m)	Additional land use demand over 20 years	2040 Estimated demand (projected units/sq m)	% increase over 20 years
Residential (formal units)	1 332 088	462 614	1 795 054	35%
Residential (informal units)	210 071	167 650	377 369	80%
Residential total	1 542 159	630 264	2 172 423	41%
Retail	8 816 281	1 007 727	9 824 008	11%
Office	7 544 246	1 481 951	9 026 197	20%
Industry	23 653 755	3 650 764	27 304 519	15%

The possible location of this additional development is then mapped per land use category, as shown below.

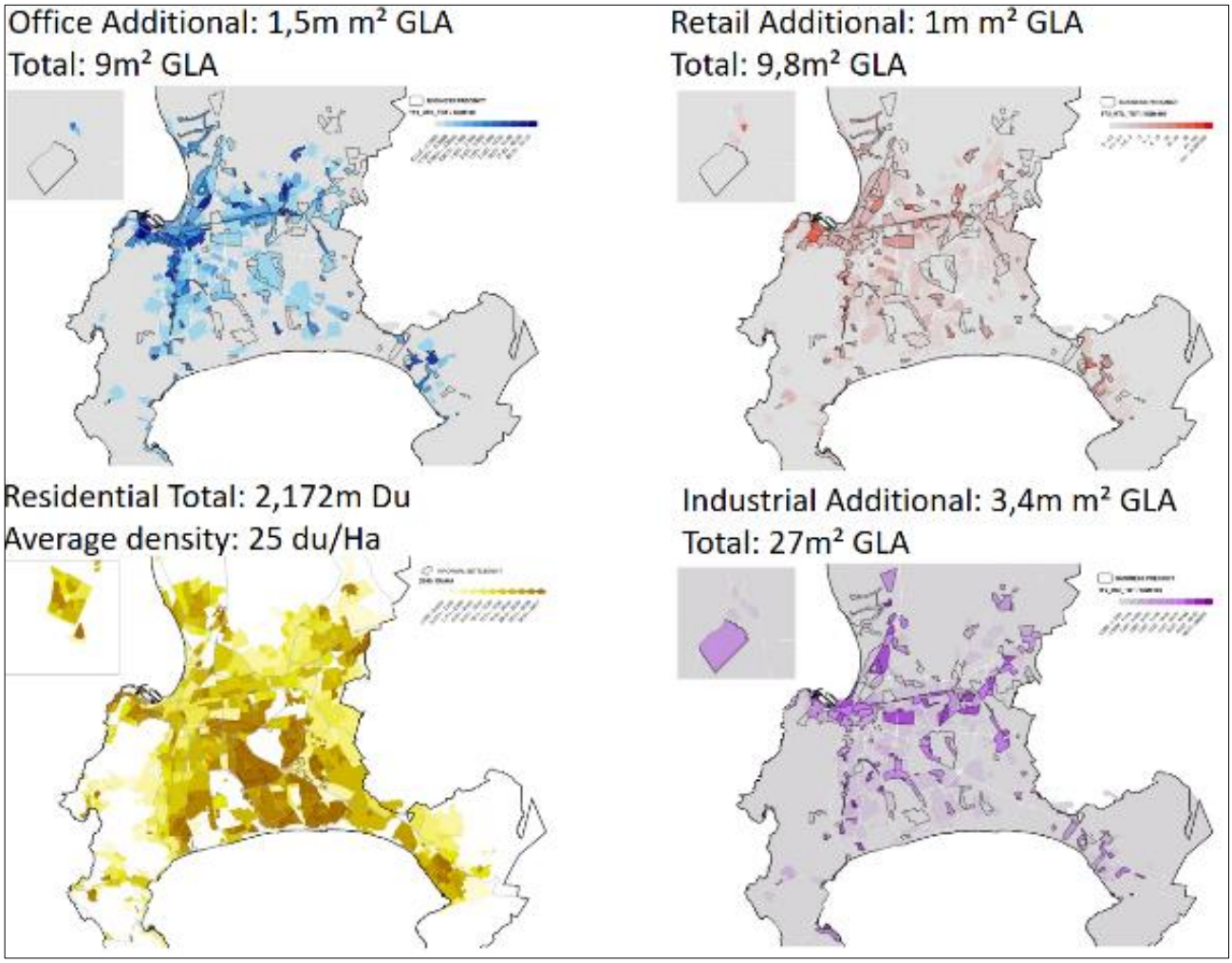


Figure 4-1: 20-year demand estimates for each land use category and possible location in space

One of the assumptions informing this location is directly related to transport:

> *Ensure that future public transport service is sustainably rolled out in support of the above-mentioned transformation objectives (refer to the Comprehensive Integrated Transport Plan*

currently under review), in order to facilitate appropriate intensification of the built footprint where public transport services provide access to economic and social opportunities (p. 37).

4.4 Targeted densification and intensification

It further states: *Access to public transport and the optimisation of associated locational benefits remain fundamental to support the restructuring and spatial transformational agenda in Cape Town, and will be central to the prioritisation of new development areas identified in the eight District SDFs* (p. 36).

It recognises the interplay between property economics, land use and transport in determining the future spatial structure of the city, but also the imperative to address the fragmented and inefficient spatial form, and the need to mitigate negative trends. This is critical to enable an integrated, efficient and sustainable transport system.

The MSDF builds on the TOD Strategic Framework (2016 – also linked to the SDG 11), as illustrated below.

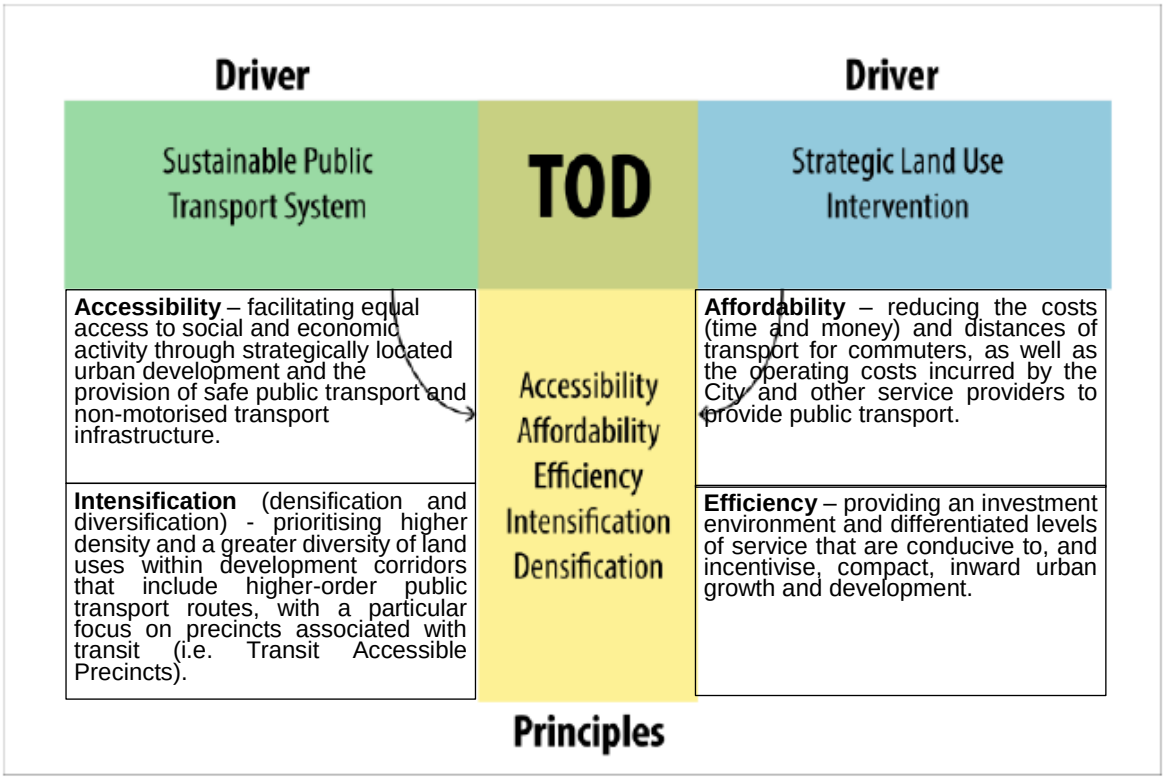
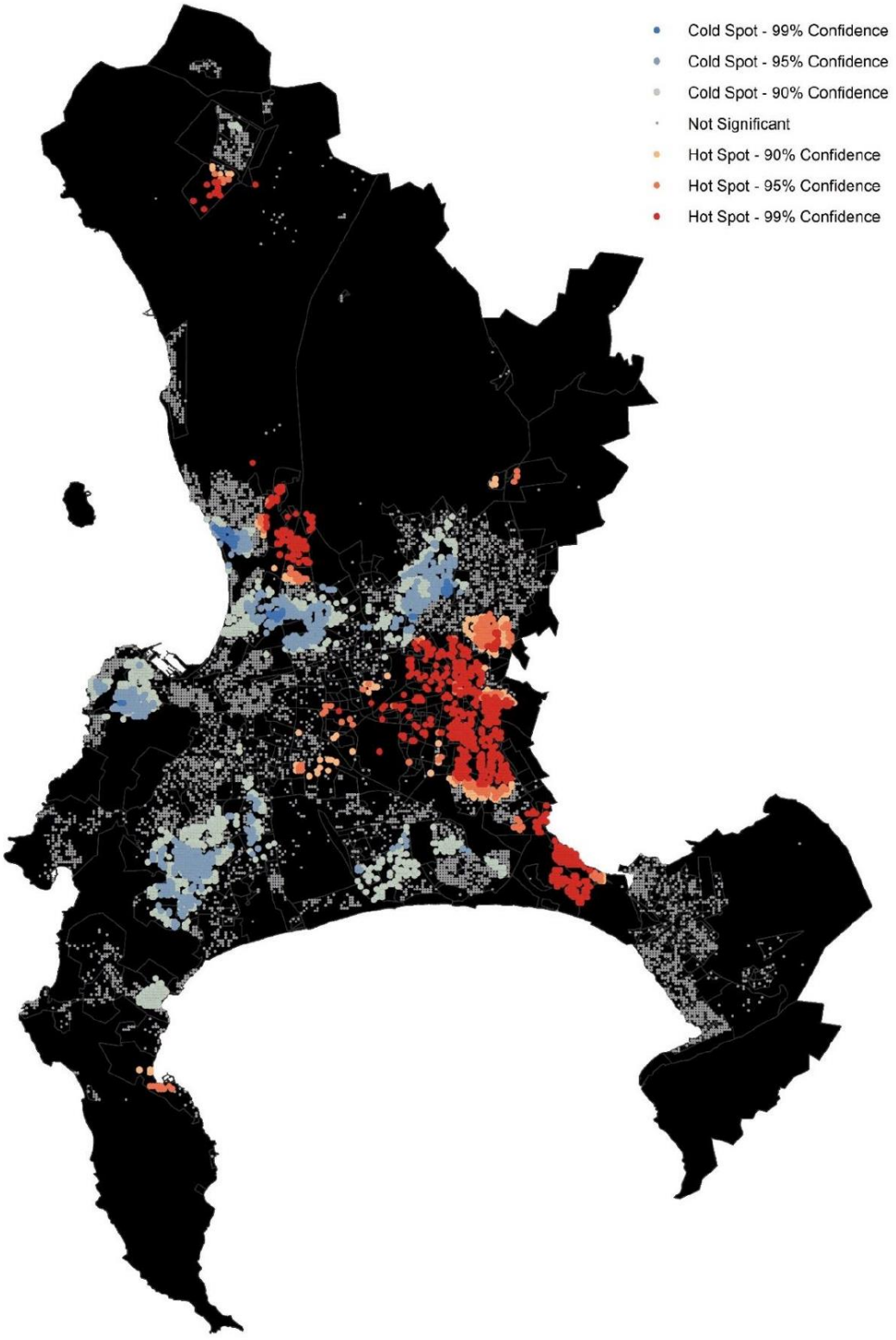


Figure 4-2: TOD principles adopted in the Cape Town TOD Strategic Framework

The intensification of the land use aspect of this is further unpacked in technical supplement B of the MSDF. It refers to both land use densification and diversification. The work from the 2018–2022 MSDF on analysing densification and diversification has been retained, and remains highly relevant as a planning and policy informant to direct spatial targeting. Data shows that most of the development hotspots are currently on the periphery of the city, as shown below, which have grave implications for the transport demand generated by this, and undermines the MSDF investment zones in some areas.



Council approved C 13/01/23 – updated version 23 Feb 2023

Figure 4-3: Hotspot analysis of all types of building work completed (aggregated) from 2016 to June 2020

Source: MSDF technical supplement: Land use intensification (p. 8)

4.5 Integrated Public Transport Network (IPTN) Plan

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

4.6 Components of the MSDF conceptual spatial structure

The structuring components are largely related to transport:

1) Development corridors
2) Metropolitan and district nodes
3) A network of transit accessible precincts (TAPs)
4) Key economic infrastructure (ports, harbours, employment-generating business and industrial areas)
5) A range of civic clusters (concentrations of social/community services) (p. 41)

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

Metropolitan nodes that anchor corridors, often providing end-points to them; they are the points of very high or high accessibility, exposure, convenience and urban opportunity. Typically they are developed around, or are supported by, public transport stations/interchanges.

Transport accessible precincts (TAPs) are areas within a 500-metre walking distance of current and future rail and BRT stations, and certain higher-order stops. The TAPs map was developed for the current IPTN, but will need to be revised or replaced under the new IPTN. They did inform where land use should be intensified in the MSDF.

Some key economic infrastructure is transport infrastructure itself (the port and airport), while others generate movement (both people and freight) as major centres of commerce, retail or industry.

Table 5.5 identifies transport infrastructure – development corridors; metropolitan and nodes; employment nodes, the road network; the rail network; the BRT network; and the port and airport that support land use intensification. Table 5.6 gives valuable guidelines to the intensification of metropolitan, district and local nodes, and metro-scale development corridors. These will be important informants and elements in the planning of the IPTN.

Reduced parking provision is also identified as an important tool to enable land use intensification, and a shift to greater public transport use.

4.7 Investment categories

The MSDF retains the land categorisation of the 2018 MSDF: Rather than prescribing specific land uses, it seeks to guide investment categories for public and private (and joint) decision making through spatial targeting:

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

Table 4-5: Investment partnerships for spatial transformation

SPATIAL TRANSFORMATION AREA (STA)	INVESTMENT PARTNERSHIP	INVESTMENT PRIORITY	PUBLIC EXPENDITURE	GRANT PRIORITISATION	PRIVATE SECTOR OPPORTUNITIES
Urban inner core (UIC) 	Public sector investment priority Areas of co-investment between public and private sector (development charges + City budget allocations cover capital and operational cost of infrastructure)	Future proofing of UIC through bulk infrastructure prioritisation Cross-sectoral collaboration, maintenance and upgrade of bulk engineering infrastructure and social infrastructure	Priority: Implementation of key public sector interventions associated with bulk and social infrastructure, including existing and planned public transport network	Urban development zone Special economic zones Manufacturing incentives Social housing restructuring zones Prioritised human settlement areas	Spatially targeted mechanisms, incentives and facilitation to support urban regeneration and spatial integration, increase access to affordable housing opportunities and drive sustainable and inclusive economic growth
Incremental growth and consolidation (IGA) 	Public sector investment priority Areas of co-investment between public and private sector	Serving existing developments and communities Subject to capacity or existing inclusion in utilities master planning when serving proposed development	Priority for phased bulk engineering infrastructure, subject to the City's masterplan	Full suite of grant funding in support of new development areas and development focus areas Restructuring zone, where aligned to TOD imperatives	Development permitted, subject to capacity Spatially targeted cross-subsidised social infrastructure Limited incentives
Discouraged growth area (DGA) 	Self-funded areas for land development other than that permitted within agricultural and rural zoning as per MPBL's DMS City and the public sector will not co-finance the provision of bulk engineering and social infrastructure beyond the City's master planning and urban	Zero priority for public sector funding for land development beyond that permitted within agriculture and rural zonings	Zero public sector funding for land development beyond that permitted within agriculture and rural zonings	National government grant funding, permitted financing programmes and incentives to support agricultural economic sectors Engineering and social infrastructure self-funded and subject to determination of engineering	Limited to activities related to agriculture and rural zonings In the event of land development approval(s), subject to determination of engineering services through implementation of internal municipal services district in terms of the MSA, 2000

	development edge			services as per section 65(3) and (5) of the MPBL.	
Critical natural assets (CNA) 	Public sector priority and partnerships based on preservation and enhancement of natural assets	Focused on enhancement, expansion and increasing accessibility to assets	Priority	Partnership based on protection and enhancement of natural resources	Limited tourism-related development opportunities that do not compromise assets

The most significant of these STAs is the urban inner core that is identified by the following imperatives:

a) Support and facilitate inclusive economic growth using context-sensitive planning tools and funding models to ensure the timeous provision of connective infrastructure (i.e. public transport, broadband, bulk reticulation) to support spatially efficient, job-generating inward investment.
b) Ensure access to employment by enhancing public transport to areas of economic potential, with a special emphasis on the inner city business nodes.
c) Support, coordinate and facilitate equitable land markets by increasing private and public housing supply interventions. These should enable transit-supportive development and deliver key benefits to housing agglomeration and increased employment densities.
d) Provide an efficient, safe and affordable public transport system supportive of transit-oriented development and land use intensification (i.e. diversification and densification) in and around transit corridors and nodal points serviced by an existing and future public transport network.
e) Coordinate, prioritise and implement land development and public investment aligned to the MSDF's spatial transformation areas investment rationale and in support of inward growth.
f) Acknowledge inherent natural and man-made risks and land development directives.
g) Reinforce critical infrastructure elements that support Cape Town's metropolitan functionality.
h) Preserve and enhance the natural assets of the city, including unique agricultural areas.
i) Ensure an urban development edge that enhances the STA investment rationale by providing a clear position on the vision for spatial planning and land use systems. Further promote and facilitate a well-defined balance between future urban development needs and the protection of the natural environment and unique agriculture areas.

Further, the urban inner core contains two important 'subcategories', namely development focus areas (DFAs) and urban support areas (USAs). While these are shown on the MSDF map, they are elaborated on in the DSDFs. USAs are areas of need (informality and multiple challenges) where there has to date been a low level of public investment and are not necessarily well-located. These are better identified at a DSDF level for the appropriate planning and investment.

The influence of the transport network in determining the urban inner core is clear from the diagram below. All the policy statements in the MSDF promote the greatest intensification of development in the DFAs, which largely follow the development corridors in the MSDF composite map below (section 4.8).

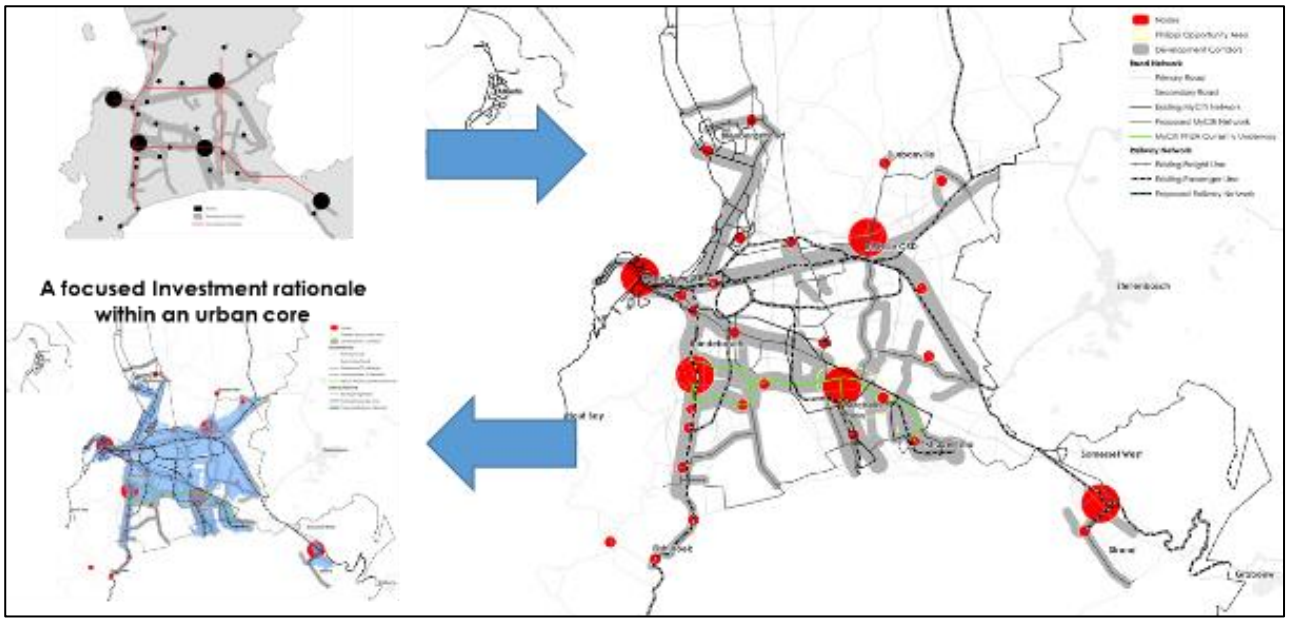


Figure 4-4: Hotspot spatially framing the urban inner core

The table below summarises the investment guideline for each STA, and is applicable to most transport investment as well (except that which serves the remote core areas and the functional region). The major change to the MSDF from 2018 is the inclusion of Atlantis and Somerset West as remote urban inner core nodes.

SPATIAL TRANSFORMATION AREA (STA)	INVESTMENT GUIDELINE
URBAN INNER CORE	Future proof and upscale
INCREMENTAL GROWTH AND CONSOLIDATION AREAS	Fix and maintain
DISCOURAGED GROWTH AREAS	Avoid public sector investment
CRITICAL NATURAL ASSETS	Enhance natural assets

An urban development edge line has been reintroduced.

A major challenge using the MSDF 2018 to guide development decision with regard to the CNAs and the DGA is that the urban edge line was replaced with a zone of 4 ha grids, with the intent that the lines be defined in the review of the District SDFs 2022 (the review of the 2012 SDFs that had a cadastral urban development edge line). These 2018 MSDF grids were 'grey areas', making it difficult for consistency, clarity and certainty for regulatory and investment decision making, and the goals of policy for ease of business. Many applications on the borders of DGA (grey) and orange (IGCA) were immediately forwarded to the Municipal Planning Tribunal because of policy uncertainty of whether urban development was actually promoted in that location or not.

For the period 2012 to 2022, the DSDFs still had cadastrally delineated urban development edge lines, which were in some places outdated against the 2018 MSDF and against the assessment of land requirements for extension. For applications in the DGA, the procedural implication both in 2012 and 2018 was always that the agricultural zoning and agricultural processing related land uses would be acceptable and that subdivision of farm land would be limited to 40 ha, as specified by the national and provincial Department of Agriculture and 20 ha minimum as per the MPBL.

Therefore, between 2018 and the 2022 MSDF and DSDF reviews, the proposal was made to reintroduce the urban development edge along with policy guidance, so that the 2022 documents

of the MSDF and eight DSDFs would be similar and complementary but on different scales. As a means to discourage urban development spreading throughout the DGA, guidelines were assigned that also cover the likelihood, should developments be approved within the DGA. The DGA's investment principles and land use guidelines advocate for inclusive economic growth via support of the agricultural and rural economies.

The urban and coastal edges can be seen in red and blue respectively on the maps below. This has implications for coastal transport infrastructure (with harbours being within the coastal edge).

4.8 MSDF maps

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

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

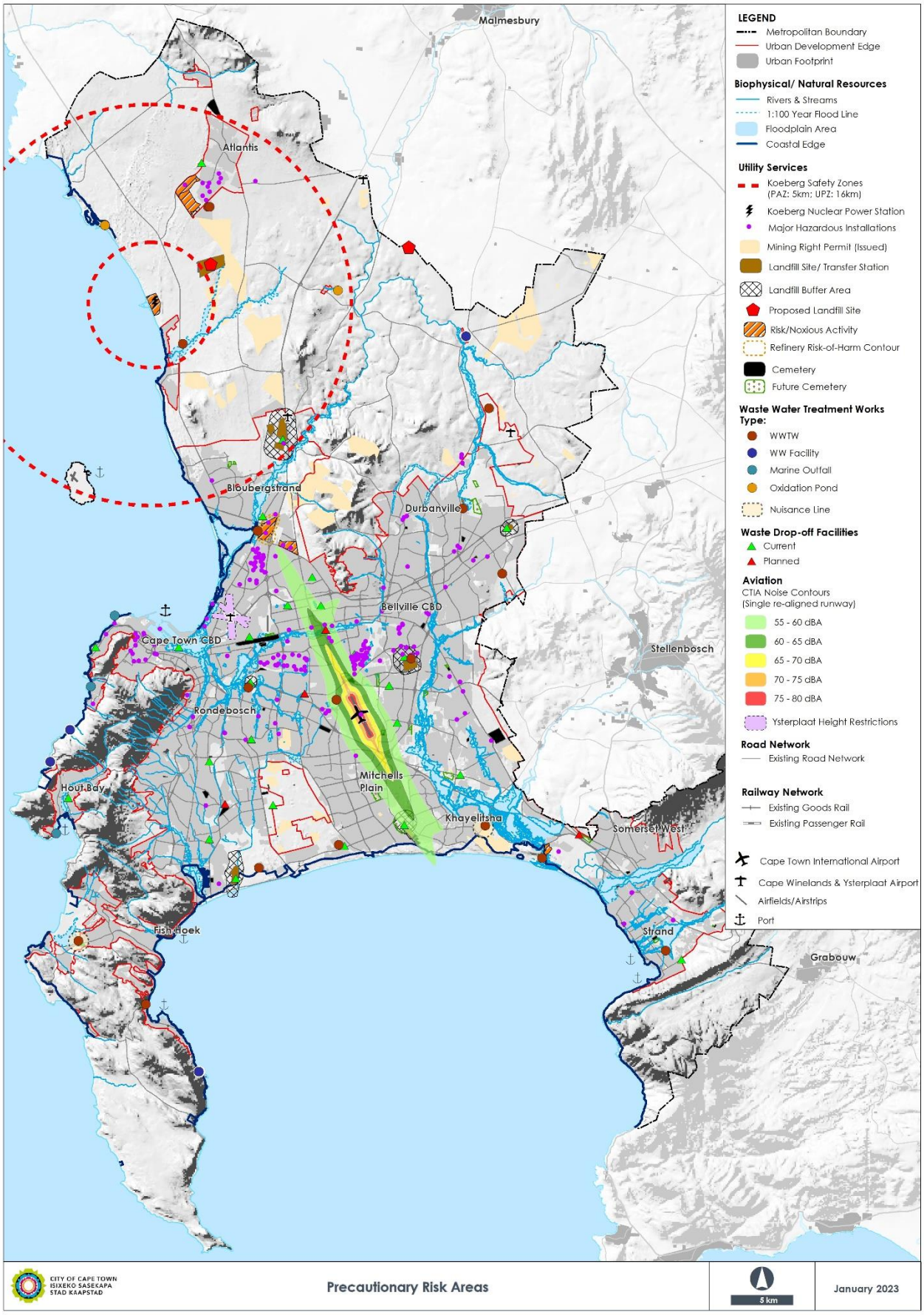


Figure 4-5: Precautionary risk areas

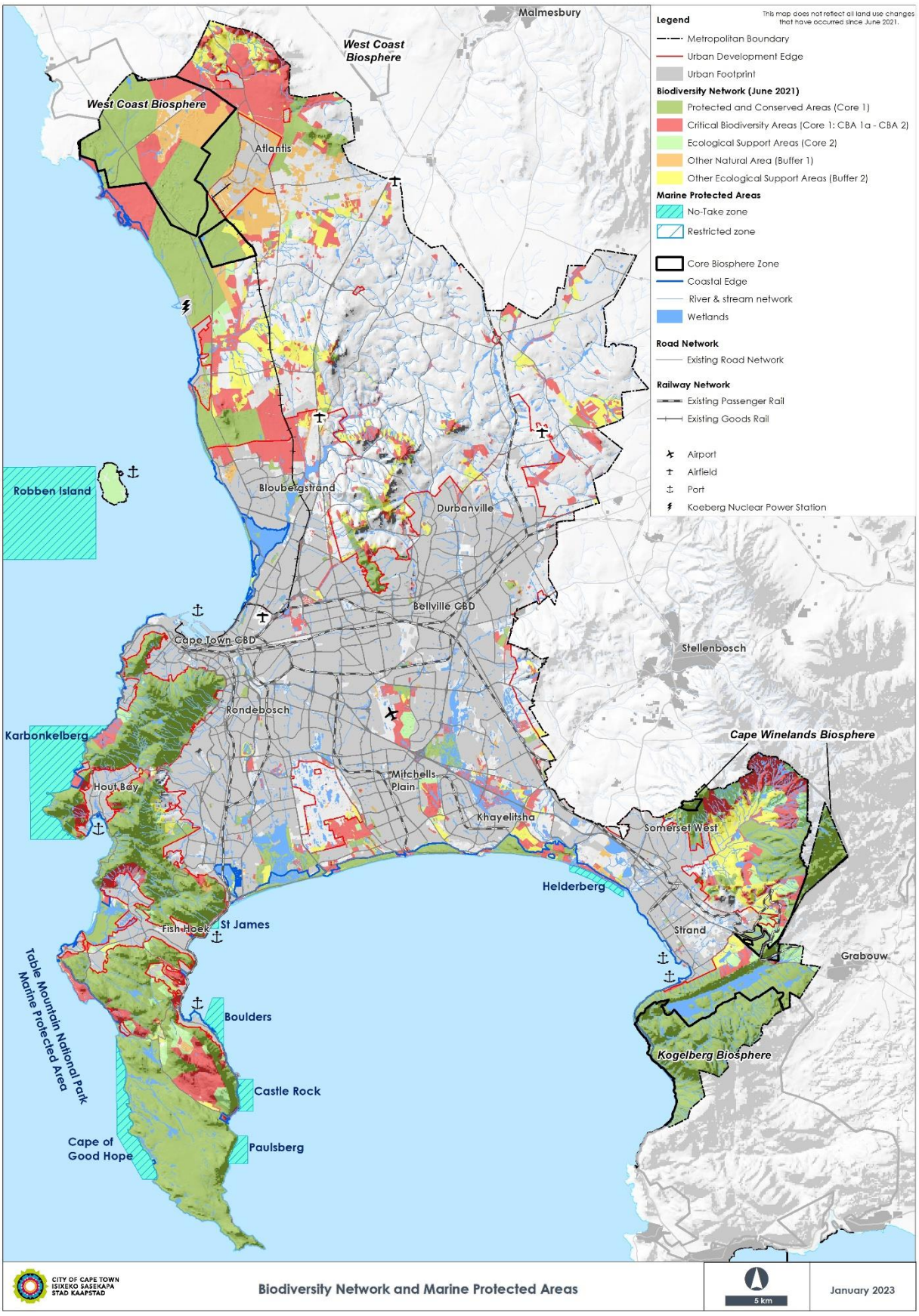


Figure 4-6: Biodiversity network and marine protected areas

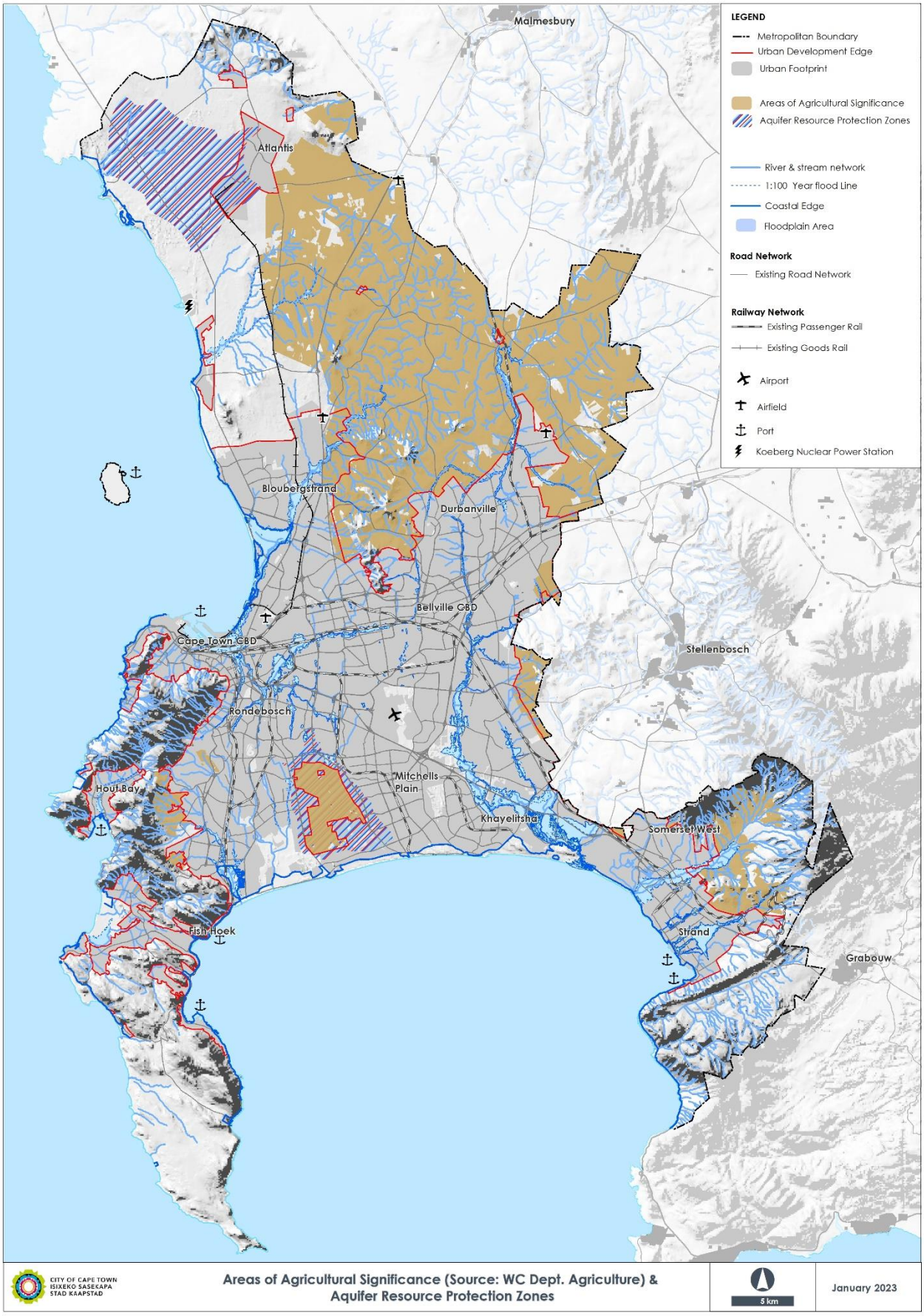


Figure 4-7: Agricultural areas of significance and aquifers

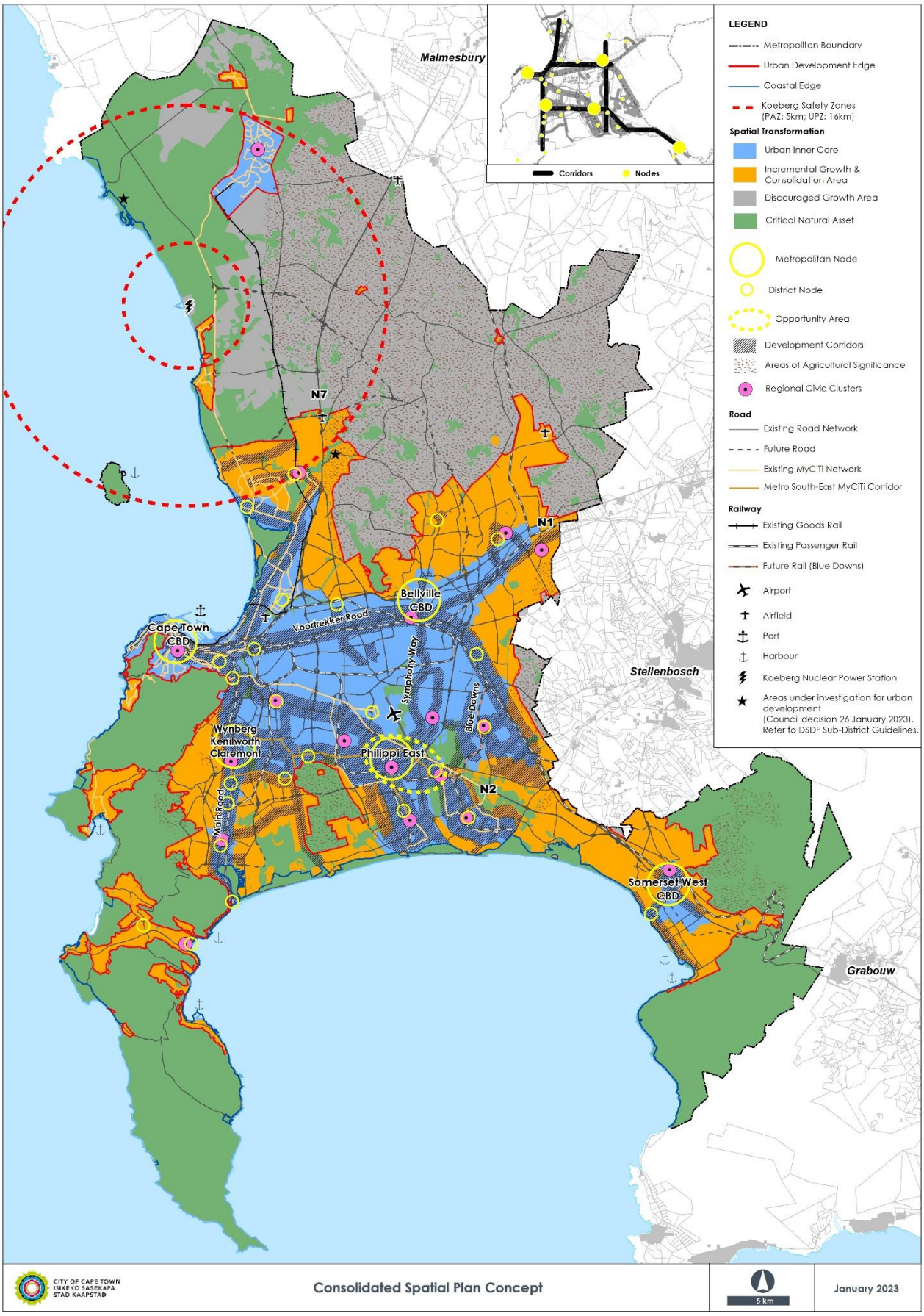


Figure 4-8: Consolidated spatial plan concept

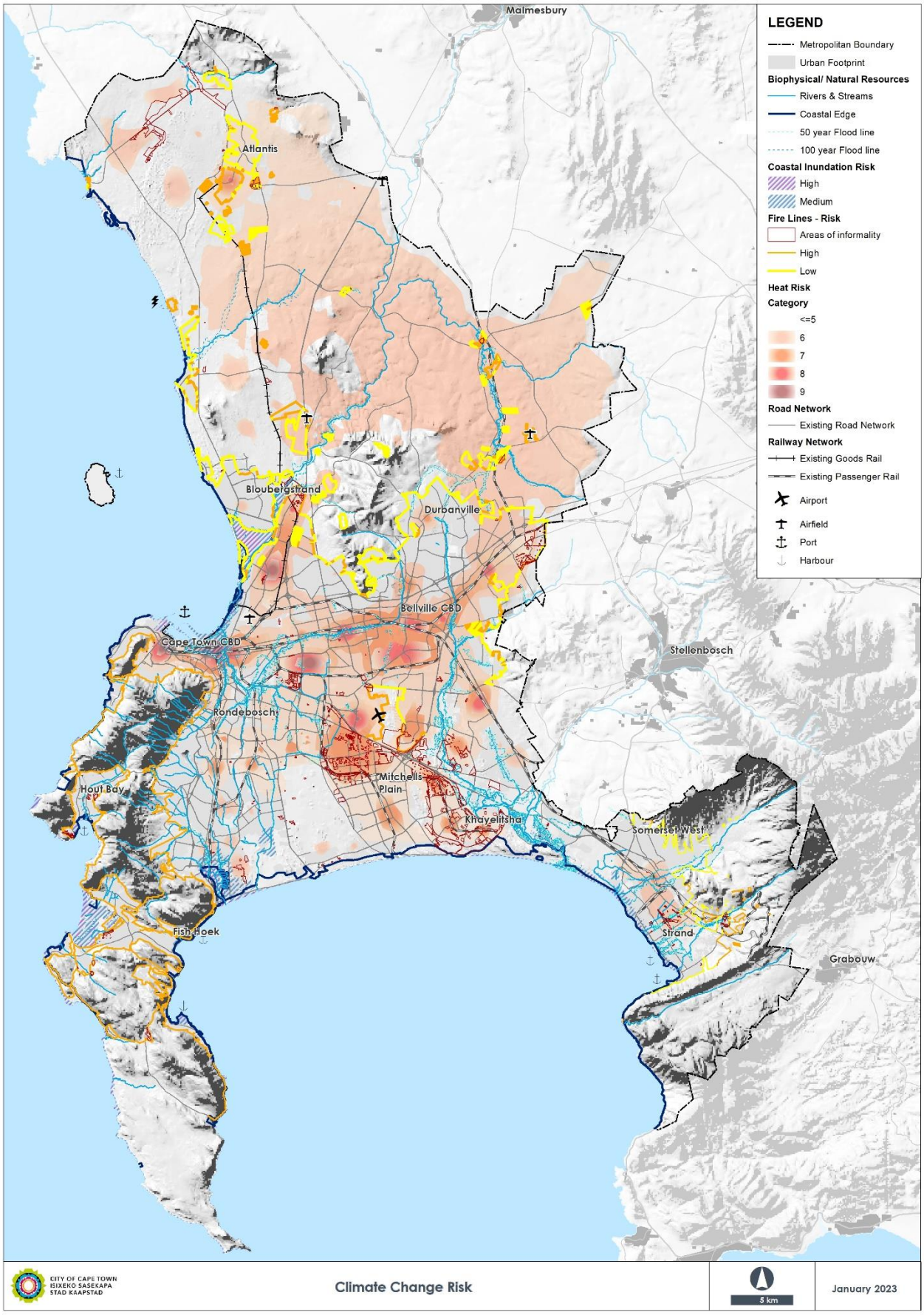


Figure 4-9: Climate change considerations/risks

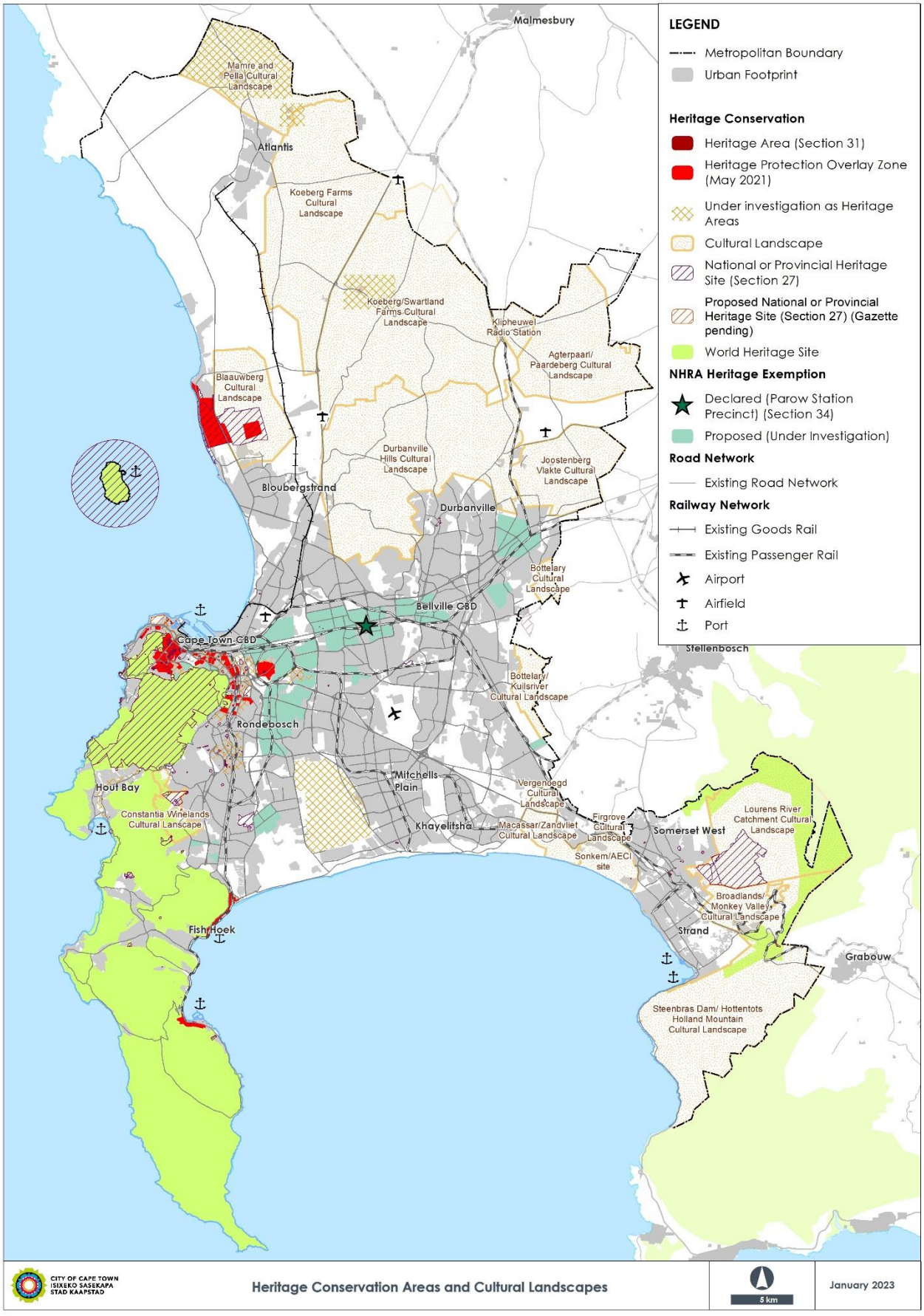


Figure 4-10: Heritage considerations (conservation areas and cultural landscapes)

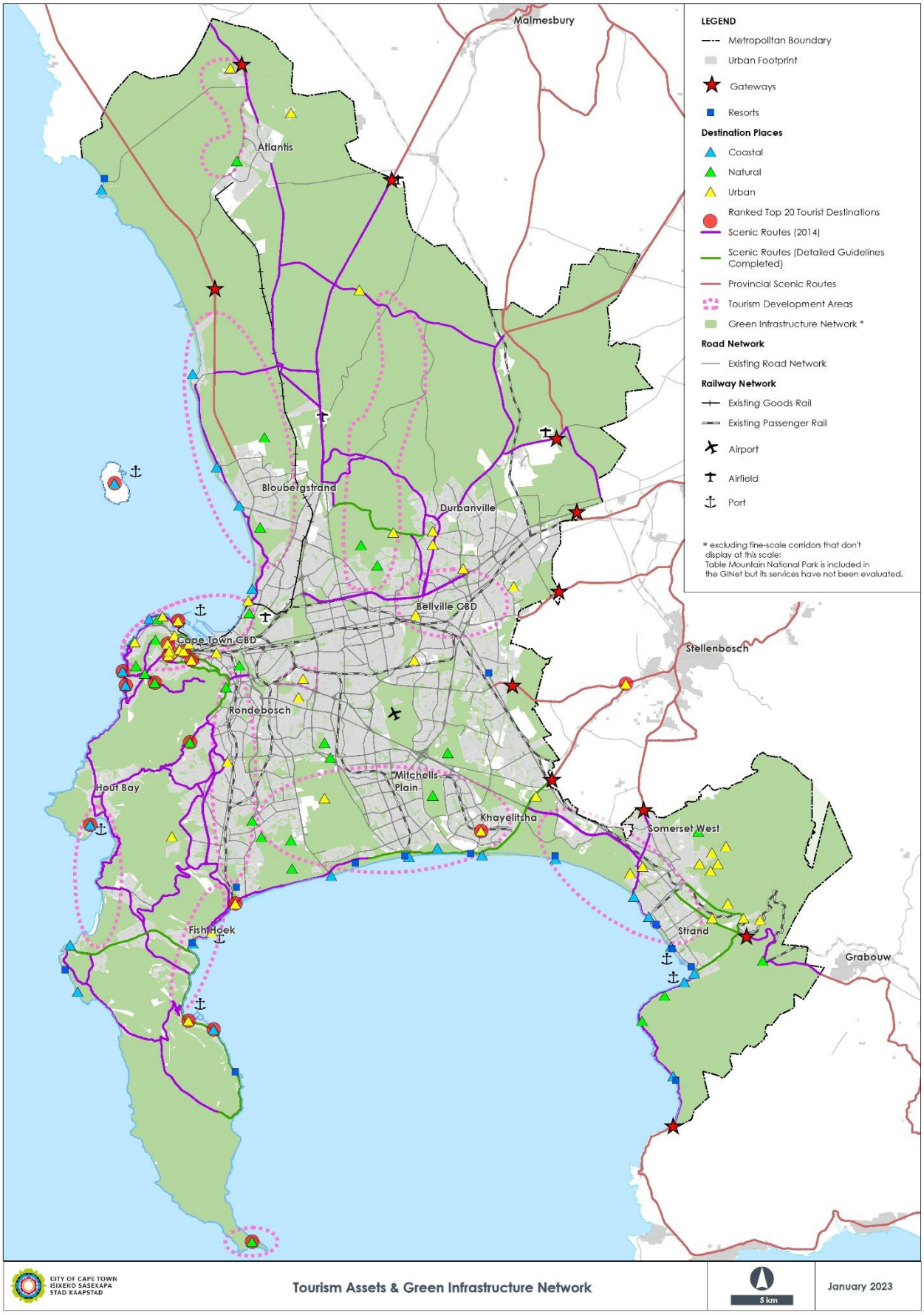


Figure 4-11 Tourism considerations and green infrastructure

4.9 District Spatial Development Frameworks (DSDFs)

The DSDFs apply the MSDF's spatial policies at a district level (see section 4.2 above).

The eight DSDFs integrate Environmental Management Frameworks with DSDFs. They are policy documents that state the vision for the district, and how this can be achieved. They guide decision making and investment, particularly for the public sector (including all spheres of government, and all departments). They identify new development/growth areas at a finer scale (and over the next 10 years), down to significant publicly owned land parcels. More detailed guidelines are given in subdistrict plans.

They introduce spatial planning categories (SPCs – see diagram below) at this scale in order to provide more detailed development guidance. This has implications for future travel patterns, although they do not prescribe whether new development areas would be trip producers (residential) or trip attractors (non-residential). Some SPCs such as core biodiversity areas and waterbodies could be high, but seasonal trip attractors at gateway points, while the remainder of these areas would be low trip attractors.

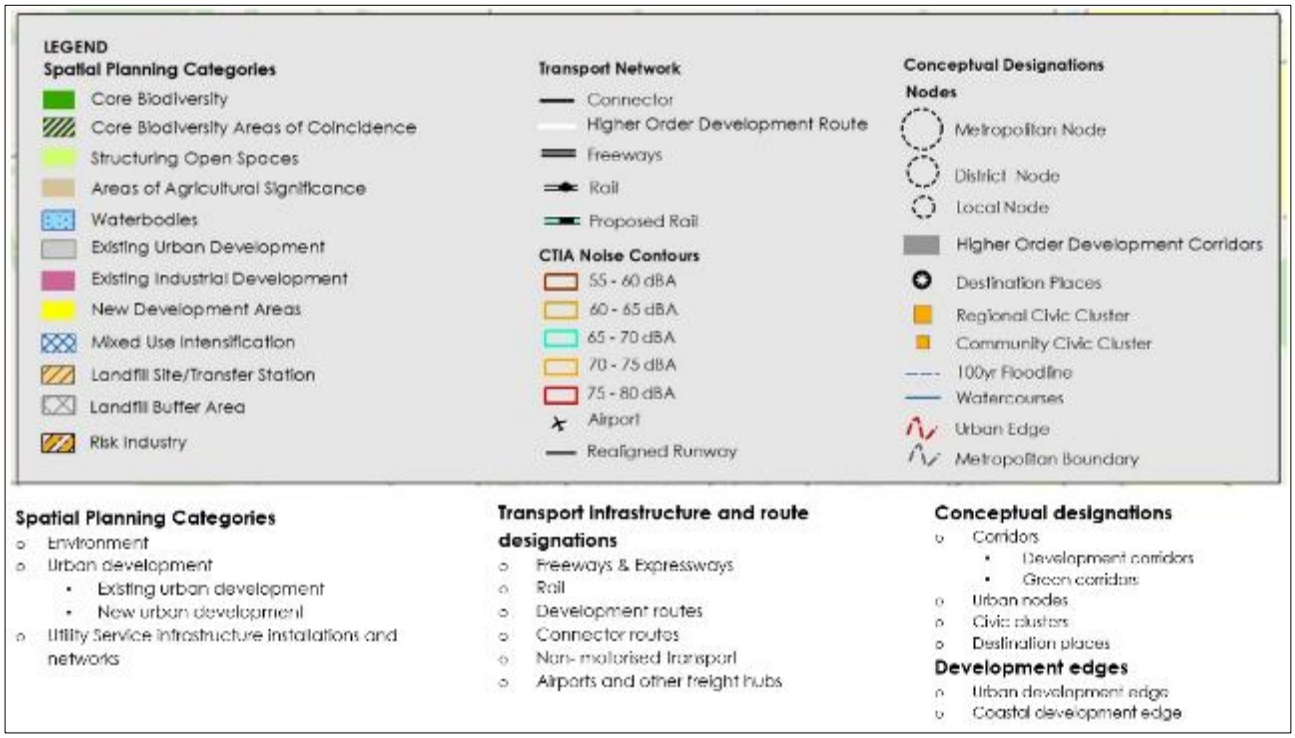


Figure 4-12 Spatial planning categories and other planning informants

4.10 Local Area (LA) SDFs

An LASDF prioritisation framework has been developed to identify where local area planning should be targeted. This includes areas requiring significant transformation. Public transport interchange (PTI) precincts feature strongly here. Urban Mobility should be included in these planning processes, because of the strong public transport and NMT component in most of them, as well as possible TDM interventions.

The Urban Mobility Directorate and the Spatial Planning and Environment Directorate have identified the Cape Town CBD as an area of focused planning during this CITP term. This is in the context of the CBD Recovery and Repositioning initiative established after the Covid-19 pandemic saw the virtual shutdown of the CBD. The plan will need to:

a) understand possible futures of the CBD;

b) provide a vison and guiding principles;
c) consider adjacent areas such as the Foreshore freeway precinct; the V&A Waterfront; the Gateway Catalytic Precinct; Culemborg and the port; and
d) consider plans for NMT, freight, public transport, private transport, and parking.

4.11 Other localised mechanisms to support the activation of streets as economic and social spaces

The Urban Design Guidelines are being created to be linked to the Urban Design Policy document. It is foreseen that these will be a valuable reference to influence local design to ensure a more walkable environment through improving the 'quality of place'. They will address streetscapes, and how the built form can support surveillance and thus improve safety. They will also consider climate adaption and mitigation measures, e.g. stormwater management. The intention is to focus attention on areas with high pedestrian volumes such as the precincts around public transport interchanges.

This supports the IDP programme 11.2.A: 'Public Spaces Improvement Initiative' that calls for 'unlocking the potential of streets as public spaces that support economic development and social cohesion'. In support of this programme, the City will develop and test options for the pedestrianisation of certain roads at certain times of day, week or year for the purposes of economic development and creating vibrant and liveable urban environments. In analysing options, the City will consider the process for identifying roads of this nature, the associated decision-making authority and decision informants, as well as the roles and responsibilities of City departments when roads are pedestrianised temporarily or on a time-of-day basis.

4.12 Implementation

The MSDF and DSDFs are no longer simply planning documents, but have a strong implementation component, supported by a monitoring and evaluation strategy. There is an Implementation Plan for the MSDF, and for each of the DSDFs. The DSDF implementation plans identify areas for more detailed planning as Local Area SDFs or precinct planning. They identify planned new infrastructure, public investment and catalytic land investments to support the future development proposals for the eight districts. In addition, the DSDFs also developed a spatial targeting framework to identify and prioritise specific areas within each district for public investment and incentives in the short-medium term in order to implement the spatial vision and objectives reflected in the integrated DSDFs. These are known as the priority local facilitation areas (PLFAs) and include the development focus areas (DFAs), urban support focus areas (USFAs) as well as environmental focus areas (EFAs).

Current and planned development incentives within the district are described.

With respect to urban mobility, and informed by the Urban Mobility Directorate, they identify new/upgrading of roads; public transport and NMT plans in the district; and public space upgrades significant to people movement. They also identify road schemes that require review.

One challenge to implementation that they identify is where there are infrastructure capacity limitations in areas identified for intensification. Alternatives to servicing these areas need to be explored, such as the opportunity for going off-grid, along with the implications thereof.

4.13 Land Use Model

The 2040 Land Use Model provides a fundamental building block for the City's current transport planning model, which is a conventional four-stage transport model. This land use model was rigorously developed and is sound, and is an important informant to the IPTN. The assumptions behind it need to be clearly articulated so that adherence to these assumptions related to intensification of

land use in the urban inner core can be tracked. If they are not, this will not only make the transport system less efficient, but the resultant transport plans will not meet the future demand.

Newer, more sophisticated modelling tools recognise the iterative relationship between land use and transport, called land use-transport interactive modelling. This could be used to further enhance and inform the MSDF process.

A need has been raised for a longer-term modelling timeframe, up to 2050, to inform the IPTN.

4.14 Implications of the new CITP for the MSDF

Planning in uncertainty

The MSDF provides the spatial expression of the 'preferred future' state in the form of a spatial vision. This is not out of line with planning under deep uncertainty, in that it provides one expression of the future towards which to navigate. The MSDF's three broad strategies, substrategies and their related policy statements are unlikely to lose their relevance. However, the spatial extent of the different investment areas may have to be revised from time to time to reflect changing conditions and unplanned developments and risks. This would be most relevant under a scenario of low formality and high economic growth.

The land use modelling that informs transport modelling is based on assumptions around the nature and rate of population growth, and the nature and rate of economic development. Planning under uncertainty may require these underlying assumptions to be validated more regularly. This is particularly relevant in a scenario of low formality and high economic growth, where change is significant, but least directed.

Incrementalism

The MSDF and its associated plans create a sound basis for the incremental approach to improving the public transport network. It identifies the major transport corridors, which will be an informant to the IPTN plan of incremental improvements to existing transport corridors, in parallel to its corridor rollout programme. The mismatch between land use development and transport development leads to congestion and subsidisation. Simultaneous incremental development supports both the most efficient and affordable approach to providing better access. Efforts needs to be made for land use and transport incremental plans to remain aligned geographically and temporally.

Triple access

This CITP identifies the importance of spatial transformation as part of the triple access approach. This MSDF (and its associated plans) provides a vision for the future, while taking a realistic approach to the ability of the city to transform: It could be viewed as a 'modest plan'. While a more ambitious plan, with more significant spatial transformation, would not only help to address the current excessive travel patterns, but would also help to make public transport more viable, it is accepted that the current legal and economic environment constrains such transformation. This CITP recognises that the City is making every effort to use the tools it has to influence and implement a more efficient and just spatial structure, through the MSDF (and its associated plans) and the DMS, as well as through its Catalytic Land Development Programme, and its Human Settlements Plan. The MSDF and district plans play an important role as the providers of 'proximity-based' access where work and living opportunities are closer to each other and can be supported by walking and cycling modes of transport for access.

5 TRANSPORT NEEDS ASSESSMENT

5.1 Introduction

This chapter describes the transport-related issues, problems and needs of Cape Town and its residents based on the Transport Register, public participation and stakeholder processes and maintenance needs. The CITP 2018–2023 includes a needs assessment for the next five years and this is not repeated here. What follows, highlights additional issues and problems that are becoming critical. The critical needs were informed by the latest Transport Sector Plan process.

5.2 Summary of critical transport needs

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

5.2.1 Decline of rail

The rail system suffers from the absence of new and upgraded infrastructure, a severe lack of preventative maintenance, a deteriorating signalling system and rolling stock, all contributing to a dramatic loss of passenger numbers.

Midterm objective: Assist in the revitalisation of rail services and commence implementation of the strategy to address the decline of the rail service.

Strategy: The Urban Mobility Directorate will pursue a comprehensive multifaceted collaborative intergovernmental approach to assist the revitalisation of the rail service, being aware of its mandates related to rail services. This strategy includes protection of rail assets, reinstatement of services, political lobbying and advocacy, legislative reviews, driving the development of options in response to the decline of rail in terms of City's role as the planning authority, and improved communications. Outline the options available to the City in a scenario where none of the above interventions yield a meaningful improvement in rail service.

5.2.2 Maintaining the road network

The condition of the roads as per the recent condition assessment shows 75% of the roads are in a good condition but that a routine maintenance plan is needed (with budget) to keep them in a good condition.

Midterm objective: To ensure operational stability of road-based transport through the provision of a well-maintained road network. To ensure that effective maintenance strategies are developed that provide the right balance of cost, performance and risk for sustaining the network in future.

Strategy: Prioritise road maintenance by developing a planned road maintenance plan aligned to the Pavement Management System (PMS) for each class of road within the network.

5.2.3 Successfully implement the Metro Southeast BRT corridor

Roll out of the BRT network has not materialised within the timeframes initially planned.

Midterm objective: Complete the project by 2027/28 to deliver a high-quality, affordable and dignified public transport system.

Strategy: A programme with project milestones has been adopted towards ensuring completion of the project and this programme has to be adhered to. This includes the review of the Metro Southeast BRT corridor as per the capital programme via the Stage Gate process.

5.2.4 Developing a prioritised pipeline of projects

The ability to finance the City's capital programmes and associated operations and maintenance of an asset over its lifecycle is constrained, and reinforces the principle that all investment choices must be more strategic and data driven. The Urban Mobility Directorate has been maturing its analytical and process capabilities to ensure that its project pipeline delivers maximum returns in support of the CITP objectives.

Midterm objective: To align project implementation with the transport sector objectives, priorities and resources.

Strategy: The Urban Mobility Directorate has developed a framework to identify, screen and prioritise projects. Criteria for this assessment include consideration of sectoral intersections such as local economic opportunities. The prioritisation of transport investment projects will in future include a review in terms of their potential to reduce the cost of transport for low-income families, and will prioritise integration with other sectors.

5.2.5 Managing travel demand

Travel Demand Management (TDM) is a current strategy to reduce the vehicle kilometres travelled aimed at reducing carbon emissions and reducing congestion through reducing the number or length of trips, trip timing, and travel mode.

Midterm objective: To lock in the benefits of changed travel behaviour due to the impact of the Covid-19 pandemic on the transport ecosystem.

Strategy: The Urban Mobility Directorate has a multifaceted approach that includes promoting flexible work programmes within the organisation and in the corporate sector, influencing the Future of Work Programme, network interventions such as reallocation of road space to more sustainable forms of transport, supporting the WCG TDM measures as well as infrastructure interventions that prioritise public transport.

5.2.6 Enabling transit-oriented development

Midterm objective: To provide the required decision-making tools through regulatory reform, where appropriate.

Strategy: The Urban Mobility Directorate will lead the unpacking and redeveloping of mechanisms to enable TOD in collaboration with the Spatial Planning and Environment Directorate.

5.2.7 Funding public transport operations

Midterm objective: To pursue financial sustainability through alternative funding sources and clarifying funding models and arrangements across modes at a national level.

Strategy: The Urban Mobility Directorate will explore new funding sources to sustainably fund public transport operations, advocate for national fiscal rearrangement and support the development of a national public transport subsidy policy.

5.2.8 Minibus taxi industry transition and transformation

The Minibus taxi industry plays a vital role in the daily lives of thousands of Cape Town residents. To strengthen the industry, the City supports the transitioning and transformation of the industry.

Transitioning refers to the process where existing MBT operators transition to MyCiTi bus operators by forming a vehicle operating company (VOC). Transformation refers to the broader transforming of the MBT industry to give effect to legislative provisions to improve passenger experiences, empowerment and capacity-building strategies.

Midterm objective: To transition and support the MBT industry to integrate into IPTN in order to aid the financial sustainability of the public transport provision into the future and improve the level of service offering to the commuter.

Strategy: The Urban Mobility Directorate will pursue a number of aspects to integrate the MBT industry, including investigating regulatory levers to improve the quality of service for commuters along with an active programme to support the upgrading and formalisation of the industry, consider the role of the taxi operating company model and the mode as a feeder or last-mile-home service to higher-order transit service, capacitate the City to engage effectively with the industry over the long term and pursue training opportunities for the taxi industry. The minibus taxi transformation strategy (proposed transformation of the minibus taxi industry model to enable a new economic responsive approach – C05/10/15) is a process to transform taxi associations to transport operating companies (TOCs) as a formal entity with which Council can contract to better facilitate the integration of minibus taxis as part of the public transport offering.

5.2.9 Reviewing the IPTN

Midterm objective: Thoroughly review the Integrated Public Transport Network (IPTN) Plan to ensure it is relevant to the changing demands for travel. Re-evaluate the supply proposed in terms of the likely business plan that is able to be funded, implemented and operated.

Strategy: The Urban Mobility Directorate will assess the changing nature of travel from a travel behaviour perspective and the district spatial development frameworks, and how these will impact the IPTN Plan. The IPTN Plan review will include a review of the City's assumptions regarding the provision of rail and the likely available funding for the implementation of the IPTN Plan. New data needs to be generated to inform the plan.

With the focus on a networked, systemic approach to meeting the access needs in the city, which can also identify opportunities where less infrastructure-intensive transport and non-transport access solutions are more appropriate, the department will accelerate the completion of the conceptual designs of the most critical public transport corridors. The department will also focus on IGR mechanisms to lobby state-owned enterprises to invest in their assets in a way that best facilitates economic recovery.

5.2.10 Regulatory reform

Midterm objective: To address the inefficiencies within the transport system through regulatory reform.

Strategy: The Urban Mobility Directorate will address the existing lack of clarity and inefficiencies within the regulatory environment that translate into competing travel options as well as reviewing existing policies, etc. in support of creating the land use/transport conditions that attract socio-economic and private sector development at PTI precincts and along transport corridors, as well as engage with the President and Minister of Transport to highlight the National Land Transport Amendment Bill's shortcomings and to offer playing constructive role in remedying the problems.

5.2.11 Optimisation of PTIs for economic benefit

Midterm objective: Optimise the public transport interchange precincts to maximise the economic benefits.

Strategy: The Urban Mobility Directorate undertakes to develop a model for how PTIs should be managed, which focuses on strengthening local/PTI precinct level organisation, operations and capacitation.

5.2.12 Energy transition for the transport sector

Midterm objective: The commitments articulated in the 2019 CITP review, such as the C40 commitment towards carbon neutrality by 2050, as well as the clean and healthy streets commitment to C40, compels the City to pursue a path towards carbon neutrality on the transport sector. This includes the following key focus areas:

a) Increased efficiency and integration of public transport;
b) Increased modal share of non-motorised transport;
c) Reduced need for commuting;
d) Introduction of an alternative vehicle technology and fuel switching programme for the City's bus and vehicle fleets; and
e) Creation of an enabling environment for a widespread adoption of electric mobility in Cape Town (CITP review, p 75)

In the midterm, the City's Fleet Management Sector commits to a pilot electric vehicle (EV) (and other alternatively fuelled vehicles) procurement, and the energy sector commits to the creation of an enabling environment for the widespread adoption of electric mobility.

While the City is not a leader in the early adoption of EV buses, it should at least keep pace with other municipalities.

Strategy: The Urban Mobility Directorate will support the mid-term initiatives. Further, a framework is needed to promote the early adoption of EVs (and other alternatively fuelled vehicles) in a resource-constrained environment. The TOD Strategic Framework provides a strategy 'platform' from which to launch actions that influence spatial form, in order to achieve the first three focus areas.

5.3 Updates on road upgrades and maintenance needs

The City has done a condition and lifecycle assessment of the road network and road structures based on a visual condition assessment from 2018 to 2019. A lifecycle analysis was completed in May 2020. The asset lifecycle cost and performance analysis has been conducted for different funding levels and management scenarios in order to evaluate the risks associated with the road network performance over the next ten years and the sensitivity of these risks to maintenance and rehabilitation funding.

5.3.1 Total road network

The total road network length under the control of the City of Cape Town's Urban Mobility Directorate is 9 971 km. The Urban Mobility Directorate provides routine maintenance services on certain Western Cape Government (WCG) roads within the City limits as an agent. As part of phase 1 of a devolution process agreed with the WCG, approximately 225 km of roads will be devolved to the City. No additional funding is required as these roads are already maintained by the City and form part of the City's maintenance regime. The funding aspect of future phases of devolution will be dealt with during each specific process. Other entities that own and control roads in the City limits are the 47 km City of Cape Town roads (non-transport), 638 km known private roads, 414 km of WCG roads where the City is not an agent, and 183 km of national roads controlled by SANRAL.

The road network consists of five road classes linked to the mobility function of the roads. These include primary arterials (151 km); arterials (749 km); distributors (964 km); collectors (896 km), and local streets (7 660 km), which represent 73,5% of the network.

5.3.2 Asset management decision-making principles

Asset management decision making includes operations and maintenance decision making and lifecycle value realisation. Given the scale and value of the road network, this is a critical activity within the City. It needs to ensure that effective maintenance strategies are developed that provide the right balance of cost, performance and risk for sustaining the network in future.

5.3.3 Preventative maintenance and rehabilitation needs of the road network

5.3.3.1 The 'do-nothing' funding scenario

If funds are not found to do any preventative maintenance and rehabilitation, the percentage of the road network in a poor or very poor condition will increase to 37%, and there will be a net loss in asset value of R17,2 billion over 10 years.

5.3.3.2 Technical needs funding scenario

The technical needs funding scenario quantifies the funding required to perform all the preventive maintenance and rehabilitation measures needed to restore assets that are in need of repair. The current budget for maintenance and rehabilitation of the City's road network is R450 million per annum. The allocation for metro roads is R316 million and for local roads it is R134 million.

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

The optimisation analysis was used to investigate the expected performance of the road network for varying funding levels. The following was derived:

a) **R1,2 billion** per annum will be needed as a maintenance and rehabilitation budget to maintain the road network at the current overall visual condition index **(VCI) of 75%.**
b) The greatest challenge in trying to maintain the current overall network VCI level is the cost of maintaining the **extensive network (7 660 km) of aged local roads**.
c) The predicted backlog after 10 years under the current budget is expected to grow from **5%** to **26%.**
d) The current funding levels would not meet current demand, but this is being addressed.
e) On a more positive note, a spend of R450 m per year on road maintenance and rehabilitation will save Cape Town road users R14 bn in vehicle operating costs over 10 years when compared to the do-nothing scenario. This highlights the positive return on investment in road maintenance and rehabilitation and the significant economic benefit this strategic activity creates for the local economy.

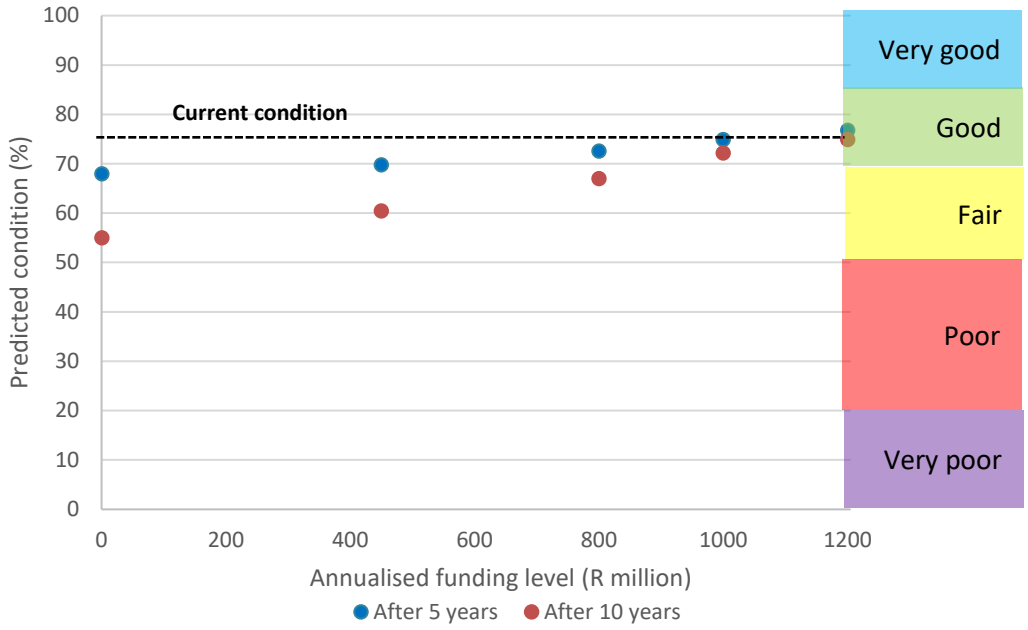


Figure 5-1: Predicted condition with different annualised funding levels

The City has considered a costed plan to eradicate these backlogs with two milestones. This costed plan takes into account the capacity of the department and the industry to deliver.

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

5.3.5 Road structures

There is an immediate need for preventive maintenance or rehabilitation on 193 general bridges, three cellular bridges, 16 gantries, 68 lesser culverts, 29 major culverts, 29 retaining walls, 180 stairs that will cost approximately R378 million using TMH22-based rates. Beyond 2020, further funding of approximately R1,6 billion will be required over 10 years to rehabilitate structures that do not yet require rehabilitation now but will decay over time.

To manage this risk, regular structure inspections are performed to ensure that functionality and failure are identified timeously (e.g. on road bridges, etc.). The budget earmarked for maintenance and rehabilitation of the City's structure inventory is **R15 million per annum** for a 10-year period.

5.3.5.1 Risk comparison of budgets

At the current funding level, the risk decreases with 38% from the do-nothing funding level. The overall network risk decreases as the funding level increases. The optimal funding level from a risk reduction point of view is between the budget of R50 m and R100 m.

5.3.5.2 Discussion and recommendations

The structures are currently in an overall good condition (82% condition index) and the percentage of the network in poor and very poor condition is low (2%). However, the structure assets pose high risks, can cause substantial damage and can lead to a reduction in service quality that can inconvenience many users of City services. The following recommendations are made with regard to the balancing of the cost, risk and performance of the structures:

a) It is evident that the structure network is currently in a good overall condition, in particularly the bridges and cellular bridges. The high value of the bridges does mask the number of **smaller assets, such as stairs, retaining walls and lesser culverts that do need urgent attention**.

These less valuable assets do pose high risks on citizens and their maintenance needs should be addressed in a focused programme.

b) The rehabilitation requirements for bridges is low, but the **components with shorter asset lives such as the bridge joints, wearing surface, and bearings** have a need for rehabilitation and renewal that far exceed the current budgets.

c) With the aging of the structures network, the overall risk related to the structures is expected to increase. The **current budget is not enough to address these risks over time** and further budget should be sought to manage these risks. It is proposed that the findings of this analysis be used to increase the scope of maintenance and rehabilitation work being undertaken along with an increase in the **technical capacity** of the Structures Unit.

d) The risk models for the City structures have been developed and used for the first time to quantify the risks and prioritise the interventions. These **risk models should be further refined** to ensure the optimal allocation of funds for greatest impact in an environment of economic constraints.

5.4 An urban development index

The purpose of the urban development index (UDI) is to measure the impact of the City's strategy of TOD to spatially transform the City. As the strategy of TOD and spatial transformation is implemented over time through interrelated changes in land use and transport, the UDI will measure these changes. Hence, three key areas are measured within the UDI that relate to transport, land use and human settlements. The index will provide a means to measure how the city is transforming spatially to improve efficiencies within the transport system.

The urban development index measure indices related to transport – such as travel time, land use, residential and employment densities along transit corridors, as well as housing diversity to enable the City to track progress in the realisation of a transit-oriented urban form. The first set of indices was published as a baseline in 2020 using available data. As the City improves its data sets and data science capability, the index will be improved over time. The index is composed of the following metrics that are either related to transport, land use or human settlements:

5.4.1 Transport

a) Direct costs of transport for a typical commuter using public transport. This measure partially demonstrates the cost of access relative to income for the public transport user.

b) The average travel time an individual takes from home to work, irrespective whether private or public transport is used.

c) The average individual travel distance from home to work for each mode.

d) Flexibility or the choice a public transport user has of public transport services.

e) Modal split by main mode to work.

Table 5-1: Direct cost expenditure (UDI 2019)

INCOME GROUP	% OF EMPLOYED POPULATION	AVERAGE DIRECT COSTS VS MONTHLY INCOME (%)	
		PT	Private
Low	47%	17%	35%
Medium	45%	3%	23%
High	8%	1%	9%

Almost half of the City's working population (47%) fall into the low-income group (with an average monthly income of R2 400), 45% fall into the medium income group receiving an average monthly income of R14 000 and 8% are high-income users with an average monthly income of R71 000.

Table 5-2: Average travel time in morning peak period (UDI 2019)

	CAR	MBT	BRT	BUS
Average travel time morning peak	21	39	38	79
Period (minutes)	21	48		

The average travel distance to the top five destinations is 8 km for private vehicles and 17 km for PT modes. The top five destinations vary between the private and PT user. More than 10% of private car journeys are on average less than 5 km. Over time, the City wants to see an increase of shorter trips in response to a denser and more compact urban structure.

Table 5-3: Citywide modal split to work by main mode in morning peak period (2018 from the UDI 2019)

PRIVATE TRANSPORT	RAIL	MINIBUS TAXI	BUS	BRT	NMT
51%	13%	21%	11%	2%	2%
51%	47%				2%

The UDI revealed that only 11% of the employed population have full flexibility. This figure is rather low and for the City to improve on the flexibility measure it would need to include the following actions:

1) Densification along existing IPTN/major PT routes.
2) Extend PT network to densely populated suburbs (expansion in terms of network length and stops).
3) Improve morning peak service frequency (review operations and headway).

5.4.2 Land use

a) The ratio of jobs versus residents measures land use balance to the extent of the number of jobs and residents in an area.

The rationale of the index is that there is a direct relationship between, on the one hand, the balance between residential (i.e. origins) and non-residential (i.e. destinations) land uses within and across neighbourhoods and, on the other, the cost of access to jobs and services on households. Where a balance is achieved between jobs and residents, trip distances become shorter and more walkable, public environments become safer and more vibrant, and air and noise pollution are reduced.

Results: This index shows at a citywide scale that there are two blue job-rich corridors (i.e. east-west, north-south, intersecting in Maitland) and the monofunctional, job-scarce character of neighbourhoods in the northern and eastern periphery, as well as the south-eastern quadrant of the urban footprint. The results may form a basis of intervention, specifically in spatially targeting residential intensification in areas where there are predominantly businesses and other non-residential land use intensification in areas where it is predominantly residential land uses.

b) The residential and employment densities along public transport corridors.

The purpose of this index is to calculate the residential and employment densities within 500 metres of existing high-order public transport routes, specifically operational passenger rail and MyCiTi trunk routes (i.e. excluding feeder and express routes). According to international surveys, people only find public transport attractive when it requires no more than 10 minutes' walk to reach a station. It is estimated, for example, that BRT systems can only remain financially viable if there are at least 10 passenger boardings per kilometre, per day, per bus. Both residential and non-residential density contribute to the number of boardings. The importance of proximity highlights the key role for urban land use policy to complement the City's investment in mobility.

Results: The most salient pattern that may be discerned is the spatial disjuncture between the alignment and coverage of the higher-order public transport network, and the high-density residential neighbourhoods in the southeastern quadrant of the city. This is particularly evident in the missing north-south link corresponding to Delft (south of Bellville). In contrast, the public transport network is fairly well aligned to the spatial distribution of workplaces.

5.4.3 Human settlements

c) The house price diversity index (HPDI) measures the extent to which the proportional distribution of housing submarkets within a certain area is similar to the citywide distribution. The citywide distribution changes over time (reflecting what Cape Town's citizens can afford in terms of housing). The HPDI is agnostic with respect to an ideal citywide distribution but measures the achievement of integrated communities in terms of income mix.

Results: The results display areas that are highly dissimilar along the Atlantic Seaboard and the Constantia and Tokai areas. What is of greater interest are counter-intuitive areas that appear to be 'diverse'. These include parts of City Bowl, Hout Bay, Southern Suburbs Main Road, and Milnerton/Table View. A positive result in these areas, often perceived as exclusive – reflect co-location of more compact dwellings (i.e. apartments) and not-insignificant pockets of relatively affordable housing stock.

d) The share of informal houses, which is the ratio of all informal houses versus the total number of dwelling units in Cape Town (excluding backyard homes). This is to show progress in the City's effort to upgrade informal settlements by formalising top structures. This measure will be continuously improved as the related data sets improve.

Results: With the assumption of an average household size of 3,2 persons (for both formal and informal), the ratio of informal households versus formal households was 19% in 2018. 'Informal' includes people staying in backyard and traditional structures. Backyarding accounts for 34% of all informal structures.

5.5 Integrated Development Plan transport indicators

The City also reports on indicators defined by national government as part of the IDP. The transport indicators that have been incorporated into the IDP's trend watchlist are set out in the table below. These indicators are another way of showing progress towards an efficient transport system.

Table 5-4: IDP transport indicators

INDICATOR/TREND	DEFINITION/ASSESSMENT
Transport costs as a percentage of income	The City's aim is to prioritise dense and transit-oriented growth and development to achieve a fiscally sustainable public transport system to overcome apartheid spatial planning. A further prioritisation is efficient, integrated public transport.
TR3.1 Average public transport commuting time (national key performance indicator) [NKPI]	Average one-way weekday peak hour commuting time via the public transport system citywide, to work or to an educational institution.
TR3.2 Average private transport commuting time [NKPI]	Average one-way weekday peak hour commuting time of private transport users, from home to work or to an educational institution.
TR7.1 Road traffic fatalities per 100 000 population [NKPI]	Incidence of reported traffic fatalities per 100 000 population per year.
TR7.2 Average number of fatalities per fatal crash [NKPI]	The number of road traffic deaths divided by the number of fatal crashes per year as reported within the municipal boundaries.
TR1.3 Percentage of commuters (citywide) using private motorised transport [NKPI]	The number of commuters using private transport, as a proportion of the number of commuters citywide
TR2.1 Percentage share of monthly income spent on public transport, for households using public transport [NKPI]	Expenditure on all public transport modes as a percentage of the average monthly household income, for households using public transport on a typical workday.
TR4.1 Percentage of respondents indicating that they believe public transport to be 'safe' [NKPI]	Percentage of respondents surveyed who indicated that they perceived public transport to be 'safe' or 'very safe'
TR4.2 Percentage of respondents indicating that they believe public transport to be 'reliable' [NKPI]	Percentage of respondents surveyed who indicated that they perceived public transport to be 'reliable' or 'very reliable'
TR5.1 Percentage of households less than 10 minutes' walk from scheduled public transport [NKPI]	The percentage of households surveyed who live less than 10 minutes' walk from bus and rail, excluding minibus taxis

INDICATOR/TREND	DEFINITION/ASSESSMENT
TR5.2 Percentage of persons with disability where access to public transport is problematic [NKPI]	The percentage of households surveyed where one or more members are limited in daily travel activity due to disability
TR6.1 Percentage of fatal crashes attributed to road and environmental factors [NKPI]	The percentage of fatal crashes attributed to road and environmental factors in relation to overall fatal crashes per year within the municipal boundaries
TR1.2 NMT paths as a percentage of the total municipal road network length [metro]	The sum total length of all NMT paths (in km) within the metropolitan area divided by the total length of municipal road network (in km)

5.6 Implications for the needs assessment analysis

Planning in uncertainty

Using scenarios raise an organisation's level of watchfulness about the future. 'How can we tell that this scenario is emerging or likely to emerge?' is a critical question to be asking. Signals or signposts are important indicators that a particular plausible scenario is starting to emerge strongly. It must however be noted that it is unlikely that any one scenario will fully emerge. In all likelihood, one scenario will emerge strongly with aspects of the narrative in other scenario quadrants also being present. Signals are important indicators that need to be tracked to understand which scenario is emerging and which levers need to be pulled to influence the system. The next steps for this are to identify which signals are critical to track for the scenarios, and to develop this capability in the City.

Uncertainty about the future also makes determining needs for the future so much more difficult as travel demand and the form of access are going to change over the timespan of transport projects. A much more adaptive approach to the needs assessment needs to be taken. The robust transport planning approach seeks to provide a minimum level of access no matter what future exists and how much the need or demand for travel changes.

While accepting the risk of using current data to predict the future, user surveys that provide an accurate picture of current user needs are an important informant of current needs that are not being met, and how they could be accommodated in future. Surveys should, where possible, explore different vulnerabilities amongst users (and non-users).

Incrementalism

The City's Data Strategy is aimed at harnessing the value of our data for future decision making. The collective data owned by the City of Cape Town sum up the City's insights. By managing and using this data effectively, we are putting this insight into action. This will enable us to make great strides strategically. For the CITP, the signals that are identified to track the scenarios need to be monitored to gain intelligence about the transport system. The tracking of signals for the transport system is a continuous process that can be enhanced incrementally as new signals are identified or new data become available.

Triple access

This CITP identifies the importance of digital connectivity as part of the triple access approach. The telecommunications system[31] (digital connectivity) allows for online access and people working and shopping from home, as well as personal connections and entertainment. This system needs to be improved in the city to be more inclusive and have a broader geographical spread. Data in South Africa are expensive and currently a large part of the population struggles to access this system. The City can create solutions to enhance this type of access for all its citizens, which has the potential to reduce the need for physical travel, as well as support local enterprises.

[31] A range of services from landlines and ADSL, to cellphone connectivity and related 4G services, to fibre networks and radio connectivity.

6 PUBLIC TRANSPORT PLAN

6.1 Introduction

The focus of the City's Public Transport Plan (PTP) is to integrate the public transport network, services and modes within Cape Town and its surrounding functional area. As part of the PTP, the review and update of the Integrated Public Transport Network (IPTN) Plan is being undertaken. One of the first steps of this update was to take a step back and understand the lessons learnt from the previous IPTN 2032 Plan. To guide the development of the IPTN Plan update, the most important lessons learnt have been identified as follows:

a) It is very difficult, if not impossible, to accurately predict the future, particularly the long-term future.
b) The demise of rail has significantly contributed to congestion and has invalidated transport plans that were based on rail as the backbone of the network.
c) Ignoring uncertainties/risks reduces the resilience of the plan.
d) The fragmented responsibility for public transport across different spheres of government makes planning and implementation of plans difficult.

To ensure the updated IPTN Plan takes the lessons learnt into account, the update will make use of new methodologies to ensure the planning approach is as relevant as possible. The IPTN Plan update will focus on embracing planning in uncertainty to enable a resilient rather than a purely optimised future plan. The planning will build on the alternative futures developed in the CITP process, and will be developed in line with the new CITP vision, strategies and priorities. The implementation approach will focus on the incremental approach, including temporal modal appropriateness on key corridors and routes.

The three main paradigm shifts for the IPTN Plan to address speed of improvements, costs, resilience, agility and applicability can be summarised as follows:

a) How we plan the IPTN: **Embrace uncertainty** and use the 'planning under deep uncertainty' method in which the uncertainty about the future is embraced by exploring diverse, plausible futures through transport modelling and the future trends that may create them.
b) How we implement the IPTN: The **incremental approach** seeks to drive rapid incremental improvements across multiple transport modes and access provision options through a framework that guides all the improvements in the same direction.
c) How we best serve through the IPTN: The primary purpose of transport is to access opportunities, resources and services. The **triple access system** and the access triangle illustrate the role of transport services as one aspect in a larger access system. Apart from the physical mobility (transport system), there is also spatial proximity (land use system) and digital connectivity (telecommunications system). Working together with the spatial planning and IS&T sectors, transport planning can identify opportunities to increase proximity-based access and digitally-based access or at least explore how they can be more mutually supportive.

The Urban Mobility Directorate will assess the changing nature of travel from a travel behaviour perspective and the district spatial development frameworks, and how these will impact the IPTN Plan. The IPTN Plan update will include a review of the City's assumptions regarding the provision of rail and the likely available funding for the implementation of the IPTN Plan.

With the focus on a networked, systemic approach to meeting the access needs in the city, which can also identify opportunities where less infrastructure-intensive transport and non-transport access

solutions are more appropriate, the department will accelerate the completion of the conceptual designs of the most critical public transport corridors. The department will also focus on intergovernmental relations (IGR) mechanisms to lobby state-owned enterprises to invest in their assets in a way that best facilitates economic recovery.

6.2 Multimodal integrated public transport approach

Whilst the new concepts and thinking around 'planning under deep uncertainty' is changing the direction and focus of the City's transport plans, the update of the IPTN Plan will only be finalised towards the end of 2025. This means that the current 2032 ITPN plan is still the approved plan and the following section summarises the main concepts of this plan.

The integration of public transport is at the core of each of the three interrelated elements that run through the CITP:

1) The delivery of integrated, intermodal and interoperable transport in Cape Town. This is based on the City's IPTN package of plans (Network Plan, Operations Plan, Implementation Plan and Business Plan).
2) The use of TOD to bring about the spatial transformation of Cape Town itself as well as the building of sustainable communities.
3) The City's plans to deal with the current crisis in rail in Cape Town, acknowledging that rail is the backbone of its public transport system.

The multimodal integrated public transport approach encompasses three broad sets of motorised services including:

a) Passenger rail services.
b) Bus rapid transit (BRT) with dedicated roadways and median stations and scheduled formal bus services (referred to as quality bus services), with enhanced features, which operate mostly in mixed traffic, but with prioritisation measures, including queue jumping infrastructure and dedicated bus and minibus taxi (BMT) lanes, where feasible. Quality bus services will provide feeders to the trunks as well as direct services across the city.
c) Minibus taxis and new generation services, which will provide the majority of feeder and distribution services.

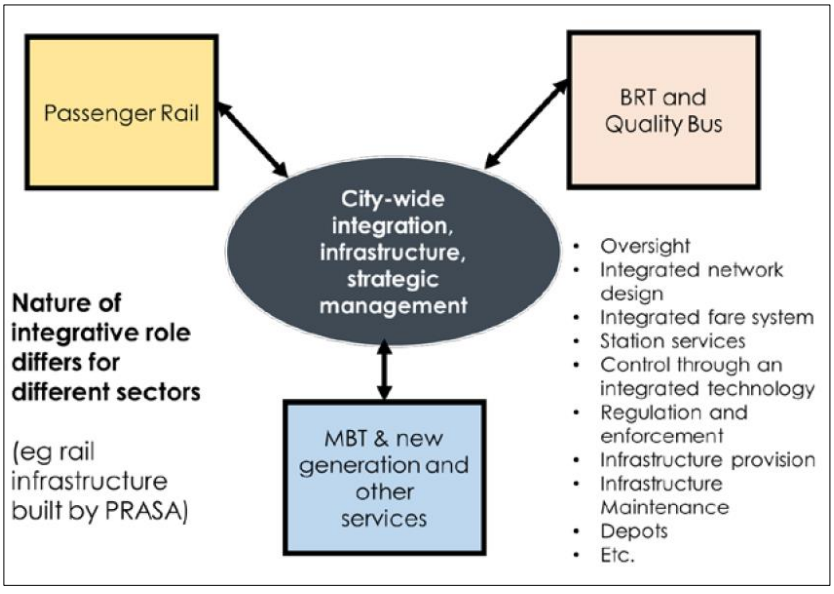


Figure 6-1: Multimodal integrated public transport approach

Against this backdrop, the Public Transport Plan (PTP) provides the basis for:

a) rationalising and restructuring Cape Town's public transport system;
b) designing contracts for contracted services; and
c) awarding operating licences to non-contracted services.

The PTP uses the Integrated Public Transport Network Plan 2032 (2014) and the Integrated Public Transport Operational Plan (2016) as its foundation. These, along with the IPTN Implementation Plan and IPTN Business Plan (2017), are the guiding instruments for the integrated public transport system in Cape Town.

The NLTA requires all planning authorities to plan, implement and manage modally integrated public transport networks (IPTNs). An IPTN is defined in the NLTA as a system in a particular area that integrates public transport services between modes, with through-ticketing and other appropriate mechanisms to provide optimal solutions that enable travel from origins to destinations in a seamless manner.

The 2007 National Public Transport Strategy and Action Plan provides a vision of moving from basic public transport commuter operations to accelerated modal upgrades and the establishment of integrated public transport networks in the major metropolitan areas of South Africa. In support of this strategy, the City of Cape Town developed a package of plans that provides the basis for strategic intervention and investment, related to all modes of public transport, and is referred to collectively as the IPTN.

The relationship between the various City plans is shown diagrammatically in Figure 6-2 below. The IPTN package of high-level plans informs the preparation of detailed corridor plans, which in turn lead to the implementation of individual projects.

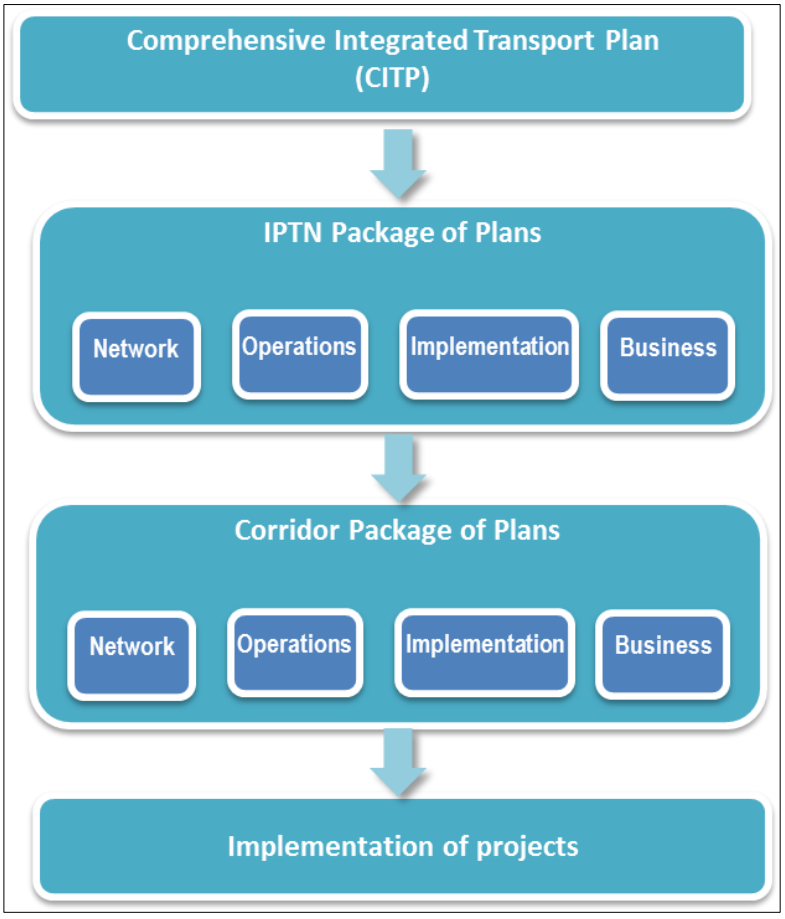


Figure 6-2: Integrated public transport network package of plans

While implementation tends to follow a corridor-by-corridor (or project-by-project) approach, there is also a need for business planning over the short/medium term encompassing all the City's transport responsibilities. This is especially true of the multi-year financial operational plan that can only assure the financial viability of a corridor or project in the context of all public transport spending obligations and revenue sources.

While the City's IPTN business plan contains sufficient financial analysis to ensure that long-term strategic plans are financially sustainable, the short-/medium-term financial plans require a greater level of specific detail, since they play a greater role in making expenditure commitments on actual projects.

As discussed, the IPTN planning process has resulted in the development of four planning documents, namely the 2032 IPTN Network Plan, 2032 IPTN Operations Plan, 2032 IPTN Implementation Plan, and 2032 IPTN Business Plan, which together provide strategic guidance for the development of more detailed planning and public transport implementation. The purpose and main contents of each of these plans are indicated in the table below.

Table 6-1: Integrated public transport network package of plans

PLAN	PURPOSE	MAIN CONTENTS	STATUS
2032 IPTN Network Plan	To develop an integrated network of public transport routes catering for current demand and future trends, including trunk routes and feeder routes recommending a preferred network alternative. This forms the basis of future public transport planning, including corridor planning and local area planning.	Evaluation of alternative public transport networks for 2032 population and land use scenarios using a travel demand forecast model. Maps and descriptions of public transport routes in the Integrated Public Transport Network for 2032.	Approved by Council in June 2014
2032 IPTN Operations Plan	To determine system requirements (such as the fleet, depots, headways) required per corridor to operate the IPTN for 2032 passenger forecasts.	Operational parameters and service design including fleet type, fleet numbers, headways, operating speeds, express services, station types, hours of operation, size of stations and depots.	Approved by Council in May 2015
2032 IPTN Implementation Plan	To determine the rollout sequence for the implementation of the IPTN. Prioritises the order of implementation of the IPTN trunk corridors.	Implementation strategy, prioritisation of corridors, cost estimates, funding availability, design and construction time, vehicle procurement lead time.	Approved by Council in April 2017

2032 IPTN Business Plan	To determine the IPTN's financial sustainability in greater detail, including applicable business parameters and funding mechanisms.	Financial assessment and business analysis, business structure for the IPTN, business parameters, industry transition and company formation aspects.	Approved by Council in June 2017

The City's long-term strategic plans were produced sequentially, as shown in the table above, commencing with the IPTN Network Plan, followed by the Operations Plan and Implementation Plan. However, following the development of the Business Plan it became clear that other plans needed to be adapted to achieve financial sustainability. Business viability is a function of how the system is designed, which will be considered in the review process of the IPTN package of plans.

The IPTN Business Plan established the notion that minibus taxis are required to form part of an integrated solution in what is referred to as a 'hybrid' model. It also introduced the need to plan for new e-hailing and related technologies that are set to change public transport in the coming decades.

6.3 Overall network design

6.3.1 Introduction

The City's overall network design described in the PTP sets out the high-level view of the future system for rail- and road-based services, contracted and non-contracted. The overall network design for Cape Town is described below.

6.3.2 Preferred modes for particular routes or corridors

Figure 6-3 identifies the routes and corridors for BRT, existing MyCiTi service and existing passenger rail, as well as proposed passenger routes in Cape Town. This includes:

a) transport into or from the areas of other planning authorities; and
b) routes that cross provincial boundaries.

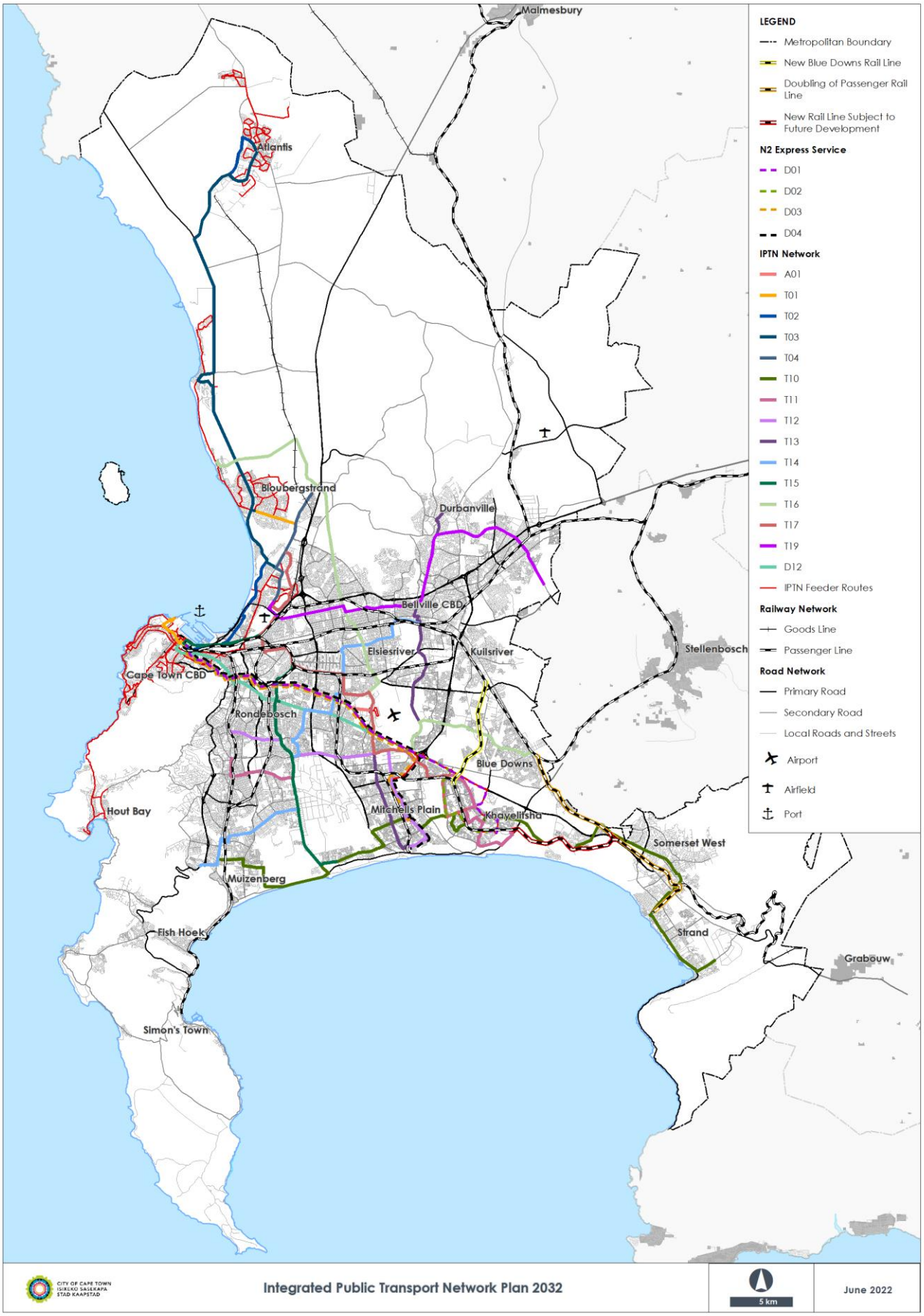


Figure 6-3: Integrated Public Transport Network Plan 2032

The proposed overall network design is based on the City's assessment of the status quo, policies for the rationalisation and restructuring of existing contracted services, the development of new contracted services and the restructuring of the non-contracted services.

Following the approval of the IPTN 2032 network, the City adopted the IPTN Business Plan to ensure financial and fiscal sustainability and to exploit the opportunities being presented by new technologies. This resulted in adjustments to the preceding IPTN suite of plans.

The IPTN Business Plan provides strategic direction to optimise Cape Town's public transport system within fiscal and financial constraints. Fundamental to its approach is multimodalism in which passenger rail, BRT, quality bus services and minibus taxis will all form part of an integrated solution.

Integral to this is the recognition that full replacement of road-based public transport modes, including minibus taxi's, with MyCiTi services is not financially viable.

This recognises that minibus taxis are able to provide services where MyCiTi cannot serve public transport demand sustainably, e.g. low-volume feeder routes, and that there are benefits to having elements of competition in the provision of public transport services.

In general, the comparative advantage of MyCiTi is mostly on the trunk services, with their dedicated roadways and stations offering quick boarding and alighting, and where passenger numbers permit large vehicles to run on short headways, rather than the feeder services where headways are longer and vehicles tend to be slowed by traffic congestion. For MyCiTi, the ideal is that rather than providing subsidy-hungry feeder services itself, passengers are fed to and distributed from trunk routes by minibus taxis.

The City seeks to utilise the strengths and potential comparative advantages of the minibus taxi sector as a significant element of the integrated transport system on the basis that shortcomings within the minibus taxi industry can be addressed. While passenger rail and BRT systems are generally more efficient than minibus taxis at providing services along high-volume trunk routes, some minibus taxis will continue to operate along trunk routes. The flexible nature of minibus taxi services means that they can provide services on non-trunk routes more cost effectively than BRT and rail.

Moreover, minibus taxis are very well placed to provide a new generation of on-demand and demand-responsive services. These services are expected to become a growing feature of the network as mobile phone e-hailing technologies become increasingly prevalent.

The hybrid approach – which recognises that minibus taxis will continue to operate in the same market as formal services – makes predicting passenger numbers more difficult. This has implications not only for determining fleet size, but the sizing of infrastructure more generally. This makes the principle of flexibility more critical.

The concept of flexibility and the more incremental approaches it permits are discussed in the IPTN Business Plan (2017) and each annual Multi-Year Financial Operational Plan (MYFIN) reports from 2017 until present. The MYFIN reports considered the operational and capital funding requirements for Phase 1, the N2 Express and the next phase of MyCiTi services (the Metro Southeast BRT corridor that provides services from the Metro Southeast to Claremont/Wynberg) as well as the assigned section 46 services (currently operated by Golden Arrow Bus Services).

Flexible systems are more robust as they can adjust when circumstances differ from those anticipated in the planning phase. In principle, the approach is to provide for higher usage when building fixed infrastructure that will be expensive to retrofit if it proves too small, but lower usage on items that can be expanded, such as fleet size. This can then be adapted incrementally in the face of actual demand.

6.3.3 Current IPTN review process

The current approved IPTN will be updated with all documents, i.e. the network plan, the operations plan and the implementation plan, being reviewed and updated with the latest data, planning practices, and in accordance with the latest guidelines. The national Department of Transport developed a document entitled Integrated Public Transport Network (IPTN) Plan Development Technical Guidance Version 4 (dated 2018) and this document will guide the update of the City's IPTN. The IPTN update will address all public transport modes and will have a particular focus on financial and fiscal sustainability. While the network plan will focus on the long-term strategic public transport plan for the city, the implementation plan will address incrementalism.

Currently, the existing IPTN 2032 Plan is undergoing various stress tests. As the review and update of the IPTN is a multi-year process and there appears to be a need to begin to understand what the impacts are of various assumptions that underpin the IPTN not materialising, e.g. what are the consequences of the entire commuter rail system ceasing to operate, or the rail system does not operate optimally as is currently assumed in the IPTN.

6.4 The future development of the public transport system

6.4.1 Multimodal approach

The City's approach to integrated transport is multimodal. The key modes are passenger rail, BRT, quality bus services (conventional bus services enhanced by modernising features and integration with the wider network) and minibus taxis. These modes (including innovations from new generation technology) will together contribute to an integrated transport solution. These modes will also be complemented by improved provision for NMT, as discussed in chapter 9.

All modes will be bolstered by new e-hailing and related technologies that are set to revolutionise transport in the coming decades and will result in new service offerings, especially on-demand unscheduled services potentially well suited to e-hailing. These technologies will offer new options for minibus taxis and other providers to meet demand more efficiently. This could reduce the extent to which minibus taxis wait to fill up at ranks, improve ease of boarding along the route, and increase the scope for direct routings between origin and destination.

Quality bus services will play an important role in the IPTN, complementing the rail and MyCiTi network by providing a combination of feeder and direct services. The intention is that quality bus services will have an opportunity to maximise the use of some of the MyCiTi infrastructure where the vehicles and operations of non-MyCiTi services are such that they could derive advantage from the infrastructure without interfering with the MyCiTi services. Quality bus services will be integrated with the IPTN in terms of scheduling and systems, fares and ticketing, quality standards, and branding. Quality bus services will be provided by operators on either a subsidised or commercial contract basis. Legislation, including the Constitution, requires that procurement of all services be done ultimately through a competitive tendering process, and it is envisaged that this will apply in the case of the quality bus services. However, in significant respects, the current Golden Arrow Bus Services are not dissimilar from the envisaged quality bus services. The process of assigning the contracting authority function from the Western Cape Government to the City is being pursued by the City.

Substantial efficiencies are possible in the combination of minibus taxi services with BRT, quality bus and rail services.

New generation technologies also offer scope for designing integrated solutions for universal accessibility and transporting passengers with disabilities. This is proposed as a new way of providing dial-a-ride services, further linked to trunk services such as BRT and rail.

An integrated, multimodal solution requires a strong governance system. In Cape Town, this will be performed by the Urban Mobility Directorate. It will set the standards and manage scheduled and on-demand service providers per mode to ensure that travel demand is met by the most appropriate combination of modes and that users can connect easily between modes.

The City is focused on reducing the cost of access for transport user groups. It is clear, however, that this cannot be done by enhancing mobility per mode alone. Instead, the City's methodology is to address the interrelationships between modes, the systems that manage the modes (e.g. integrated ticketing), the relationship between the urban form and the transport system that enables access, and the changing patterns of demand. In particular, the City has begun to action its TOD Strategic Framework and its TDM Strategy (see chapter 8) as the basis for the spatial transformation of Cape Town and the building of sustainable communities.

The City's approach to interrelationships between modes and the relationship of modes to land use density is as follows:

a) Rail and BRT are the trunk routes serving higher density origins and destinations.
b) Quality bus services will complement the rail and BRT network by providing a combination of feeder and direct services (utilising some portions of trunk routes pending the construction of dedicated BRT infrastructure).
c) An improved minibus taxi system will play a significant role by providing on-demand and demand-responsive services, both as feeders to the trunk services as well as direct services from origins to final destinations, where appropriate, and within their own economic ecosystems.

The City's policies and strategies for each mode are set out in the PTP. This also sets out the City's policies and strategies for contracted and non-contracted services as well as contract management and public transport regulation.

6.4.2 The requirement for fiscal and financial sustainability

A plan for public transport is of limited use if it is not financially sustainable.

In public transport, building infrastructure or establishing services has very long-term implications. Sustainability must therefore be addressed not only over the short term, but also over the medium and long term; and the financial implications of planning decisions must be understood over the lifecycle of the project. This includes understanding how a project that appears sustainable over a limited area of the city can set unsustainable precedents when extended citywide and, on the other hand, the efficiencies gained when a sufficient network effect is reached.

Where public transport systems are not financially sustainable, they inevitably deteriorate. This may be through poor maintenance that ultimately results in service failure; service cutbacks; or an inability to extend the service to new demand areas as required.

There is significant emphasis placed by government within its policies and grant funding frameworks on the requirement that any project or service be 'fiscally and financially sustainable'.

A 'financially sustainable' plan is one where all costs (capital and operating) are adequately covered by funding sources – whether these are internally generated through fares or externally provided (such as grants or City rates contributions). An important dimension to this is planning for sufficient recurrent funding sources to cover ongoing operating and maintenance costs.

'Fiscally sustainable' refers to a plan where the contributions allocated from the fiscus (budgets) of all relevant spheres of government are sustainable on an ongoing basis.

The level of subsidy support required by the City of Cape Town's current envisaged transport plans are substantial and well beyond the fiscal capabilities of the City itself, taking into account realistic levels of fare revenue. This makes the City very vulnerable to national government's financial and funding decisions.

Assessing financial sustainability must take into account financial risk in the short, medium and long term. The possibility that national government may cut back significantly on its financial support must be clearly understood, and risk management strategies explored that could address that eventuality. Flexibility is key to being able to manage financial risk.

6.4.3 Climate change commitments

In 2018, the DoT published the Green Transport Strategy for South Africa (2018-2050) that proposes a target of '*10% of municipal bus fleets to be clean energy in the next 10-20 years*'. In addition, the City of Cape Town has set certain targets and made climate change commitments on carbon reduction and the adoption of green energy that will directly affect the MyCiTi service. These are contained in the Council-approved documents entitled *Carbon Neutral 2050 Commitment* and the *Climate Change Action Plan (CCAP)*. The latter document contains specific Actions for public transport operations, planning and fleet regarding the adoption of electric or green technology in the MyCiTi BRT system.

A few specific actions that relate to the MyCiTi BRT system are listed under **Goal 20** of the CCAP. **Goal 20** relates to preparing for a complete transition to electric or alternative fuel-powered freight, bus, taxi, and passenger vehicles by 2050. The actions under **Goal 20** are listed below:

a) **Action 20.1:** Develop a procurement strategy for low-carbon emission vehicles and fuel technologies towards carbon neutrality.

b) **Action 20.2:** Develop the necessary policy and regulatory environment to promote the uptake of electro-mobility freight and electric passenger transport (including public and private vehicles and minibus taxis) and manage risks to the electricity grid.

c) **Action 20.3:** Show City leadership and gather real-world data from EV pilot programmes such as the installation of publicly accessible demonstration chargers and the procurement of EVs for the City fleet.

Action 20.1 entails a comprehensive study to evaluate which alternative vehicle and fuel options are best for the City's MyCiTi BRT system and how best to address the supporting infrastructure required. This supports the City's commitment to the C40 Green and Healthy Streets declaration. Furthermore, in line with the City's Fleet Management Strategy, this action involves developing a procurement strategy for low-carbon emission vehicle options for the City's corporate fleets.

To work towards achieving Action 20.1, the City intends investigating the known advantages and disadvantages of various fuel/energy types and technology options around the world. Bus technologies such as fossil fuel, hydrogen, biofuels, electric and hybrid options will be investigated. The City also intends to pilot the use of low-emission buses within the MyCiTi system to better understand how these buses would perform in local Cape Town conditions, as well as understand the financial implications.

The Climate Action Plan is referenced in chapter 11 of the CITP.

6.5 The Integrated Public Transport Network Programme 2032

The IPTN describes the system of public transport routes that are to be in place in Cape Town by 2032. The following projects are being implemented within this planning framework.

6.5.1 MyCiTi Phase 1 System Plan Update 2021-2025

6.5.1.1 Phase 1 System Plan (existing system)

The MyCiTi Phase 1 network was implemented some 10 years ago and includes the inner city (including extension to Hout Bay), Woodstock rail station, Paarden Eiland, Milnerton, Montague Gardens, Century City, Dunoon, Table View, Melkbos, Atlantis and Mamre. It includes the rapidly growing residential areas in Table View north of the Diep River, and the low-income communities of Atlantis, Mamre, Dunoon and Doornbach. This corridor faces some of the worst peak period congestion levels, especially to the south and east of the bridges over the Diep River.

6.5.1.2 Phase 1 System Plan Update

The MyCiTi Phase 1 System Plan Update sets out the proposed interventions for the next 15 years regarding immediate improvements in operations as well as medium-term plans for the growth of the MyCiTi Phase 1 network to accommodate new demand. It presents the actions to be taken to expand the Phase 1 network to accommodate the predicted growth in land use, and improve the performance of poorly performing elements of the Phase 1 network. The MyCiTi Phase 1 System Plan Update has been developed in the context of the experiences of the last 10 years of MyCiTi operation. Central issues have been identified and have given rise to a set of tasks to be undertaken with regard to Phase 1 services such as:

a) The confirmation that MyCiTi Phase 1 is fulfilling the appropriate role in the context of the approved IPTN.
b) The evaluation of trunks, directs and feeder route networks.
c) The determination of infrastructure and fleet requirements.
d) The determination of the capital and operating cost implications of interventions.

The current Phase 1 network has undergone a full review of service provision and corresponding passenger utilisation. All routes were ranked using a multi-criteria analysis where the factors such as political/strategic importance, potential for growth, passenger utilisation and contribution to the network, efficiency and cost recovery were considered.

6.5.1.3 MyCiTi Business Plan update 2022-2036 with a focus on Phase 1, in the context of the Metro Southeast corridor ('Phase 2A') and N2 Express services

This MyCiTi Business Plan contextualises MyCiTi services within the overall Cape Town public transport system and sets out the basic strategies that guide the planning, implementation and ongoing operations of the MyCiTi service. It indicates key strategic priorities that need to be addressed to ensure the efficiency, effectiveness, relevance, impact, coherence and sustainability of the service.

The Business Plan has three primary components. The first part focuses on enhancing and reducing the costs of systemwide elements of the MyCiTi service, such as station management, and the fare and vehicles monitoring systems (some of which will apply beyond MyCiTi to other modes of public transport.) The second part updates the City's approach to the MyCiTi Phase 1 service and is focused on preparing for the competitively tendered second stage contracts that will come into effect in 2025 as well as other measures to reduce the Phase 1 operating deficit. The third part provides some minor updates to the recently approved 'Phase 2A' Business Plan, which details the approach to MyCiTi services linking the Metro South East with Claremont and Wynberg. No further interventions in the Metro South East Corridor plan to reduce costs (including capital costs) are proposed, as these were dealt with as part of value engineering assessments undertaken and already accounted for in the MyCiTi 'Phase 2A' Business Plan, and annual MYFIN updates commencing from 2020, although significant deficits remain.

The MyCiTi Business Plan updates earlier business plans based on implementation experience and developments within the system. The plan focuses on providing strategic direction to align all MyCiTi planning, implementation and operations. The detail of specific aspects is contained in a portfolio of business and system plan, policies, contracts and standards that is developed and updated on an ongoing basis to address the many elements and operational phases of the MyCiTi system.

A key strategy underpinning this MyCiTi Business Plan is to focus the MyCiTi service on its areas of competitive strength, namely longer routes with relatively high levels of demand where a dedicated right of way, larger vehicles, the most direct route and quick boarding stations can be leveraged cost-effectively. In line with this thinking, the Metro South East corridor MyCiTi service will focus on trunk and direct services (but with much more emphasis on direct services than in Phase 1), with feeder services provided by the minibus taxi industry operating in the relevant areas on an incentivised basis. In the Phase 1 area, when the service began approximately a decade ago, an approach of fully replacing previous bus and minibus taxi services by MyCiTi services was adopted. The next stage of Phase 1 services will be adapted to focus on MyCiTi strengths by focusing on competition for the public transport market through the competitive tender process, while leveraging opportunities to reduce illegal competition in the market.

6.5.2 MyCiTi Metro South East Corridor development: 'Phase 2A'

(Please note, in this section the MyCiTi Metro South East Corridor development is referred to by its technical name: 'Phase 2A', as that is how it is referred to in approved plans.) The City of Cape Town's approved Integrated Public Transport Network (IPTN) 2032 Plan identified a network of public transport corridors including the Phase 2A Corridor (referred to as the Lansdowne Wetton Corridor in the IPTN Plan). The IPTN Plan identifies the Phase 2A corridor as a significant public transport corridor, facilitating the movement of people between the Metro South East and Claremont and Wynberg, and providing access to destinations along the corridor. The Phase 2A corridor study area includes Khayelitsha, Mitchells Plain, Philippi, Cross Roads, Nyanga, Gugulethu, Manenberg, Hanover Park, Lansdowne, Ottery, Wynberg and Claremont.

When the City implemented the first MyCiTi services about 10 years ago, as part of the 2010 soccer world cup event, it was a new venture for the City. The ensuing 10 years of operations and further rollouts and expansion of Phase 1 of the MyCiTi system have allowed for many learning opportunities. Experiences gained by the City of Cape Town and other South African cities have provided lessons for future planning. The following is the most significant lessons learnt that have had an influence on the planning of Phase 2A.

6.5.2.1 System Plan

6.5.2.2 Phase 2A Implementation Plan

This section provides a high-level overview of how the Phase 2A plan is to be designed and implemented, i.e. what is to be implemented for the 2027 delivery. A significant factor that influences what can be implemented and by when, is that of available budget/funding, i.e. what can be afforded. Other factors include programme and physical constraints. The Phase 2A network plan and operations plan were adjusted to accommodate these factors.

The decisions around what elements of the plan should be adjusted and how they should be adjusted were made through the parallel value engineering process. The value engineering (VE1) process was initiated late in 2019 when it became clear that the funding available was not sufficient to cover the costs of building and operating the Phase 2A plan. The various departments, including System Planning and Modelling, Business Planning, Infrastructure, Operations, etc. were tasked with

investigating various ways of cutting costs. A second round of value engineering (VE2) was undertaken in 2020 to balance the deficit that remained after value engineering 1.

6.5.2.3 Route network

One of the key decisions taken through the value engineering process was to eliminate the scheduled feeders from the Phase 2A network plan. Where the plan initially included both scheduled and unscheduled feeders, the network to be implemented comprises MyCiTi trunk routes and direct routes, remaining GABS bus routes and minibus taxis providing all of the feeding through their existing route network. Furthermore, the direct route network was adjusted to include a route linking Hout Bay and Wynberg, which was initially a scheduled feeder. The adjusted overall network is shown in figure 6-4 below.

6.5.2.4 Operations implementation

The Phase 2A network plan and operations plan assumed that MyCiTi services will cater for 100% of the demand between main trunk and direct route ODs. The financial planning, undertaken through the business plan, has shown that serving 100% of the corridor demand is not affordable, as larger demand requires additional buses, which in turn results in increases in other associated costs. The financial model therefore makes provision for serving, on average, 65% of the Phase 2A demand. Therefore, in implementing the Phase 2A system, the operations plan was adjusted to match this lower demand number. The remaining demand (35%) would need to be served by existing services. The tables below provide a summary of the adjusted 2027 and 2037 operations for Phase 2A.

Table 6-2: Summary of 2027 Phase 2A operations (reduced operations)

ROUTE/SERVICE TYPE	BUS TYPE	FLEET SIZE (INCL. SPARES)	AVERAGE PEAK HOUR HEADWAY (MINUTES)	AVERAGE REVENUE/COST RATIO
Trunk	Mixture of 18 m and 12 m buses	61	19,6	76,3%
Direct	Mixture of 18 m and 12 m buses	153	23,7	46,5%
TOTAL/AVERAGE		**214**	**22,3**	**55,1%**

Table 6-3: Summary of 2037 Phase 2A operations (reduced operations)

ROUTE/SERVICE TYPE	BUS TYPE	FLEET SIZE (INCL. SPARES)	AVERAGE PEAK HOUR HEADWAY (MINUTES)	AVERAGE REVENUE/COST RATIO
Trunk	Mixture of 18 m and 12 m buses	66	16,6	82,1%
Direct	Mixture of 18 m and 12 m buses	151	21,8	54,2%
TOTAL/AVERAGE		**217**	**20**	**62,4%**

The fleet required per bus type is shown in the table below for both 2027 and 2037. The adjustment to the demand served results in reduced fleet numbers and higher headways, i.e. reduced supply.

Table 6-4: Fleet requirements per fleet type for 2027 and 2037 (reduced operations)

FLEET TYPE	NUMBER OF BUSES REQUIRED FOR 2027	NUMBER OF BUSES REQUIRED FOR 2037
18 m	151	170
12 m	63	47
TOTAL	**214**	**217**

6.5.2.5 Milestone rollout

The Phase 2A system will be implemented and operationalised incrementally in stages referred to as milestones. These milestones are largely dependent on the construction programme. Further, these milestones are subject to the availability of infrastructure required to run the services. There are four main milestones, numbered A to D. A description of milestones A to D is provided in the Phase 2A System Plan Report. One of the key assumptions underlining these milestones is that, as far as possible, services will be rolled out once the required infrastructure is completed and will not operate in construction traffic in order to minimise operational inefficiencies.

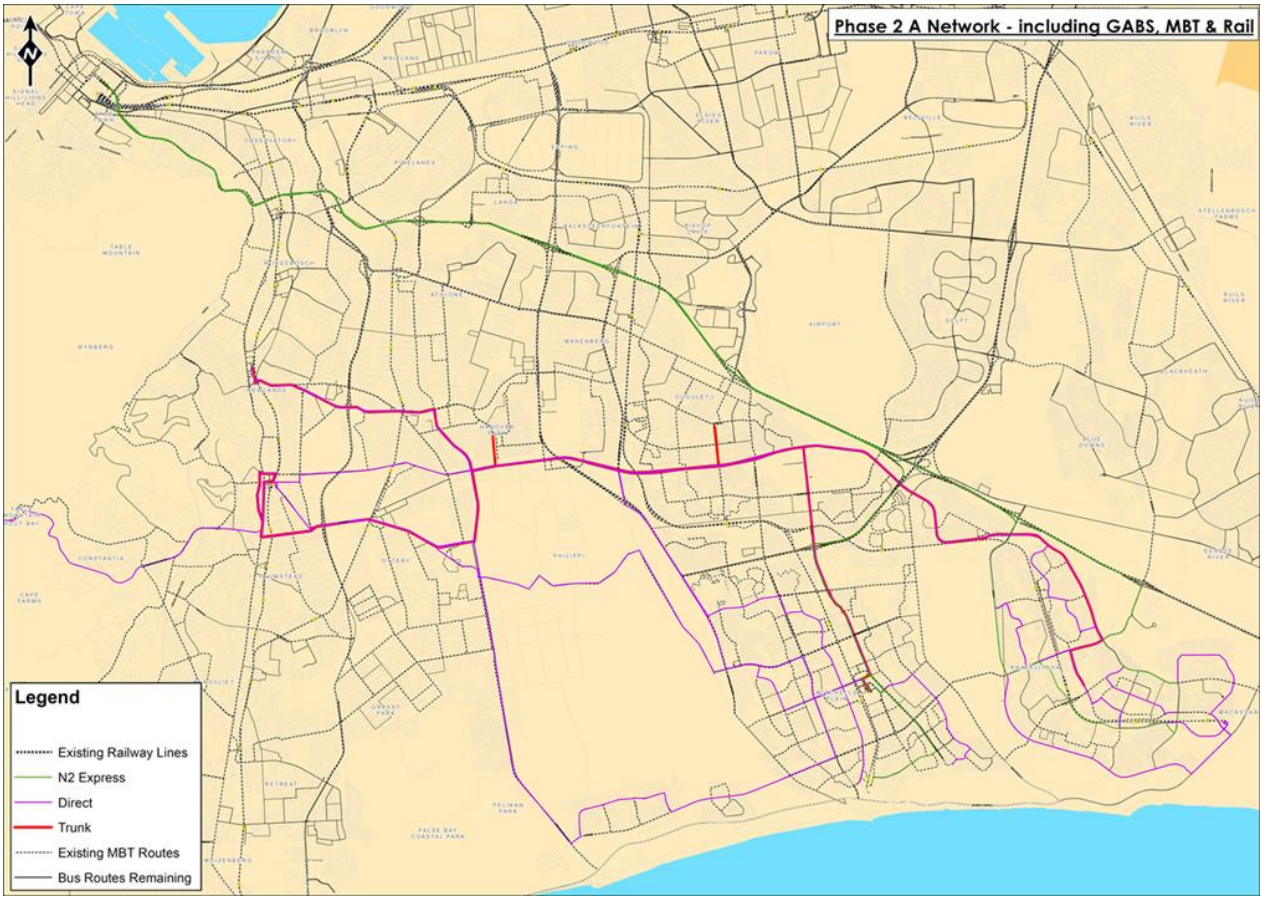


Figure 6-4: Metro South East Corridor network adjusted for 2027 implementation

6.5.2.6 MyCiTi Phase 2A Business Plan

The first Phase 2A Business Plan (approved by Council on 31 July 2020) guides the operation of the new Phase 2A services, as well as establishing parameters for the conclusion of the N2 Express long-term contract.

This Business Plan draws on lessons learnt from MyCiTi Phase 1 and N2 Express to develop parameters for MyCiTi Phase 2A (which will be contracted together with the N2 Express services in a long-term negotiated contract). The financial and fiscal sustainability of these parameters are tested against various risks through scenario testing, and mitigation measures are applied to any remaining risks.

A key component of this Business Plan is the role of MBTs, particularly as they relate to feeder services and company formation for Phase 2A VOCs. In Phase 1, MBTs operating in direct competition with MyCiTi were offered the choice of either compensation for their licences and exiting the industry, or the opportunity to use a portion of the compensation to purchase shares in a MBT-based VOC for MyCiTi. For Phase 2A, however, an entirely different model of company formation is proposed.

Firstly, all MBT operators with operating licences that have 'origin points' or 'return right' in the MyCiTi Expansion Area (MEA) – which includes the footprint of future MyCiTi phases – will be potentially eligible to acquire equity in an MBT-based VOC established for the MEA. This MEA will be large enough to enable the emergence of capacitated VOCs with the potential for economies of scale.

Secondly, instead of the 'full MBT replacement' model employed in Phase 1, a 'hybrid' model approach will be followed, where certain MBTs in Phase 2A will be encouraged to act as feeders to the MyCiTi trunk and direct routes.

The MyCiTi Industry Transition Business Plan for Phase 2A (ITBP), which has been approved by Council as a basis for engagement and consultation with the industry, provides the detail regarding VOC formation and the provision of such feeder services by the MBT industry on an incentivised basis that encourages both passenger transfers to MyCiTi and service quality. The ITBP also provides for a compensation incentive to reduce the number of MBTs operating on the MyCiTi routes and to maintain this reduced supply. The ITBP is informed by the principles of voluntary participation, empowerment, incremental implementation, role-player implementation capacity, public transport integration, passenger service improvement, viability and sustainability and affordability.

Key approved parameters for the long-term contracts relate to matters including vehicle ownership and financing, performance management and force majeure.

6.5.3 Blue Downs rail corridor project

This rail link will connect the Metro South East with the northern suburbs, providing more direct public transport access between these areas as well as along the Blue Downs corridor. Feeder routes are also planned. While the provision of the rail line and services falls under PRASA, the City is facilitating this corridor through planning for the provision of the feeder network. Project planning regarding the rail station environs has been completed by the City. Accompanying this will be planning a road-based feeder system as well as a TOD initiative surrounding the stations, however the timing of this work will be linked to the implementation of the Blue Downs rail line by PRASA.

6.5.4 Klipfontein corridor project

The third road-based corridor of the IPTN, of which the backbone has been defined as a distributor route, is the Klipfontein corridor. Conceptual planning will commence and its operations assessed and reviewed with a view to integrate the existing bus services to eventually achieve a fully integrated, scheduled public transport system.

6.5.5 General lessons learnt

The implementation of Phase 1 of the MyCiTi system has shown that it is possible to plan and implement a major complex project that aims to transform public transport in the City. However, a key lesson is that such a project requires strong political support, substantial local administrative capacity, adequate funding and a sustained vision and plan.

Key lessons arising from Phase 1

a) *Competition from minibus taxis* – Phase 1 of the MyCiTi system endeavoured to fully replace existing public transport services (minibus taxi and bus services) with the new MyCiTi service, which consisted of a network of trunk and feeder routes. Existing operators were compensated for their operating licences and were expected to cease operating. However, in reality many minibus taxis returned to operate in competition with the new MyCiTi services. There are a number of possible reasons that passengers continue to utilise minibus taxis, including but not limited to – being able to pay cash, fare cost, increased and more direct coverage, higher frequencies, etc.

b) *Regulation and enforcement* – Linked to the point above, another lesson from the Phase 1 system and generally in terms of the effectiveness of the City's traffic law enforcement, particularly when it comes to minibus taxis, it has been shown that the City's current law enforcement has not been able to adequately enforce the illegal minibus taxi operations. While it is acknowledged that enforcement alone cannot address the problem, it is important that the City capacitates its enforcement branch to carry out its task.

c) *Hybrid network model* – The two above points dealing with the illegal competition by minibus taxis and that passengers are choosing to use this mode has led to the Phase 2A network being planned differently from the Phase 1 system. Instead of replacing all existing services, a component of existing services, mainly minibus taxis, will remain as part of the Phase 2A system. This new network approach is referred to as a hybrid network in which scheduled and unscheduled services are both components of the network and are integrated.

d) As indicated earlier, it is believed that one of the reasons that passengers continue to choose minibus taxis as a mode of transport is that minibus taxis often offer a more frequent service (during the peak hours) and provide greater coverage and access, often dropping/picking up passengers closer to their destinations/origins. This lesson has influenced the route designs for Phase 2 and has also lead to ongoing route optimisation in the Phase 1 system.

e) *Reliability/predictability and speed* – Two key factors that influence the MyCiTi system's operational efficiency are reliability/predictability and speed. These factors influence the number of buses required to operate a service at a reasonable level of service and the level of confidence that can be had in the schedule. As such, it has been found that dedicated bus lanes allow for more efficient operations, not only by allowing for a speed advantage to public transport but also allowing the operations to be more predictable and less vulnerable to congestion or incidents experienced in the mixed general traffic.

f) *Bus typologies* – The Phase 1 system uses high-floor buses along trunk routes and low-floor buses on the feeder routes. This made optimal use of the trunk buses difficult as the system was not flexible enough to allow trunk buses to operate along feeder routes to allow for increased operational efficiency, by way of trunk extensions or direct routes. Also, low-floor and high-floor platforms were required at stations where trunks and feeders integrated for transfers, and this separation reduced the flexibility and thus efficiency of the system. As a result, the Phase 2A plan only includes low-entry vehicles with doors on both sides that allow vehicles to be used

inter-operably on trunk and direct routes. The move to low-entry vehicles also allows platform utilisation at stations to be optimised.

g) *Vandalism* events experienced at some Phase 1A stations has led to the complete shutdown of certain stations and associated revenue loss. Vandalism-resistant design is being pursued for all Phase 2 stations.

Key lessons arising from Phase 2A planning

The system planning for the Phase 2A corridor includes the following important shifts from the thinking of Phase 1.

a) *Direct services* – In general, passengers avoid transfers and prefer to be picked up/dropped off as close as possible from/to their origin point/destination point. The Phase 2A planning addresses this lesson by including a number of direct route services as part of the system.

b) *Express services* – The demand for express services in the Phase 1 system has been significant. The spatial form of Cape Town has resulted in peaked commuter-type trips, and this is evident with the Phase 2A corridor with the majority of people boarding public transport in mostly residential metro south east in the morning and disembarking at a few major nodes of employment, namely Claremont, Kenilworth, Wynberg and very little seat turnover between these origins and destinations. As a result, express services have also been planned from the start with Phase 2A. Express services provide the majority of passengers with the fastest possible service on the system by stopping at a limited number of stations that have the biggest demand.

c) *Operational costs of stations* – One of the big cost drivers identified in the Phase 1 system was the running costs of closed stations, which required maintenance contracts and a lot of staff. In order to reduce station operations costs where possible, open stops are also included in the Phase 2A plan where demand and other design and safety considerations allow for it.

d) *Public transport interchanges (PTIs)* – Existing public transport interchanges are also key components of the network. Public transport interchanges are key points of integration within the network, both between scheduled and unscheduled services and between the Phase 2a services and other services serving destinations outside of the Phase 2A area.

e) *Sensitivity tests* – It was clear from the Phase 1 system that it is nearly impossible for the plan to cater for every possibility and in some cases, certain unforeseen circumstances cannot be predicted at the time of planning. In order to better understand possible consequences of certain changes to assumptions, various sensitivity tests are included in the System Plan. They are undertaken to gauge the impact of changes in different variables and as way to deal with uncertainties.

f) *Transit-oriented development (TOD) and effective travel demand management (TDM)* – The current spatial form of Cape Town leads to demand patterns that make achieving quality affordable public transport very difficult. The long distances that generally low-income captive public transport users are subjected to, increases their cost of travel. The one-way peak direction of travel prevents system efficiencies. The lack of integrated development along transport corridors reduces the opportunities for seat renewal and therefore reduces profitability of operations. These issues cannot be solved by transport provision, instead a dramatic change to spatial form and travel demand is needed. While not addressed in the Phase 2A System Plan, as this is not the correct place for it, both public transport- (transit) oriented development (TOD)

and travel demand management (TDM) measures need to be urgently implemented if public transport is to be successful.

6.6 Incremental public transport rollout and improvement

The implementation strategy for the Integrated Public Transport Network (ITPN) needs to be a balanced approach between the large capital investment in infrastructure and vehicles required to rollout the corridors, which may take several years (the 'corridor' approach), and an 'incremental' approach to ensure that public transport improvements are introduced to more parts of the city earlier, before the larger investments required by the introduction of formal BRT in each corridor are made.

A key part of an incremental approach is to ensure that public transport improvements are introduced to more parts of the network earlier, particularly in light of fiscal constraints that may delay the implementation of identified corridors. The incremental approach focuses on transport system management (TSM) improvements such as passenger safety, security, convenience and shelters at modal interchanges, regulated services, improved scheduling, priority public transport lanes through critical intersections, integrated ticketing systems, upgraded non-motorised transport facilities and better information systems.

This seeks to ensure a balance between the rollout of corridor services and the continuous improvement of public transport facilities and operations that support the IPTN throughout the city. The incremental approach recognises the dynamic relationship between transport and land use and emphasises that improvement to the public transport system happens at various levels, most of which do not require physical infrastructure. For example, improvement of safety, security, integrated ticketing, information systems and scheduling could retain and attract as many passengers as the speed advantage obtained by extensive infrastructure improvements.

Figure 6-5 illustrates the application of the incremental approach to improvements and corridor development.

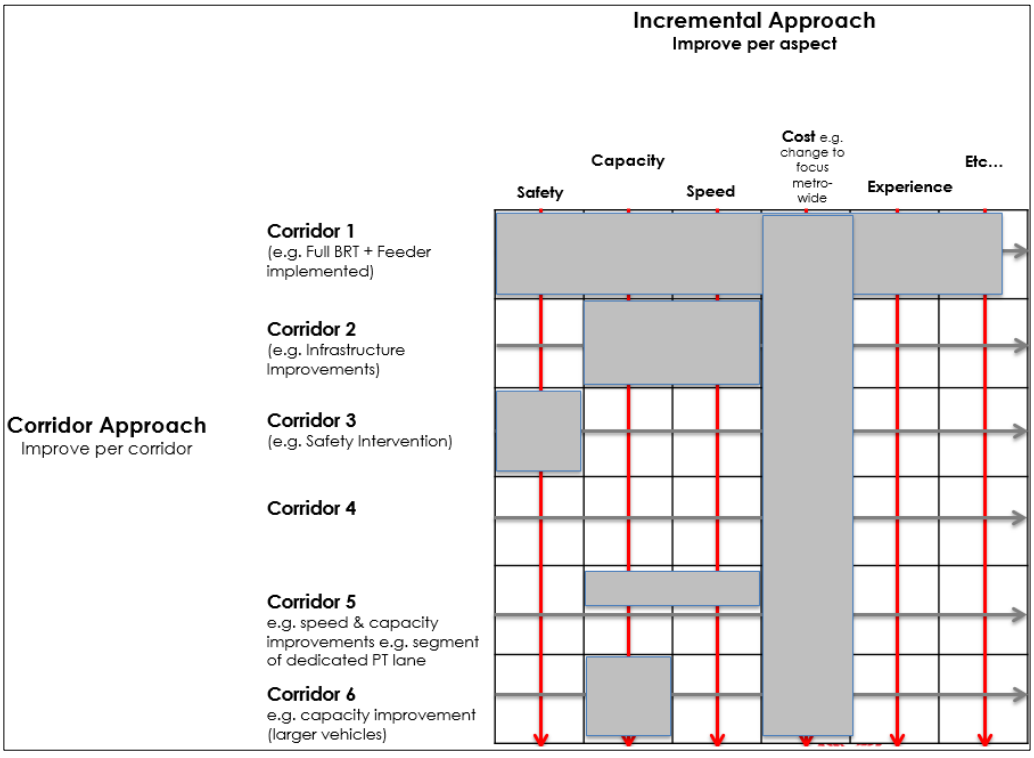


Figure 6-5: The incremental approach to improvements and corridor development

There is also a need to investigate the implications of a dual rollout strategy, whereby instead of whole trunk corridors being implemented sequentially, portions of trunk corridors across the planned IPTN system are prioritised, planned and constructed, according to the impacts that these investments will have for the commuter and the system. The rollout programme can be adjusted by constructing more than one corridor at a time, given additional funding or, to a lesser extent, by using an incremental approach.

Furthermore, recognising the importance of scheduled bus and taxi services during the rollout period, consideration should be given to fast-tracking improvements such as dedicated rights of way, and pre-validated boarding locations and intersection priority schemes for public transport along future trunk corridors where these will benefit large numbers of passengers, irrespective of whether or not full BRT services along these corridors are imminent. Urban development and regeneration priorities could also inform the prioritisation of trunk route sections for implementation.

The above is in line with the C 13/04/17 Integrated Public Transport Network (IPTN) 2032: Implementation Plan Council resolution that "the concept and the practice of an incremental approach to the rollout and implementation of the IPTN 2032, be approved".

6.6.1 Public Transport Priority Measures Programme

6.6.1.1 Introduction

The growth and development of Cape Town has exceeded the rate at which transport infrastructure and systems have been provided to cope with the resultant travel demand. This, coupled with decline of the passenger rail service over the last few years, has resulted in a sharp increase in the road-based travel demand – increasing congestion levels for both private and road-based public transport (where road-based public transport operates in mixed traffic).

The City is continuously engaged in measures to alleviate congestion through interventions of behavioural change, infrastructure provision and the operational efficiency improvements of the transport systems.

Through observation and data analysis, a programme of public transport priority measures is being developed that will provide road-based public transport in mixed traffic speed advantage at various locations throughout Cape Town.

6.6.1.2 Problem statement

Cape Town, similar to many other urban centres in South Africa, is experiencing a rapid population growth, with an increasing demand for travel. Most residents rely on public transport to gain access to economic, social, educational, medical, and cultural activities. In 2017, more than 70% of people in the lowest income group were reliant on public transport (PT), and more than 50% in the low-medium income group. Public transport thus remains an absolute necessity to a significant part of the population. The PT system of Cape Town, however, is **challenged by** the following:

a) The majority of PT trips are undertaken by road-based public transport (RBPT; approximately 70% for work trips), i.e. using minibus taxis (MBT, 46%) and GABS buses (23%).
b) The overall quality and reliability and availability of rail services are deteriorating, and commuters rely more and more on MBTs and buses.
c) Consequently, RBPT has become dominant in Cape Town's PT system but is impacted by congestion and currently does not receive much of a prioritisation in the mix over private transport.
d) Current institutional arrangements and the associated complexities make the assignment of

the urban rail service to the local municipal level complex and it could be a lengthy process.

e) South Africa's hopes of providing efficient and convenient PT solutions are placed on integrated rapid public transport network (IRPTN) systems, which have been rolled out in most major cities in South Africa. Progress has been slow as the institutional and associated contractual arrangements are complex. Coupled with the huge financial investment required in rolling out BRT systems, the rollout of IRPTNs (often corridor by corridor) is an ineffective and inefficient approach to improving PT spatially and temporally. Success of IPTN services has therefore reached only a very small proportion of the population over the last 10 years (Cape Town's citywide modal share for BRT is at only 4%).
f) However, funding availability and conditions currently concentrate almost all focus on BRT, whereas the City should ideally be incrementally improving the current transport services through implementing a programme of PT priority measures in parallel to the larger projects such as BRT. Where the interventions for PT priority measures are well chosen technically and spatially, the impact will benefit all modes of road-based transport.
g) PT funding availability and the mechanisms available to explore innovative funding solutions are challenging. As mentioned before, most PT funding sources are limited to IPTN service rollout that is subject to available funding from national government grants, projected system revenues and the City's own contribution being available. This exacerbates the problem and curtails the City's new approach to incrementally improving PT with shorter time horizons and greater geographical spread.

These challenges reduce the economic and social accessibility of Cape Town's residents and entrench the developmental challenges of poverty and growing inequalities across income groups.

There is now a growing recognition that current strategies need to be reviewed and new approaches must be explored. The City of Cape Town's transport sector's core responsibility is to develop an efficient, integrated transport system through the creation of a framework of plans, policies, regulations and models that are both sustainable and implementable. The City's Transport Planning Branch is driving these new approaches and this project of PT priority measures is one of the solutions rooted in the new transformative approach.

6.6.1.3 Strategic intent

The City strives to incrementally improve RBPT to positively influence transit-oriented development (TOD) at development-appropriate speeds, and in line with the vision of the Municipal Spatial Development Framework (MSDF) to pave the way towards spatial transformation. It is about the appropriate planning around the operational needs of the City, and does not only focus on large-scale and expensive BRT implementation. This includes **prioritisation of RBPT to complement BRT-PT investment**.

This thinking is the first of its kind in South Africa and already described partly in the City's Comprehensive Integrated Transport Plan (CITP) and Public Transport Plan (PTP). The PTP uses the IPTN Network Plan 2032 (2015) and the IPTN Operational Plan (2016) as its foundation. These, along with the IPTN Implementation Plan and IPTN Business Plan, 2017, are the guiding instruments for the integrated PT system in Cape Town.

The intention of these strategic documents is to develop sustainable transport philosophies underpinning public transport delivery to encourage effective delivery of public transport. Accordingly, road planning, design and construction should support public transport implementation and operations. The CITP with reference to the MSDF highlights specific measures to support PT. The three spatial strategies and the associated substrategies of the MSDF support PT, as well as the urban

form and structure required to support PT. Specifically, 'Integrate land use, economic and transport planning and support the sustainable operation of the IPTN' is an important substrategy.

This speaks to the City's approach **to incrementally improve public transport operations across the city** in parallel to the Integrated Public Transport Network (IPTN) 2032 Implementation Plan, which, given the limited available funding for this type of BRT public transport infrastructure and operations, limits the City's efforts in making a real impact on the PT user. The City believes that using incremental improvements to integrate transport as a catalyst and transformative tool to change the spatial form of Cape Town, as well as build a sustainable inclusive city, is the right approach.

An incremental approach seeks to ensure a balance between the rollout of corridor BRT services and the continuous improvement of public transport infrastructure and operations that support the IPTN throughout the city. A key part of an incremental approach is to ensure that public transport improvements are introduced to more parts of the network earlier, particularly in light of fiscal constraints that may delay the implementation of identified corridors. It further has the element of continuous improvement of the current transport services (at various locations where most needed) provided through M&E, and elements of phasing to achieve appropriate modal choice, modal integration and interoperability, shorter planning and implementation cycles within longer-term cycles and the critical elements of flexibility and responsiveness to the needs of citizens and a city changing in function and form.

6.6.1.4 Methodology

The programme will include a prioritised list of locations with related interventions that will inform the infrastructure project pipeline. The methodology employed to identify and rank the various locations in order of priority will include the following considerations:

a) Analysis of existing data in a manner that informs the locations, prioritisation and proposed interventions that reduce the impact of congestion on road-based public transport vehicles and hence passengers.
b) Road-based public transport routes with high passenger demand profiles.
c) Targeted interventions that give speed advantage to benefit public transport vehicles, thus benefiting higher numbers of people and possibly promoting a modal shift towards public transport.
d) Quantifying the impacts of congestion at major intersections and routes for road-based public transport and to further identify measures that can be implemented to reduce public transport travel time for road-based public transport.
e) Developing measures of efficiency that are to be used to assist in the categorisation of the performance of certain public transport routes and inform the prioritisation of the locations and proposed interventions, focusing on the public transport vehicle and passenger. One of the measures of efficiency could be the number of passenger hours exposed to congestion.
f) The impact of the public transport priority measures on the network, including the impact on private transport.

It is envisaged that the application of the methodology will result in a number of locations and interventions where public transport vehicles can be given speed advantage. The prioritisation will further result in initially 10 locations together with related proposed interventions identified, ranked and prioritised as the first phase of the public transport priority measures programme. The implementation of these projects are further discussed in chapter 7 – Transport infrastructure strategy.

6.6.2 Fare structure and policy

The City of Cape Town's (CCT's) fares policy for contracted road-based public transport (2015) sets out the principles for how the City structures and implements its fare structure for public transport services under its control. Fare structure and the technology/fare collection system are two major components that make up the fare system.

A study was undertaken to review the fare policy and the fare structure. A report of the study was compiled, which made recommendations on what updates are required. One of the key issues investigated in this report is the most appropriate fare structure for the CCT moving forward. The CCT currently operates the MyCiTi and Dial-a-Ride services that make use of a distance band-based fare structure.

The CCT may become the contracting authority for Golden Arrow Bus Services (GABS), the facilitator for minibus taxi (MBT) hybrid services as well as cater for the inclusion of rail in the future. Therefore, the investigation on the most appropriate fare structure must be robust enough so that the City's fare policy can accommodate future modes.

The desired outcomes of the review of the fare policy and fare structure are as follows:

a) Simplify the fare system for passengers.
b) Improve access to public transport for passengers through increasing the number of Mover point loading and fare media options (such as: credit cards, debit cards, mobile phone payment apps, MyCiTi cards, etc.) for passengers.
c) Create a cheaper, simpler and more flexible fare system to operate, manage and maintain.
d) Improve integration between public transport modes and services.

The process to amend the existing fares policy is currently under way. This process will include public participation.

6.6.3 New Generation Technology Strategic Framework

New Generation Technology (NGT) services had been coined in the 2017 IPTN Business Plan to denote the new types of services and improvements that could be made to existing services that are possible because of new information technologies. This led to the development of the New Generation Technology Strategic Framework that highlights how advances in data collection and storage, analytics and connectivity can be combined to create a paradigm shift in the way urban transport functions.

The City intends to take the lead in ensuring that these new information technologies are harnessed and regulated to better manage and align the supply and demand of people and freight movement services in Cape Town to improve access, inclusion, affordability, convenience and sustainability. It also outlines a series of sequenced actions that need to be undertaken.

6.6.4 Integrated Ticketing Framework

Integrated ticketing is regarded as a key lever that can drive an NGT approach.

The integrated ticketing system is one of several mechanisms that enable successful integrated public transport. Its importance is underscored by the fact that it is the only mechanism specifically mentioned in the IPTN definition. Ensuring the implementation of an agile integrated ticketing system will be one of the City's priorities to realise the IPTN.

Integrated ticketing can be defined as the ability of travellers to purchase a public transport ticket using multiple payment options and mechanisms that allows seamless travel across multiple modes provided by multiple operators, thereby helping to enable integration across the system. Integrated ticketing does not imply that different services all have the same fare structures and levels; only that the same fare media can be used across modes and that the total fare can be consolidated and made as a single payment if desired. However, integrated ticketing systems serve a much wider purpose than just the convenience offered to the user; if well designed and run, they also offer significant benefits to the individual operator and the integrating authority, which in this case is the City of Cape Town.

Further considerations regarding how the City could achieve a proposed integrated ticketing system through a fare programme, fare media, design, architecture and typology together with the required resources, which could be implemented incrementally and to further ensure financial sustainability, will be developed.

6.6.5 Assignment of NLTA S46 contracting authority

The assignment of the contracting function to the City does not mean that the City runs the bus service as an internal service. It merely means that the City is responsible for managing the contract and putting it out to tender as appropriate. Assignment makes it possible to structure the tender appropriately and set the terms and conditions that need to be met to optimise the multimodal system.

The City has applied for assignment of the NLTA section 46 contracting authority, in terms of the provisions of the Act. Hence, the City will pursue assignment of the function over the five-year CITP period, towards the goal of attaining assignment within the 2023–2028 CITP period. This will achieve much closer coordination and integration between GABS and MyCiTi, as well as more consistent policies across contracted road-based services.

Although the City has pursued the assignment of the section 46 contracting authority functions for several years, an opportunity exists to pursue these with focused intent in parallel with the processes and policies envisaged by the CITP 2023–2028.

6.7 Commuter rail plan

6.7.1 Introduction

Rail services in Cape Town are of paramount importance to those that live and work in the city. With rail accounting for a large proportion of the passenger journeys, it is the backbone of Cape Town's public transport system. Rail is also integral to three key strategies for the City of Cape Town:

a) The delivery of integrated transport.
b) The use of transit-oriented development (TOD) to bring about spatial transformation and to build sustainable communities.
c) The implementation of the green agenda.

While the rail service has been getting worse for many years, it has recently declined much more sharply. Inevitably, the vast majority of rail passengers have migrated to the road network, leading to increased congestion in peak periods with an associated cost to commuters, as well as to the City and its economy.

This crisis in rail has crystallised the need for the City to make a decision on its approach to rail. The crisis in rail may mean that the City is required to absorb a greater level of risk in tackling the issues to

bring about solutions. Any such approach would, however, need to be supported by an appropriate risk management strategy.

6.7.2 City of Cape Town Rail Study

It is evident that the rail service is failing the needs of Cape Town's public transport users as well as potential public transport users. It is still the Urban Mobility Directorate's view that Rail should form the backbone of public transport in Cape Town and hence a concerted, coordinated multi-dimensional effort is required to restore the rail service.

In support of the crisis in rail, the Urban Mobility Directorate is doing the City of Cape Town Rail Study. The study includes the following:

a) The purpose of this project is to investigate the feasibility, risk and the implications of the urban passenger rail function as part of the City's public transport function to plan and provide quality public transport services.
b) The project will focus on the development of a feasible incremental and structured approach towards the planning, operations and management of an improved urban rail service.
c) Only after the completion of this study will there be more definitive direction regarding the role that the City will play.

6.7.3 Service level agreement (SLA) between the City and PRASA

The City is currently in the process of developing a service level agreement (SLA) to be entered into between the City and PRASA. The establishment of an SLA between organs of state (the City and PRASA are both organs of state) is provided for in the Constitution, the Local Government: Municipal Systems Act, Act 32 of 2000 and the NLTA.

The objective of the SLA is to ensure that PRASA delivers regular, reliable, safe and secure rail services that attract a shift of passengers from road to rail. The SLA will address the following matters: responsibilities of the parties, financial and funding arrangements, liaison between the parties, monitoring of the services and the services to be provided by PRASA.

6.8 Public transport enforcement

6.8.1 Rail Enforcement Unit

The Rail Enforcement Unit (REU) was launched by the national Minister of Transport in October 2018. The unit is jointly funded by the City of Cape Town, the Western Cape Government and the Passenger Rail Agency of South Africa (PRASA). It provides 100 law enforcement officers in addition to the existing security personnel to assist in stabilising the urban rail services.

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

The Rail Enforcement Unit (REU) is currently on hold due to PRASA finalising its funding arrangements.

6.8.2 Bus Enforcement Unit (BEU)

Golden Arrow Bus Services (GABS), with the support of the Western Cape Mobility Department, is seeking to obtain enforcement support to improve commuter safety by making a financial contribution towards the deployment of law enforcement officers to ensure efficient and effective law enforcement services on GABS high-risk routes. The parties intend to enter into an agreement, which will delineate the terms and conditions of, amongst others, the provision of enforcement

support, improvement of commuter safety and the efficient and effective law enforcement services on GABS as well as MyCiTi and Dial-a-Ride high-risk routes.

The project is in pre-implementation phase with the memorandum of agreement undergoing final vetting.

6.9 Contracted Services Plan

6.9.1 Introduction

This part of the PTP sets out the City's plans for dealing with both existing and new contracts for road-based PT services in its functional area, being MyCiTi and GABS. It describes the process for rationalising existing contracts and sets out the requirements for each new contract in terms of the proposed routes, frequencies and fleet requirements.

6.9.2 Existing contracts

There are currently four existing contracts operated by VOCs under the MyCiTi banner. Three of the VOCs have a 12-year contract, as determined through a negotiated process. The current negotiated vehicles operator company (VOC) contracts from Phase 1 expire on 31 October 2025. In accordance with the requirements of the Constitution, the MFMA and the NLTA, the new VOC contracts for the second stage of the MyCiTi Phase 1 service are planned to be procured by way of a competitive tender.

The fourth contract is for N2 Express service, operating under an interim contract by the N2 Express JV that is comprised of three parties namely CODETA, Route 6 Taxi Association and GABS. The contract expires in June 2024. The assumption was made that the passenger rail services would have been improved by then, but rail has deteriorated significantly and it is therefore likely that the N2 Express service will be required for much longer. This requires the City to engage with the national Department of Transport (NDOT), National Treasury (NT) and PRASA to attempt to secure additional funding for continuing the N2 Express service beyond June 2024.

6.9.3 Proposed plan for new contracts

In the next five years, the City intends to enter into new contracts in alignment with the Implementation Plan of the IPTN 2032 with primary focus on the following:

a) The first long-term vehicle operator company (VOC) contracts for Phase 1 Stage 1 of MyCiTi services were negotiated in terms of the National Land Transport Act (NLTA) for a period of 12 years. These contracts commenced on 1 November 2013 and are due to expire at the end of October 2025. The City intends to put the new contracts out to tender, with their operation commencing from 1 November 2025.
b) In parallel with this Phase 1 Stage 2 tender, Phase 2A of MyCiTi linking the Metro South East area to Claremont and Wynberg, is also planned to come into operation through a negotiated contract, provided reasonable terms can be negotiated within a reasonable period with industry stakeholders. Infrastructure construction for the Phase 2A is already in full swing. The N2 Express service between the Cape Town CBD and Khayelitsha and Mitchells Plain is currently operational and will in due course form part of the Phase 2A services.

6.9.4 Process for rationalising existing contracts

Upon assignment of the contracted services through the contracting authority, there will be a detailed rationalisation in terms of the principles of the IPTN 2032. In terms of the approved IPTN Business Plan, these services will be integrated into the entire MyCiTi network to create a seamless service, even though the contractors will be different.

6.9.5 Requirements for each new contract

6.9.5.1 Contract duration for negotiated vehicle operating contracts

The contract duration of any section 41-type negotiated contract will be awarded for the 12-year period, but subject to early termination in the event that the VOC fails to meet predetermined minimum performance standards measured over a period and following issue of notice by the City.

6.9.5.2 Contract duration for tendered vehicle operating contracts

Regarding other long-term contracts concluded outside of the NLTA section 41 provisions, the NLTA only permits the City to contract for a period of up to seven years. Contracts will be awarded for the seven-year period, but subject to early termination in the event that the VOC fails to meet predetermined minimum performance standards measured over a period and following issue of notice by the City.

It has to be kept in mind that early termination brings with it the difficulty of ensuring service continuation as it requires significant time to tender, award and establish a new contract. As part of the development of all future operating contracts, it needs to be established what legislative rules will be applicable to the transfer of a contract from a terminated contract to another existing operator, bypassing a formal tender process. To be investigated is the option of requiring remaining operators to provide a pricing proposal in what amounts to a closed bid.

6.10 Non-contracted Services Plan

This part of the PTP sets out the City's five-year plan for dealing with the non-contracted services that are provided on routes where operating licences are granted. These include on demand services, charter services, scholar transport, metered taxi services and tuk-tuks. The Non-contracted Services Plan describes the required supply of vehicles of a particular mode on a particular route based on:

a) The City's modal policy.
b) An analysis of data collected for the Transport Register.
c) Needs identified through public and stakeholder involvement forums.
d) Records of current legitimate services as reflected in the Operating Licence Administration System (OLAS).

6.11 Operating Licences Plan (OLP)

6.11.1 Introduction

The Operating Licences Plan (OLP) guides the awarding of operating licences (OLs) for road-based public transport services within the City's jurisdiction. The process of issuing OLs is largely informed by existing OLs already in the provincial regulatory entity's (PRE) Operating Licence Administration System (OLAS). The PRE thus remains the custodian of all OL-related data and information. The City's statutory obligation of preparing recommendations on operating licensing transactions includes in the main, investigating ways of optimising the balance between the current supply and demand. Recommendations are then submitted to the PRE for the finalisation and issuance of OLs to service providers. The outcomes of such decisions are intended to enhance the appropriate public transport modes and operator associations, whether on a single route or networks of routes. In order to succeed with the intended outcomes, the operating licensing function must be measured against a level of interoperability that primarily favours the passenger and the sustainability of a future improved road-based public transport system. The impact of the OLP extends into the City's adjacent municipalities, provinces and cross-border/international agreements to guarantee a seamless running of the local public transport network through concurrency agreements. In summary, the OLP informs the need for

more services on the public transport network. The total road-based public transport network is made up of routes and networks of routes distributed across the City and its adjacent municipalities.

6.11.2 Purpose of the OLP

The purpose of the OLP is to provide clear guidance to the City as to which operating licence applications and public transport transactions should be recommended or rejected by it.

6.11.3 Non-contracted services for road-based public transport

With all road-based public transport services regulated through the NLTA, the cross-cutting provision in this section is that all vehicles rendering a road-based public transport service in the non-contracted services category where passengers pay directly or indirectly under certain provisions for transport services, must obtain an OL that allows a service provider to use a specified vehicle to provide public transport services.

6.11.3.1 Minibus taxi-type services

Until a fully integrated, optimised, reliable and sustainable public transport network is a reality in the City, the City remains committed to achieve an equitable balance and sustainable operations in terms of the need for minibus taxi-type services by considering the following broad approaches:

(1) The City will encourage healthy and lawful market competitiveness in the public transport industry, in the interests of consumers, by ensuring reasonable supply of operating licences, as justified by new or increased passenger demand;

(2) The City is currently in the process of implementing the Minibus Taxi Special Regulatory Project and, to allow this process to be successfully and efficiently undertaken, new minibus taxi-type service OL applications will only be considered if they form part of this project or if new significant land use developments trigger new MBT routes and subsequent demand; and

(3) Once the MBT Special Regulatory Project has been completed, the planning authority will embark on a minibus taxi route authority cleanup project that is expected to span a protracted period of time due to the large scope of work to be completed. The City will only be able to provide direction on OL applications for existing routes already captured in the Provincial Transport Register System (PTRS) once this project has reached a point where all route descriptions have been mapped to a clean set of route descriptions, so that current supply can be accurately determined for each approved route. This does not apply to OL applications for new routes that are not yet recorded in the PTRS and, therefore, fall outside of the routes authority cleanup project.

6.11.4 Non-regular modes of transport

6.11.4.1 Metered taxi-type service

In 2014, after the completion of the Metered Taxi Rationalisation Strategy, the City started considering applications for metered taxi services again after a considerable period of not allowing any new metered taxi applications. At the same time, e-hailing services entered the market and disrupted the traditional business model of metered taxis. Furthermore, it caught the legislative and regulatory framework of public transport within South Africa off guard. In the absence of any legislation specifically dealing with or mentioning 'e-hailing services', the City and the PRE jointly decided to categorise e-hailing services under the metered taxi service umbrella, as it deemed it as the best fit within the NLTA.

Once the metered taxi service demand method has been developed and the moratorium on new metered taxi service OLs has been lifted, the City will consider the potential of supporting additional service types to a metered taxi service (rank, base and e-hailing operations) OL application.

6.11.4.2 Staff services

The City prefers that staff travel to their place of work, and return home, by way of mainstream public transport – provided mainstream public transport modes are fully functional. However, there are employers who elect to provide or subsidise their employees (i.e. the employers pay for the service, not the employee) to be transported by means of an exclusive staff service provider from their place of residence to where they work. The OLP provides the conditions that will be considered when formulating its response in terms of a staff transport OL application.

6.11.4.3 Scholar transport services

The transportation of scholars, students, teachers and lecturers is becoming a growing area of concern for the City given that in most cases these services are operated in direct competition with existing public transport services. This is not in line with the public transport plan for the PA area. In terms of the NLTA, the needs of special categories of passengers (which include learners) must be considered in planning and providing public transport infrastructure, facilities and services and these needs should be met as far as may be possible by the system provided for mainstream public transport (NLTA section 11(1)(c)(xiv). Law enforcement initiatives have brought to light the fact that most of the operators providing this service are doing so without valid OLs. Given the fact that this type of service is now regarded as a public transport service, section 72 of the NLTA applies. It stipulates that an OL is a prerequisite for the provision of a public transport service. Operators who are guilty of providing this type of service without the necessary OL will be charged in terms of the NLTA section 90 for providing a public transport service without a valid OL.

Tuk-tuks render a 'last-mile-home'-type service and the City does not recognise them as part of the mainstream public transport system, since this type of vehicle is not suited to operate during the adverse weather conditions that are common in Cape Town and are thus considered unreliable. These modes should only operate with a very limited radius from their 'rank' or loading points due to potential fatigue of both driver and passenger, given the limited comfort of this vehicle. Typical on-street ranking and stacking for these vehicles present a challenge, given the priority that mainstream public transport requires. The City is to explore the possibility of recommending tuk-tuk services in areas such as Fresnaye/Bantry Bay; Sea Point; Green Point; Bo-Kaap/De Waterkant; Tamboerskloof; Walmer Estate/University Estate/Zonnebloem/District Six; Kalk Bay/St James/Fish Hoek; Simon's Town; and Durbanville. From a land use perspective, tuk-tuks may then also use normal road facilities for parking, safe stopping/loading areas.

6.11.5 The Operating Licences Administration System (OLAS)

Traditionally, the function of OLAS was to maintain an active record of all operating licensing data, related records of decisions and all public transport route information. The PRE as the custodian of the OLAS is in the process of upgrading its information systems with latest software to become the Provincial Transport Register System (PTRS) capable of linking with the City's intended Municipal Regulating Entity (MRE) SAP platform. This is poised to achieve the well-managed administration system that would assist the balancing of the supply and demand of public transport services. The PTRS software upgrading process is currently in its final completion phase at the PRE. This new upgrading also holds the benefit of assisting with the administering of enforcement matters. Shorter turnaround times are also anticipated to speed up assessment processes on road-based public transport applications for OLs. The key objective of the OLAS/PTRS is to have a database that accurately and reliably reflects the details of all active OLs pertaining to an area where it is used to

provide public transport services. When another OL application is received, then the data in 'real time' will effectively inform the assessment process at the PRE and the City. This approach is in response to a key challenge of the past where long data processing and capturing time allocations resulted in multiple applications for the same OL, routes, etc. Because of this, some applicants would resubmit their applications. Then by the time the City received its OLAS informants to respond to OL transactions, it faced the risks associated with outdated information and the decisions based thereon.

On the side of the City, work on the Municipal Regulating Entity (MRE) SAP platform to accommodate OLAS commenced during 2016 and is still a work in progress. This platform on which the operators will be able to submit and pay for applications electronically (transact with the City) is expected to go live at some stage and will be linked with the PTRS, functioning as one service. This joint platform will also accommodate the migration of all public transport services and operators' details, public transport routes and OLs in the system to augment public transport decision making with regard to the recommending or rejecting of OL-related transactions, by both the PRE and the City. Once the system is 'live', then all public transport service providers and the details of their public transport operations will be registered and profiled on the City's MRE SAP platform. Once the system is fully operational, the City will avail links of this platform to the relevant authorities to forge effective concurrency in the provision of public transport services.

6.11.6 Safety and security

6.11.6.1 Enforcement strategies

The City's law enforcement strategies are needed to ensure that the industry operates within the requirements of their operating licences. This includes institutional arrangements, the interrelationship with traffic law enforcement and the setting of targets and measuring performance as set out below.

6.11.6.2 Institutional arrangements

The NLTA provides for the establishment of regulatory entities at the national, provincial and municipal spheres of government, which include:

(1) the NPTR;

(2) the PRE;

(3) the MRE where in the case of a City the OL's function is assigned under section 11(2) of the NLTA; and

(4) the current enforcement agencies that comprise of: (a) the SAPS; (b) the WCG Provincial Traffic; (c) the City Safety and Security Directorate, Operational Coordination Department consisting of Law Enforcement and Traffic Services Branches; and (d) The City Urban Mobility Directorate, Transport Planning and Network Management, and the Transport Enforcement Unit.

These agencies meet regularly to discuss operational issues that inform the operating licensing decision-making processes.

6.11.6.3 Interrelationship with traffic law enforcement

The law enforcement agencies primarily involved in enforcing the requirements of both the NLTA and the National Road Traffic Act, Act 93 of 1996 are the Traffic Services of both the City and Province, and assisted, where appropriate, by the Metro Police and the South African Police Service (SAPS).

6.11.7 Recommendations for the next five years OLP 2023–2028

As an outcome, the execution of the OLP guidelines must align with the City's deployment of an integrated, intermodal and interoperable public transport model that prioritises public transport in accordance with demand, density and land use intensity in line with the City's IPTN.

In order to give full effect to this OLP 2023–2028, guiding operating licensing activities must be underscored by the following actions;

(1) Planning

(a) Continue to work towards responding to the principles of the CITP, PTP, IPTN and respective road- and rail-based strategies and plans.

(b) Remaining cognisant of the impact of the Covid-19 pandemic on the City, statutory duties towards operating licensing and applying the relevant recommendations to all public transport services and its ancillary functions.

(c) Integrated planning with all stakeholders or spheres of government to proactively regulate public transport.

(2) Minibus taxis

(a) Explore more refined regulatory measures to manage the granting of 'by-passing' authorities, overtrading and illegal operations on minibus taxi routes and association membership intakes.

(b) Understand and explore the function of minibus taxis in a feeder role for contracted services, e.g. MyCiTi services and the implications thereof.

(c) Continue with current conversion processes.

(d) Continued engagement between the PA and RE to finalise the legal lifespan of OLs.

(e) Ensure consistency in the regulation of MBT and granting of OLs to decrease violence and conflict in the industry.

(3) Charter services

(a) Explore more refined operational conditions pertaining to charter services OLs and its overall impact on non-contracted services.

(4) Public transport facilities

(a) Develop and refine agreed definitions for the terms 'public transport facility' and 'public transport interchange' in the public transport network.

(b) The upgrading and repurposing of current PTI facilities to enable seamless feeding by MBTs to the routes and networks of routes and vice versa.

(5) Metered taxis

(a) Explore regulatory measures towards appropriate fare-collection systems for this service.

(b) Keep abreast of evolving technology platforms to develop appropriate responses and strategies to operating licensing processes.

(6) Long-distance public transport

(a) Explore measures to improve LDPT facility management, facility design, facility provision, while assisting in optimising utilisation and uses of existing infrastructure and improving services for LDPT users.

(7) Other modes

(a) Formulate procedure on how to appropriately respond to ad hoc transport service proposals, for example, bus-bicycles, pedicabs, segways, e-bikes, e-scooters, quadricycles, electric walking bikes or treadmill on wheels, etc.

(b) Secure a clear legal position including operational parameters for these modes currently described as ad hoc modes, personal mobility devices, pedestrian assistant modes, e-modes, etc. as well its functional relationship with public transport provision.

(8) Public transport data and information

(a) Continually explore and apply value-add data and information sourcing approaches to respond to the needs of the City and regulatory requirements from the other relevant spheres of government.

(b) Data and information sourcing and management need to be updated regularly to add value to the effective regulation of public transport.

(9) Safety and security

(a) Continually monitor and improve inter-agency collaboration and agreements towards improved safety and security strategies and plans

6.12 Implications for the Public Transport Plan

Planning in uncertainty

How we plan the IPTN: **Embrace uncertainty** and use the 'planning under deep uncertainty' method in which the uncertainty about the future is embraced by exploring diverse, plausible futures through transport modelling and the future trends that may create them.

Incrementalism

How we implement the IPTN: The **incremental approach** seeks to drive rapid incremental improvements across multiple transport modes and access provision options through a framework that guides all the improvements in the same direction. This provides a balance between large infrastructure investment on corridors and smaller operational and service improvements on other corridors. The main aim is to provide improvements to the public transport system for more people sooner.

Triple access

How we best serve through the IPTN: The primary purpose of transport is to access opportunities, resources, and services. The **triple access system** and the access triangle illustrate the role of transport services as one aspect in a larger access system. Apart from the physical mobility (transport system),

there is also spatial proximity (land use system) and digital connectivity (telecommunications system). Working together with the spatial planning and IS&T sectors, transport planning can identify opportunities to increase proximity-based access and digitally-based access or at least explore how they can be more mutually supportive.

The 'golden thread link' between the IDP and CITP priorities, and the projects mentioned in this chapter (and others that are linked to it), are illustrated in the tables below.

Let's improve the safety, convenience, reliability and quality of public transport services, for the greatest number of residents, as quickly as possible		
	CITP | IDP priorities	**CITP programmes and projects/initiatives**
Road-based public transport	**Improving the travel time and safety of all road-based public transport commuters** The City will incrementally improve public transport infrastructure and operations to improve the safety, convenience, reliability and quality of public transport services, for the greatest number of commuters, as quickly as possible. **This will include the upgrading or reconfiguring of roads to give priority to road-based public transport.** This incremental approach enables quicker improvements for more travellers across the city's transport network, and is more flexible in response to rapid changes in the transport system.	a) Public transport priority interventions on road network (6.6) b) Public transport interchange programme (7.4) c) Transport enforcement (6.8)
Passenger rail	**Advocating for the restoration of passenger rail services** Getting passenger rail services working again is critical to improving Cape Town's public transport. The City will advocate strongly for the devolution of rail functions to a competent local authority or entity, together with concessions being made available to the private sector, so that the restoration of passenger rail services in Cape Town can become a reality.	a) Commuter Rail Plan | Rail feasibility study (6.7) b) Transport infrastructure strategy for rail (7.5)

Bus rapid transit	Improving access to **quality and affordable BRT services** in key transport corridors The City's major investment in bus rapid transit (BRT) will improve public transport connectivity and access for the most vulnerable neighbourhoods in Cape Town. It will enable people to travel faster, more safely and affordably in key transport corridors. Key strategy is to focus the MyCiTi service on its **areas of competitive strength** – namely longer routes with relatively high levels of demand where a dedicated right of way, larger vehicles, the most direct route and quick boarding stations can be leveraged cost-effectively.	a) MyCiTi Metro South East corridor development (6.5) b) Existing MyCiTi contract renewal (6.5)

Let's get all the public transport modes functioning optimally in an integrated way to best serve the needs of residents

	CITP | IDP priorities	CITP programmes and projects/initiatives
Integrated multimodal approach	**Enhancing the integration between public transport modes to improve safety and convenience for residents** Improved scheduling, integrated ticketing and better information systems to shorten passenger journeys, particularly when they are needing to use a combination of public transport options, such as minibus taxi, MyCiTi, Golden Arrow and rail.	a) Expansion of Transport Information Centre (6.6) b) Integrated ticketing systems and payment methods (6.6) c) Fare structure alignment (6.6) d) Integration of new-generation technologies (6.6)
	Peace and stability between public transport modes and improved management of competition between and within public transport service providers. The City is committed to working with and supporting industry partners in improving minibus taxi services. This includes improving the quality, reliability and safety of services for commuters, and enhancing interoperability with other transport modes.	a) Operating Licensing Plan (6.11) b) Contracting authority function for conventional bus services (6.6) c) Minibus taxi integration (6.5.2.6) and contracted services plan (6.9)

7 TRANSPORT INFRASTRUCTURE STRATEGY

7.1 Introduction

This City's transport infrastructure strategy set out in this chapter deals with the development and maintenance of all types of transport infrastructure. This section also lists the capital programmes and projects that support the achievement of the Urban Mobility Directorate objectives as detailed in chapter 2. One of the priorities of the Urban Mobility Directorate is to determine and maintain clear linkages between purpose (why), strategy (how), objectives (what) and implementation of its programmes and projects to achieve the transport infrastructure strategy. This priority and associated strategy are contained in the Urban Mobility Directorate's capital programmes. These capital programmes together form the Programme Infrastructure Implementation Programme (PIIP) that is divided into the following categories:

a) Public transport (BRT, PTIs, etc.)
b) Roads (new, expansion, road infrastructure congestion alleviation measures, etc.)
c) Transport systems management (freeway management systems, etc.)
d) Non-motorised transport (footways, cycle tracks, etc.)
e) Safety (traffic calming measures, etc.)
f) Service support requirements (upgrading of facilities that incur capital expenditure, etc.)

Each of these broad categories are divided into programmes that support the CITP objectives and priorities such as congestion alleviation, road rehabilitation, the timeous completion of the Metro South East BRT corridor and the upgrade of depot facilities to satisfy requirements needed to deliver the Urban Mobility Directorate's functional mandate.

The following points require noting:

- Provision of rail services is not a function that is performed by the Urban Mobility Directorate, hence there is no capital programme supporting rail, although the decline of rail services is a priority that is considered in planning transport for the City.

- Certain road maintenance activities such as resealing road surfaces are not listed in this chapter as those activities are operating costs rather than capital expenditure.

The 'golden thread link' between the IDP and CITP priorities, and the projects mentioned in this chapter (and others that are linked to it), are illustrated in the tables below.

	Let's improve the safety, convenience, reliability and quality of public transport services, for the greatest number of residents, as quickly as possible	
	CITP | IDP priorities	**CITP programmes and projects/initiatives**
Road-based public transport	• **Improving the travel time and safety of all road-based public transport commuters** The City will incrementally improve public transport infrastructure and operations to improve the safety, convenience, reliability and quality of public transport services, for the greatest number of commuters, as quickly as possible. **This will include the upgrading or reconfiguring of roads to give priority to road-based public transport.** This incremental approach enables quicker improvements for more travellers across the city's transport network, and is more flexible in response to rapid changes in the transport system.	a) Public transport priority interventions on road network (6.6) b) Public transport interchange programme (7.4) c) Transport enforcement (6.8)
Passenger rail	• **Advocating for the restoration of passenger rail services** Getting passenger rail services working again is critical to improving Cape Town's public transport. The City will advocate strongly for the devolution of rail functions to a competent local authority or entity, together with concessions being made available to the private sector, so that the restoration of passenger rail services in Cape Town can become a reality.	a) Commuter Rail Plan | Rail feasibility study (6.7) b) Transport infrastructure strategy for rail (7.5)

	Let's design and maintain the road network so that people and goods can move efficiently around the city	
	CITP | IDP priorities	**CITP programmes and projects/initiatives**
Congestion management	The City is committed to **reducing the time residents spend in travelling every day** through targeted road capacity improvements, and interventions that reduce the need to travel at all or during peak times of day. The City will work to improve the speed and efficiency of the movement of freight throughout the city	a) Demand responsive traffic signal optimisation (7.3) b) Targeted road capacity enhancements (7.3) c) Travel demand management (8) d) Freight movement (10)

Road safety and maintenance	A key priority for the City is to **maintain a quality road network**, recognising its importance as a key platform for economic growth by allowing the efficient movement of people and goods throughout the city. **Safe and quality roads for pedestrians, cyclists and vehicles** are important to ensure that people can move freely throughout Cape Town.	a) Maintenance of roads, footways, cycle-ways, bridges and stormwater infrastructure(7.3) b) Non-motorised transport (NMT) infrastructure expansion initiative (9.5) c) Road network expansion and upgrades (7.3) d) Traffic calming (7.3)

7.2 Physical Infrastructure Implementation Plan (PIIP)[32]

The projects under each of these categories/initiatives are indicated below. Major projects are those exceeding R10 million. Needless to say, each of these will be taken through the appropriate concept and detailed design process, including the participation of relevant authorities (such as SANRAL and WCG) as well as other stakeholders.

The following definitions for major infrastructure projects are important:

a) New projects
Major new projects are to be projects over R10m that will be subject to the corporate stage-gate process. This includes any major new or replacement project in the capital lifecycle.

b) Refurbishment
Refurbishment projects are to be projects over R10m that will be subject to the corporate stage-gate process. This includes any refurbishment projects to maintain the capital asset or restore it to a previous operating capacity.

c) Expansion
Expansion projects are to be projects over R10m that will be subject to the corporate stage-gate process. This includes any expansion projects that are intended to increase the operating capacity of an asset.

The overview of the type of transport projects listed under the PIIP is illustrated in Figure 7-1.

[32] The PIIP presented here was compiled in 2021, so is somewhat dated, as some budget amounts have had to be adjusted. The tables in this chapter will therefore not correlate directly to the tables in chapter 13, or appendix 2. However, the source is the same, so there will be consistency in future years when the PIIP is updated in line with the latest budget figures.

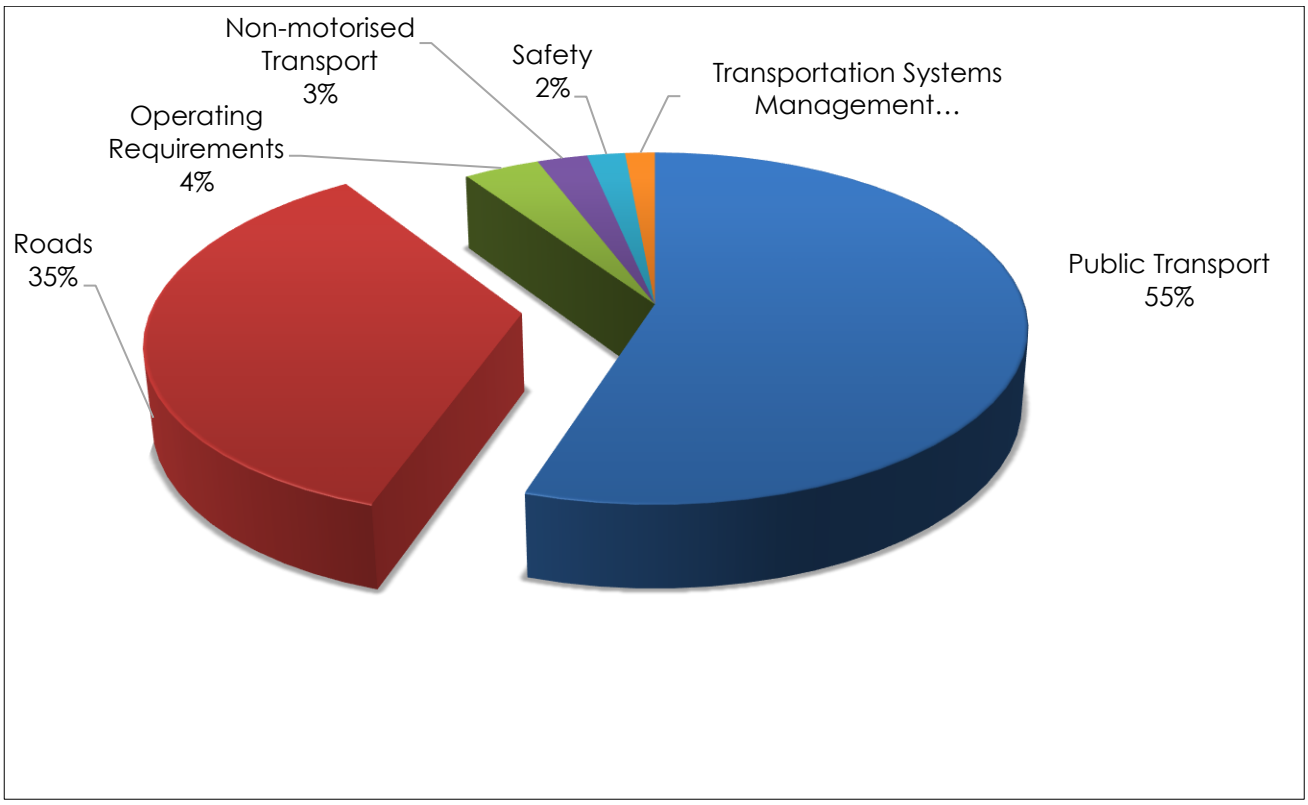


Figure 7-1: Overview of transport project types (PIIP, 2021)

The timeframes for programme rollout from the PIIP are over the next 10 years. For this section, projects are categorised as short-term over the next five years and longer-term projects planned to follow the five-year rollout. Projects listed under the five-year timeframe are relatively certain, but projects listed as long-term projects may change depending on available budgets, changes in transport demands over time and future transport scenarios. These projects are therefore indicative and subject to changes and updates.

7.3 Proposals for new facilities and improvement of existing facilities

7.3.1 Roads

The Roads Programme consists of various relief, reconstruction and supporting programmes to alleviate existing traffic conditions. These programmes include the following:

a) Road Congestion Relief Programme.
b) Metro Roads: Reconstruction (Capex).
c) Catalytic Land Development Support Programme.
d) Social Housing Support Programme.
e) Traffic Signal Infrastructure Implementation.
f) Intelligent Transport Systems Infrastructure.

7.3.1.1 Road congestion relief programme

Congestion on Cape Town roads is at an all-time high and is costly for motorists in terms of both time and money, and harmful to the environment. This requires a comprehensive strategy, looking beyond infrastructure interventions alone. Therefore, the road congestion relief project entails operational, behavioural and infrastructure components. In terms of operations, the City will continue to strategically manage public transport, including the setting of different MyCiTi tariffs for peak and off-peak periods in a bid to encourage more people to travel outside peak times.

In terms of operations, the City will continue to strategically manage public transport, including the setting of different tariffs for peak and off-peak periods (including investigating the feasibility for the introduction of a congestion charge, or parking levy regime in targeted TOD locations) in an attempt to encourage more off-peak travel and significantly reduce single-occupancy ridership.

Behavioural change will be introduced through TDM. The City's approved TDM strategy will over the next five years see the introduction of flexitime, starting with the City's own staff, carpooling and similar initiatives.

Finally, the City has made capital funding available to address major pressure points by way of infrastructure projects over the next five years. Work is planned for, among:

1) Kuils River area around Bottelary.
2) Amandel and Saxdowne Roads.
3) Kommetjie around Ou Kaapse Weg and Kommetjie Road.
4) the Blaauwberg area around Plattekloof.
5) Blaauwberg and Sandown roads.
6) the M3, M5, N1 and N2 freeways.
7) the V&A Waterfront and foreshore.

The major congestion relief projects for the short- and long-term periods are summarised in Table 7-1 and Table 7-2.

Table 7-1: Short-term major congestion relief projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Voortrekker Rd widening between Salt River canal and Prestige Dr and Cannon St widening between Royal Rd and Voortrekker Rd	Expansion	5
2	Foreshore Freeway: Linking Eastern and Western Blvd	Expansion	5
3	Berkley Rd (M5 to Prestige Dr) and Jan Smuts Dr (Prestige Dr to Oude Molen Tech High School)	Expansion	4
4	M3 Corridor: Extra inbound lane	Expansion	3
5	Erica Dr extension across R300 to Belhar Main Rd	New	4
6	Berkley Rd extension M5 to Liesbeeck Pkwy	New	5

Table 7-2: Long-term major congestion relief projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Church Street widening between Albert Road and FW de Klerk Blvd	Expansion	5
2	Jakes Gerwel (Vanguard Dr) (M7) upgrade to freeway between N1 and N2	Expansion	5
3	N2 widening between Hospital Bend and Jan Smuts Drive (M17)	Expansion	5
4	Kromboom Pkwy widening between Kromboom Rd to N2	Expansion	5
5	Constantia-Main Rd Realignment Scheme: M3 to Main Road	New	6
6	Blaauwberg Rd extension from Koeberg Road to N7 interchange and to Tygerberg Valley Road (excl WCG bridge and i/c)	New	5
7	Sheffield Rd East – Extension from Jakes Gerwel (M7) to Ottery Rd	New	5
8	R300 South – Extension to Prince George Dr (M5)	New	5
9	Baden Powell Drive between Prince George Drive and Strandfontein Road (CTWWTW section)	New	5
10	Baden Powell Drive between Eisleben Road to Swartklip Road (Wolfgat Nature Reserve section)	New	5

Expansion projects:

a) The dualling of Voortrekker Road and widening of Koeberg Road with the provision of cycle lanes and adequate sidewalks will increase the link capacity and alleviate congestion.
b) Foreshore Freeway project is large turnkey project with multiple partners. The City has embarked on a programme focused on recovery and reinvention of the CBD that has been the hardest affected during the Covid-19 pandemic. One of the factors that this programme will consider is the role of the freeway in transport planning to determine if it should be completed, including alternatives.
c) Dualling of Berkley Road and a portion of Jan Smuts Drive with the provision of cycle lanes and adequate sidewalks, includes TSM upgrades at Sunrise Circle and M5 interchange. This expansion project will alleviate congestion by improving both link and intersection capacity.

d) Additional lane from Princess Anne to Hospital Bend will increase the link and Woolsack Interchange capacity and alleviate congestion in the morning peak period.
e) Dualling of Church Street Beach Road between Albert Road and FW de Klerk Boulevard with NMT facilities to the IRT bus station. This widening will improve the link capacity between Albert Road and the ultimate FW de Klerk Boulevard upgrade with CD roads to provide improved access to the Culemborg (via Beach Road) and the Cape Town Port precinct.
f) Upgrade the M7 to freeway standard by replacing all at-grade intersections with grade-separated interchanges. This vitally important widening and conversion of at-grade intersections to grade-separated interchanges will introduce a free-flowing freeway system to the centre of the inner metropolitan freeway system in the N7 – M7 Corridor, alleviating congestion by significantly improving mobility along a missing portion of the freeway network.
g) Widening of N2 freeway between Hospital Bend, Black River Parkway (M5) and Jan Smuts Drive (M17) with consideration given to giving Public Transport priority, will increase the average speed of all road-based public transport services on this route, as well as those joining it from the Main Road (M4).
h) Widening of the Kromboom Parkway between Kromboom Road, and its offramp onto the N2, will increase the link capacity through a well-known bottleneck.

New projects:

a) Extension of Erica Drive from Belhar Main Road, Highbury over R300 to Belhar Drive, will complete an important missing link in the road network and alleviate congestion by redistributing traffic from the adjacent road network in the Belhar and Highbury areas.
b) Extension of Berkley Road with provision for cycle lanes and PT stops will complete an important missing link in the road network and will alleviate congestion through the redistribution of traffic from the adjacent road network as well as support the redevelopment of the Two Rivers Urban Park.
c) Part of the regional Constantia Road – South Road – Ottery Road Scheme providing for E-W movement between the M3, M5 and M17. The realignment of Contantia Road to South Road Extension (part of the IRT Phase 2 route to Wynberg), will complete an important regional missing link in the road network and will alleviate congestion through the redistribution of traffic from the adjacent road network, particularly reducing rat-runs through Plumstead and Wynberg as a result of the missing link.
d) Extension of Blaauwberg Road from west to east to meet up with a new interchange on the N7. This extension will complete an important missing link in the road network and will alleviate congestion by redistributing traffic from the adjacent road network. It will also provide arterial access to the new Annandale housing development.
e) Extension of Sheffield Road from Ottery Road in the west to a new Jakes Gerwel (M7)/Sheffield Road interchange to complete a missing link in the road network. This will alleviate congestion through the redistribution of traffic from the adjacent road network, creating a connection across the Philippi horticultural area. This extension will also assist in improving the level of service along Govan Mbeki Road (Meto South East BRT corridor), improving bus journey times along the route.
f) Extension of R300 from Jakes Gerwel (M7) in the east to Prince George Drive (M5) in the west. This extension will complete a vitally important missing link in the road network and will create a second connection across the Philippi horticultural area.
g) Baden Powell Drive between Prince George Drive and Strandfontein Road (CTWWTW section) as well as between Eisleben Road to Swartklip Road (Wolfgat Nature Reserve section). The CTWWTW section is the most urgent because it has been built in the tidal zone and is regularly impacted during spring tides or requiring constant cleaning of wind-blown sand.

Other minor congestion relief projects are listed Table 7-3 (short-term) and Table 7-4 (long-term).

Table 7-3: Minor short-term congestion relief projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Albert Rd (R102) and Malta Road TSM improvements	Expansion	1
2	Amandel dualling between river bridge and Church Street	Expansion	3
3	Amandel Rd dualling between Church Street to Langverwacht Road	Expansion	1
4	De Waal Road Corridor, Diep River/Southfield (Main Rd to M5)	Expansion	2
5	Jan Smuts Dr widening between N2 and Viking Way	Expansion	3
6	Jip de Jager Dr widening between Van Riebeeckshof Rd and Kommissaris St	Expansion	3
7	Muizenberg Corridor (Atlantic, Vlei and Royal Roads)	Expansion	5
8	Royal Rd widening between Vlei Rd and Prince George Dr (M5)	Expansion	5
9	Turfhall Rd widening between Belgravia Rd and Newfields Rd	Expansion	3
10	Viking Way widening between Jan Smuts Dr and Sipres Ave	Expansion	4
11	Frans Conradie Dr West – Extension between Jakes Gerwel and Sable Rd	New	4
12	Saxdowns Rd extension between Langverwacht Road and Van Riebeeck Rd (Phase 1)	New	3
13	Uys Krige Dr extension to Carl Cronje Dr	New	4

Table 7-4: Minor long-term congestion relief projects (PIIP, 2021)

NO.	MAJOR PROJECT	TYPE	CONSTRUCTION PERIOD
1	Liesbeek Parkway dualling: Malta Rd to N2	Expansion	3
2	M3 Corridor: Extra outbound lane	Expansion	3
3	Main Road/Roscommon Road, Heathfield	Expansion	1
4	Main Road, Retreat at Station Road, Zwaans Road and Dreyersdal Road	Expansion	1
5	N1 Inbound - 4th lane between IRT bridge and Christiaan Barnard	Expansion	2
6	Langeberg/De Villiers Dr extension and dualling (in sync with R300 (N) extension)	New	4
7	M3 extension: Steenberg Rd to Boyes Dr	New	1
8	Prestige Dr extension: Voortrekker Rd to new N1/Prestige Drive interchange	New	
9	Robert Sobukwe (east) extension: Peter Barlow to Strand Road/La Belle (incl bridges over railway line)	New	2
10	Sable Rd extension: Ratanga Rd to Koeberg Rd	New	
11	Saxdowns Rd – Completion between Stellenbosch Arterial and Van Riebeeck Rd via rail crossing (Phase 2)	New	2

7.3.1.2 Metro roads reconstruction (Capex)

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

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

Table 7-5: Short-term major reconstruction projects

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Rehabilitation of Jakes Gerwel Drive between Frans Conradie and Viking Way	Refurb	2
2	Rehabilitation of Main Road Simon's Town/St George Street Road/Queens Road/McFarlane Road from Dido Valley Road to Rocklands Road	Refurb	2

The rehabilitation of Jakes Gerwel Drive between Frans Conradie and Viking Way includes the full repair of the road to extend the lifespan of the road asset. It involves rehabilitation to the pavement structure.

The rehabilitation of Main Road Simon's Town/St George Street Road/Queens Road/McFarlane Road from Dido Valley Road to Rocklands Road includes the full repair of the road to extend the lifespan of the road asset. It involves rehabilitation to the pavement structure.

Table 7-6: Short-term minor reconstruction projects

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Rehabilitation of Tafelberg Road between Kloof street and the upper cableway station.	Refurb	3
2	Rehabilitation of Japhta K: Bonga Dr and Icelekwane	Refurb	1
3	Rehabilitation of Ottery Road between Govan Mbeki and Oliboom	Refurb	1
4	Rehabilitation patching of portions of Jakes Gerwel Drive between the N1 and the N2	Refurb	4
5	Rehabilitation of Giel Basson between Voortrekker and the N1	Refurb	
6	Rehabilitation and upgrade of Broadlands Road between the N2 and Fern Street	Refurb	4
7	Rehabilitation of Delft Main Road between Stellenbosch Arterial and Symphony Way	Refurb	4
8	Rehab of High Level Road between Ocean View Drive to St Johns Road	Refurb	3

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
9	Rehab of Jakes Gerwel Drive between Morgenster and Weltevreden	Refurb	4
10	Rehab of Jakes Gerwel Drive From Weltevreden Bridge to Highlands	Refurb	4
11	Rehab of Japhta K: Nyati Rd and Lawulo Rd (CPX.0016338)	Refurb	2
12	Rehab of Mamre Main Road between the N7 and Brackenfontein	Refurb	3
13	Rehab of Victoria Road between Queens Road and Bantry Steps	Refurb	2
14	Swartklip Road between Spine and Highlands	Refurb	4

7.3.1.3 Catalytic Land Development Support Programme

The CLDP is an approved programme (Council resolution of 31 July 2019) as reflected in the IDP. The prioritisation of CLDP projects was developed following the process as illustrated below.

An indicative 'long list' was divided into Level 1 (major) projects and Level 2 (minor) projects. Five Level 1 City projects were pursued for further investigation: Bellville opportunity area; Philippi opportunity area; Foreshore freeway; Paardevlei; and Athlone power station site redevelopment. The WCG's two projects are proceeding: Conradie site redevelopment, and the Two Rivers Urban Park (TRUP). Following further investigation, Paardevlei and the Athlone power station site were deprioritised. Following the cancellation of the request for proposals for the Foreshore Freeway redevelopment, it has been reconceptualised into three separate projects: only the Foreshore Freeway completion has reverted to the Urban Mobility Directorate.

The Bellville opportunity area; Philippi opportunity area and the Foreshore freeway completion are the top three CLDP priority projects, as reflected in the current IDP. As large-scale TOD projects, they 'straddle' the intersect between land and transport infrastructure investment. By their nature they are complex projects, requiring the coordination of multiple stakeholders, and some flexibility by the Urban Mobility Directorate.

The CLDP still intends to undertake further prioritisation of Level 2 projects. Some of these, which are part of broader City commitments, are continuing, e.g. C40 Reinventing Cities Zero Carbon Demonstration Projects.

All CLDP projects, with their focus on TOD, have a strong NMT element in order to promote liveable and walkable environments.

Major projects

The following table summarises the major projects related to the Catalytic Land Development Programme. Further descriptions follow below the table.

Table 7-7: Short-term major CLDP Projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Sheffield Rd (East) dualling: Govan Mbeki to Lambatha St, Browns Farm (Philippi)	Expansion	5
2	New Eisleben Rd dualling: Govan Mbeki* to R300 (Philippi)	Expansion	4
3	Robert Sobukwe (Modderdam) (north) /Durban Rd: Voortrekker to Willie van Schoor* (Bellville)	New	5

1. Dualling of Sheffield Rd to stimulate the growth and development of the Philippi opportunity area, as well as link to the N2 Interchange to facilitate access to the area as well as safe pedestrian crossing of the railway line and Jakes Gerwel Drive (M7).
2. Dualling of New Eisleben Rd to stimulate the growth and development of the Philippi opportunity area as well as link to the R300 interchange to facilitate access to the area.
3. New road alignment to facilitate access and possibly IRT services to and through the Bellville opportunity area, to Tyger Valley and Durbanville.

Minor projects

Table 7-8: Short-term minor CLDP Projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Tienie Meyer bypass extension (Bellville)		

7.3.1.4 Human Settlements Support Programme

The City's Human Settlements Strategy (HSS: 2021) recognises the value of a house as a social, economic, and financial asset. The value of a home is made up of a collection of characteristics, one of which is 'accessibility to transport and social services'.

The Urban Mobility Directorate is not responsible for the development of human settlements, but for supporting projects that are identified and prioritised in the Integrated Human Settlements Framework 2017–2022, which is approved by Council and a sector plan to the IDP. Access from these new settlements to services and opportunities are one of the fundamentals to their success.

The HSS defines 'well-located' housing as housing located on land that is near economic opportunities, transport nodes, and social facility support. Investment in transport infrastructure linked to new human settlement developments will enhance the accessibility of a significant proportion of Cape Town's most vulnerable. The two projects supported in this Sector Plan are in Masiphumelele and Kraaifontein.

Minor projects

Table 7-9: Short-term minor human settlements support projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Amadeus Rd extension		
2	Houmoed Ave (Phase 1 and 2): Noordhoek Main Road to Houmoed Ave (west)	New	5

7.3.1.5 Traffic Signal Infrastructure Implementation

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

a) Replacement of electrical cabling at traffic signals.

b) Replacement of ageing traffic signal controllers.

c) Replacement of irreparable or ageing vehicle detection equipment at traffic signals.

d) Maintenance of the hardware and software used to remotely manage traffic signals.

e) Maintenance of wired and wireless communication networks between traffic signals and the Mobility Management System.

f) Maintenance of uninterruptible power supplies at traffic signals, including replacement of batteries.

g) Replacement of LED globes at traffic signals.

All of these measures are required to ensure an efficient and safe road network, and are implemented on a need-to basis across the city.

Minor projects

Table 7-10: Short-term minor traffic signal projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Installation of new uninterruptible power supplies	Expansion	4
2	New traffic signal technologies	Expansion	5
3	Upgrading of vehicle detection equipment	Expansion	4

7.3.1.6 Intelligent transport systems infrastructure

The intelligent transport systems programme aims to maximise the operational capacity of both private and public transport. It employs technology and an information system to collect data about the performance of various parts of the system, and then implements appropriate real-time interventions and communicates appropriate messages to system users. This is controlled from the state-of-the-art Transport Management Centre (TMC).

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

Intelligent transport systems infrastructure is comprised of various related subprojects:

a) Traffic signal system upgrade project: This project ensures that the various components of the system are refurbished or replaced timeously and remain fit-for-purpose. Recent software and firmware improvements that improve remote system management will also be rolled out to all intersections to achieve a common standard across the system.
b) Freeway management system project: The existing freeway management system will continue to enable real-time detection, monitoring and management of incidents on the freeway system.
c) BMT lane and average-speed-over-distance enforcement project: Bus and minibus taxi lane enforcement by camera prevents public transport lanes from being taken up by private vehicles. Average-speed-over-distance technology aims to manage vehicle speed on the freeways to improve safety and reduce incidents.
d) Broader sustainable internet connectivity at transport network facilities: The project aims to provide broader sustainable internet connectivity at transport network facilities.
e) Transport Management System project: The processing of big data from the transport management system (TMS) will enable improved real-time responses to incidents on the arterial network, as well as improved planning and design of traffic signal timing.

Minor projects

Table 7-11: Short-term intelligent transport system projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Communication linkage	Expansion	5
2	Freeway Management System	Expansion	5
3	Road user information systems	Expansion	5
4	Traffic enforcement systems	Expansion	5

7.3.1.7 Roads: Structures (Capex)

The Road Infrastructure and Management (RIM) Unit identifies the overall maintenance and rehabilitation needs for the road network and its related structures. The projects are categorised as maintenance projects, which include everyday maintenance projects to keep the asset in good condition and are funded from the operating budget (Opex).

Projects that require rehabilitation – which include a full repair to extend the lifespan of the road asset – are referred to as refurbishment projects. These projects, listed below, are funded from the capital budget (Capex).

Minor projects

Table 7-12: Short-term road structures projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Foreshore freeway, rehabilitation of existing balustrades	Refurb	2
2	Hanover Park bridges	Refurb	2
3	Rehabilitation of existing balustrades on Nelson Mandela Boulevard	Refurb	1
4	Slope stabilisation Philip Kgosana Drive	Refurb	1

7.3.1.8 Non-motorised transport (NMT) programme

The identification and prioritisation of NMT projects aim to achieve or address the improvements of the NMT network and environment. Continual monitoring and evaluation are utilised for the identification and prioritisation of NMT projects, and are also necessary to determine whether the projects are responding to the demand.

Requirements for identification of NMT projects include the following:

a) High pedestrian volumes along the route/pedestrian desire lines (to be determined by observations and surveys).
b) Cycle volumes along route (to be determined by observations and surveys).
c) Improving access to public transport.
d) Improving access to public facilities and amenities, e.g. schools, clinics, hospitals, etc.
e) Improving access to major employment areas, shopping areas and recreational areas.
f) High pedestrian accident locations.

The projects listed here are exclusively NMT projects and exclude the NMT-related infrastructure that is constructed through the Metro South East BRT corridor project, Congestion Relief Project or other new built road projects. It is City policy to include NMT infrastructure as part of the new road design, and the total cost for the project therefore includes this.

Minor projects

Table 7-13: Short-term non-motorised projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	NMT improvements along major roads in the Elsies River area	Expansion	6
2	NMT improvements along major roads in the Kensington, Factreton and Maitland areas	Expansion	5
3	NMT improvements along Old Paarl Road from Bill Bezuidenhout to William Dabbs	Expansion	5
4	NMT improvements along Robert Sobukwe from Valhalla Drive to Symphony Way	Expansion	5
5	Viking Way from Jakes Gerwel Drive to Mutual Station	Expansion	5
6	Bosmansdam Road from Koeberg Road to Edgemead Drive	Expansion	
7	Hout Bay major roads	Expansion	
8	Salt River/Woodstock/Observatory Main Road	Expansion	
9	Hanover Park areawide NMT improvements	Expansion	
10	Jan Smuts Drive from Klipfontein Road to Berkley Road	Expansion	
11	Klipfontein Road, Gugulethu	Expansion	
12	Heideveld NMT improvements	Expansion	
13	NMT facilities in Grassy Park/Lotus River	Expansion	
14	NMT improvements in the Grassy Park/Lotus River areas, Phase 2	Expansion	
15	NMT improvements in the Nyanga area	Expansion	

Table 7-14: Long-term non-motorised projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	NMT improvements along Frans Conradie Drive	Expansion	2
2	NMT on Bosmansdam Road	Expansion	2
3	Assessment, design and improvement along Main Road in the Mowbray, Claremont and Wynberg areas	Expansion	2
4	Voortrekker Road in Goodwood, Elsies River, Parow, Tygerberg	Expansion	2
5	Areawide NMT improvements along major roads in the Khayelitsha area	Expansion	2
6	Areawide NMT improvements along major roads in the Mitchells Plain area	Expansion	2
7	Jan Smuts Drive from Turfhall Road to N2 freeway	Expansion	1
8	Pedestrian bridge from Phola Park over railway line in Gugulethu area	Expansion	2
9	Widening of NMT facility on bridge along N2 across railway line and Strand Main Road	Expansion	1
10	Spine Road from Khayelitsha (Lookout Hill) to Strandfontein Road (Strandfontein Pavilion)	Expansion	2
11	Gordon's Bay Road/Faure Marine Road from Main Road to Sir Lowry's Pass Road	Expansion	1
12	NMT improvements along Wesbank Main Road	Expansion	1
13	NMT improvements in Nomzamo and Strand areas	Expansion	1
14	Van Riebeeck Road, Kuils River: UA	Expansion	1

7.3.2 Safety

Road safety is an important component of creating a desirable transport ecosystem in Cape Town (hence the need for a Road Safety Strategy). This category of projects deals primarily with safety, the majority of which address traffic calming. However, rail level crossings also pose a risk to safety of travellers, and projects to deal with this risk have been included here, despite the fact that there is still no resolution on who is responsible for level crossings. Generally, safety projects aim to do the following:

a) Reduce the risk of death or injury to users of the road network. The perception of risk will reduce with an improvement in driver behaviour, leading to an increased feeling of safety for other travellers, residents and visitors alike.
b) Improve the quality of life for all residents, particularly those who rely predominantly on walking as a mode of transport.
c) Demonstrate that the City cares for its residents and visitors.
d) Reduce the burden of road traffic crashes on the local economy and make Cape Town a safer place to live and do business.

7.3.2.1 Rail Level Crossing Elimination Programme

Table 7-15: Short-term major rail level crossing elimination projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Buttskop Road level crossing elimination	New	5
2	Military Road level crossing elimination	New	5

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

Minor projects

Table 7-16: Short-term minor rail level crossing elimination projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Uxbridge Road and Albertyn Road (bridge at Old Boyes Drive) level crossing elimination	New	5
2	White Street (Tokai Road extension to Concert Boulevard bridge) level crossing elimination	New	5

7.3.2.2 Traffic Calming Programme

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

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

Table 7-17: Short-term traffic calming projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Alpine Street, Mitchells Plain	Expansion	1
2	Beefwood Road, Eerste River	Expansion	1
3	Bolivia Way, Malibu Village	Expansion	1
4	Gwayi Street, Philippi	Expansion	1
5	Jonkershoek Street, Mitchells Plain	Expansion	1
6	Maphongwana Avenue, Khayelitsha	Expansion	1
7	Mcewula Street, Khayelitsha	Expansion	1
8	Mdubi Street, Philippi	Expansion	1
9	Mpofu Street, Khayelitsha	Expansion	1
10	Msingizane Street, Philippi	Expansion	1
11	Ncumo Road, Khayelitsha	Expansion	1
12	Opperman Street, Mitchells Plain	Expansion	1
13	Speyer Drive, Blue Downs	Expansion	1

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
14	Unknown Street, Philippi	Expansion	1
15	Westbank Main Road, Westbank	Expansion	1
16	Traffic calming annual allocation	Expansion	10

7.3.3 Transport Systems Management

Transport Systems Management programmes include the maintenance of existing traffic signal infrastructure and the implementation of capital works (TSM projects) to improve capacity and safety on the road network.

Maintenance of traffic signal infrastructure includes:

a) Controller replacement: Replacement of ageing traffic signal controllers.
b) LED replacement: Replacement of ageing LED globes at traffic signals.
c) Maintenance of signal communications: Maintenance of wired and wireless communication networks between traffic signals and the Mobility Management System.
d) Maintenance of the Mobility Management System: Maintenance of the hardware and software used to remotely manage traffic signals.
e) Maintenance of uninterruptible power supplies: At traffic signals, including replacement of batteries.
f) Rehabilitation of traffic signal cabling: Replacement of electrical cabling at traffic signals.
g) Rehabilitation of vehicle detection equipment: Replacement of irreparable or ageing vehicle detection equipment at traffic signals.

Transport Systems Management Projects (TSM Projects) are low-cost, high-impact capital works that improve the carrying capacity of the road network, typically at intersections, or the safety of road users. The problems that these projects aim to solve are often identified by the public but can also flow from high-level assessments such as those performed under the congestion relief programme.

These capital projects are developed and subject to an economic evaluation in order to determine their relative priority for implementation. A minimum rate of return in the first year of the project is generally considered to be the threshold for acceptance.

7.3.3.1 Maintenance of traffic signal infrastructure

Functioning traffic signals ensure an efficient and safe road network with an optimised throughput/traffic flow.

Table 7-18: Short-term traffic signal maintenance projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Controller replacement	Refurb	7

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
2	LED replacement	Refurb	5
3	Maintenance of signal communications	Refurb	5
4	Maintenance of the Mobility Management System	Refurb	5
5	Maintenance of uninterruptible power supplies	Refurb	5
6	Rehabilitation of signal cabling	Refurb	6
7	Rehabilitation of vehicle detection equipment	Refurb	6

7.3.3.2 Transport Systems Management Programme (TSM)

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

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

There are currently 1 725 signalised intersections (including 411 pedestrian signals) in Cape Town. As each intersection is unique, and flows vary significantly during the daily and weekly cycles, not all these signals are synchronised with each other. Those that should be synchronised either in local control or are on SCOOT (the split, cycle and offset optimisation technique) system: 454 signals are on this system, with more being added from time to time. Signals under SCOOT control feed traffic data to the City's traffic management centre (TMC) where the SCOOT algorithm generates phase times and feeds them back to the street on a continuous basis. The purpose of this system is to maintain efficient flows within a region with similar traffic characteristics. The interfaces between regions are also managed.

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

Not all traffic signals in Cape Town are not optimally coordinated or responsive, a situation that can be improved through the dedication of additional skilled human resources. The adaptive control system requires updating, and constant (live) management to maintain the whole system (Vanderschuren, pers. comm., 2018). This requires skilled traffic engineers to manipulate it to maintain high levels of efficiency. Any operational strategy to reduce congestion must include adequate numbers of traffic engineers to constantly monitor and tune the system.

More recently in cities that are promoting public transport, urban traffic control aims to improve the capability, safety and reliability of transport, with a focus on public transport so as to maximise the use and capability of the existing infrastructure. The person throughput is the unit of measure (rather than vehicle throughput), so as not to be biased towards private vehicles (Vanderschuren, pers. comm., 2018). In some cities, traffic signals are enabled to prioritise NMT and PT through sensing pedestrians wanting to cross, and buses approaching, and changing the signalling accordingly.

The City's TSM programme has room for expansion to maximise operational efficiencies, improve safety and to manage crises. The TSM programme requires additional skilled human resourcing, supported by budget increases. A portion of the TSM budget should be used specifically to support incremental public transport and NMT improvements. Examples of this would be 'queue-jumping' for public transport vehicles and bike 'boxes' at signalised intersections.

Table 7-19: Short-term Transport Systems Management (TSM) projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	35th/Balvenie, Cravenby	Expansion	6
2	Buitengracht x Bloem Street, Cape Town	Expansion	6
3	Imam Haron, Lansdowne	Expansion	6
4	Jan Smuts Drive and Twelfth Avenue and Water Works access	Expansion	6
5	Langerman x Loxton, Milnerton	Expansion	6
6	Otto du Plessis x 11th Avenue, Melkbosstrand	Expansion	6
7	Roscommon Road/Gordon Road, Heathfield	Expansion	6
8	TSM annual allocation	Expansion	10

7.4 Giving priority to public transport

7.4.1 BRT/IRT Programme

The methodology for prioritising the BRT rollout was for the Integrated Public Transport Network (IPTN) Plan 2015–2032 (dated 2014) to identify phases, according to projected demand. The methodology used in establishing the prioritisation of the current IPTN corridors were evaluated on five criteria and then subjected to two sensitivity tests.

These tests served to reinforce the evidence to prioritise routes T11/12 as Phase 2, as evidenced in Table 7-20 below:

Table 7-20: Recommended implementation order of new IPTN corridors

PRIORITY	PROJECT	TRUNK ROUTE
1	Metro South East – Claremont/Wynberg	T11 and T12
2	Blue Downs corridor	Rail
3	Khayelitsha – Century City	T17
4	Klipfontein Road	D12
5	Symphony Way	T13
6	Strandfontein – CBD	T15
7	Westlake – Bellville	T14
8	Eersterivier – Blouberg corridor	T16
9	Kraaifontein – Century City	T19
10	Gordon's Bay – Retreat	T10

The conceptual alignment of the top priority corridor, being the Metro South East Corridor, is shown in the map below (technically referred to as 'Phase 2A').

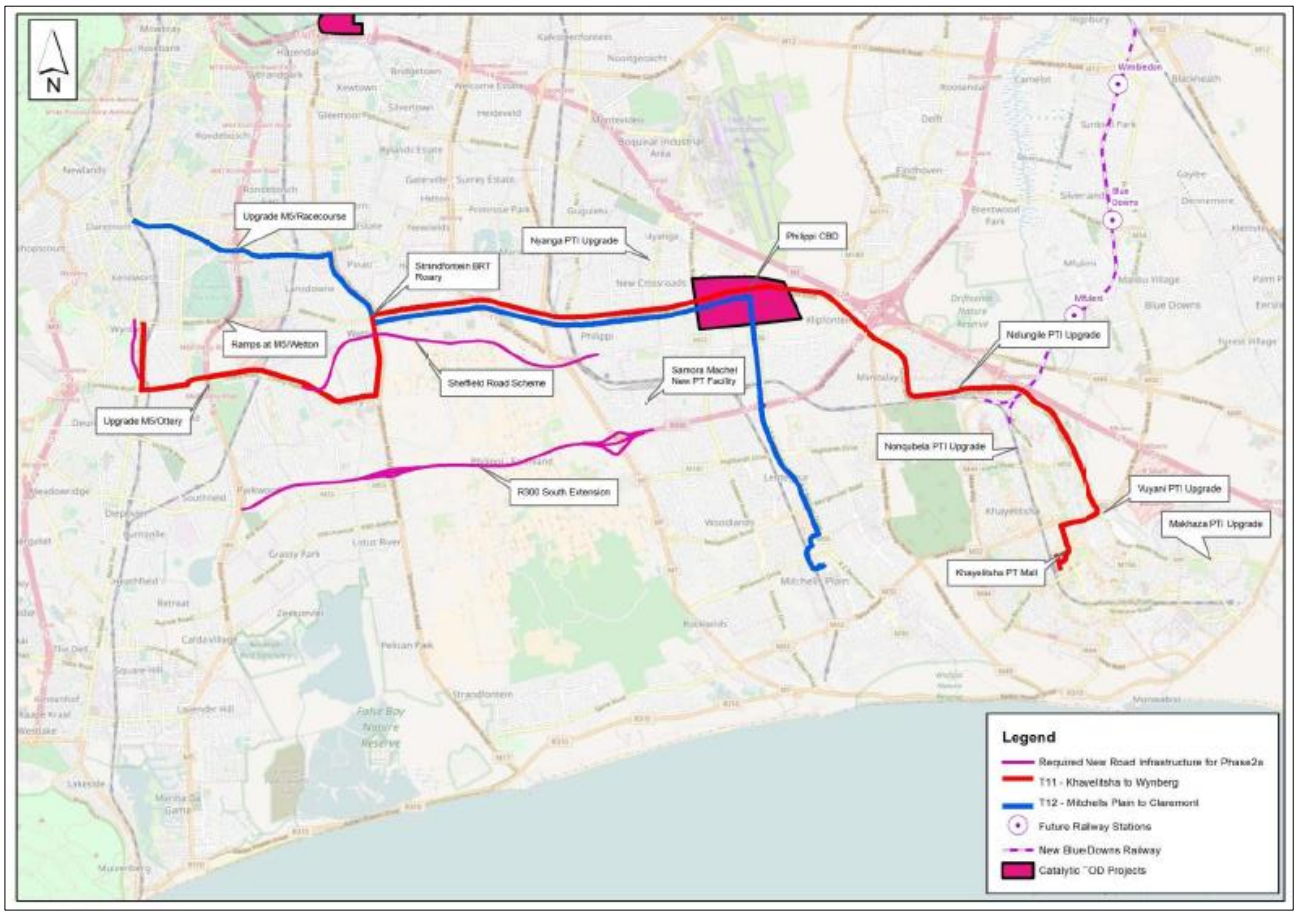


Figure 7-2 Metro South East Corridor concept plan

The construction programme consists of the following:

a) Depots for the maintenance and holding of the MyCiTi buses.
b) Stations along the routes.
c) Trunk routes.
d) Upgrading of public transport interchanges (PTIs): Nyanga, Nolungile, Wynberg, Claremont, Hanover Park.
e) Pedestrian bridges.
f) Non-motorised linkages.
g) Community-based intervention strategy (CBIS).

The system will require approximately 230 buses, the majority of which are 18 m buses and will transport in excess of 100 000 passengers per day.

The following table lists the infrastructure that will be constructed as part of this project;

Table 7-21: Short-term Transport Systems Management (TSM) projects (PIIP, 2021)

METRO SOUTH EAST BRT CORRIDOR PROJECTS	
Depots	- Depot enabling - Depot building works in Mitchells Plain and Khayelitsha - Depot enabling and building works in Wynberg
Stations	- Closed trunk stations (13 in total)
East and West - trunk and feeder routes	- Trunk E1 – M9 Heinz – Sheffield - Trunk E2 – M9 Sheffield – Intsikizi - Trunk E3 – M9 Intsikizi – Morning Street - Trunk E4 – M9 Morning Star – Mew Way - Trunk E5 – Trunk Ext – Spine – Chris Hani - Trunk E6 – AZ Berm Stock – Mitchells Plain ITC - Trunk E7 – M9 Mew Way – Spine - Trunk E8 – Hold areas and driver facilities - E9 – Direct routes - W1 – Roadway – Imam Haron/Chichester - W2 – Roadway – Turfhall Road - W3 – Jan Smuts - W4 – Roadway – Govan Mbeki - W5 – Roadway – Ottery Road - W6 – Roadway – Wynberg couplet - W7 – Feeders - South Road construction IPTN 2032 programme: Development of a model contract for future use when contracting VOCs - IPTN 2032 programme: Establishment of the VOC Penalty Committee
PTIs	- Nyanga PTI - Nolungile PTI/Vuyani PTI - Manenberg PTI - Nonqubela PTI - Samora Machel PTI - Public transport facilities: Makhaza: minibus taxi facilities - Public transport facilities: Makhaza: bus facilities - Wynberg PTI
Community-based intervention	- Construction of one pedestrian bridge and two sets of walls - CBIS opportunities
Metro South East Corridor NMT	- NMT improvements along Heideveld Avenue from Vangate Mall (Vanguard Drive) to Duinefontein Road and Ascension Road to Klipfontein Road (4,4 km including 5th Avenue 1,0 km and Ascension Road 0,3 km)

METRO SOUTH EAST BRT CORRIDOR PROJECTS	
	- NMT improvements in Nyanga along NY3A, Koornhof Road, 3rd Avenue and NY78. - Jan Smuts Drive from Turfhall Road to N2 freeway - Areawide NMT improvements along major roads in Mitchells Plain - Areawide NMT improvements along major roads in Khayelitsha - NMT improvements in Hanover Park - Jan Smuts Drive: from Spine Road to Berkley Road, including side road linkages.

The map below indicates the location of the route sections referred to above, followed by tables of the capex items involved.

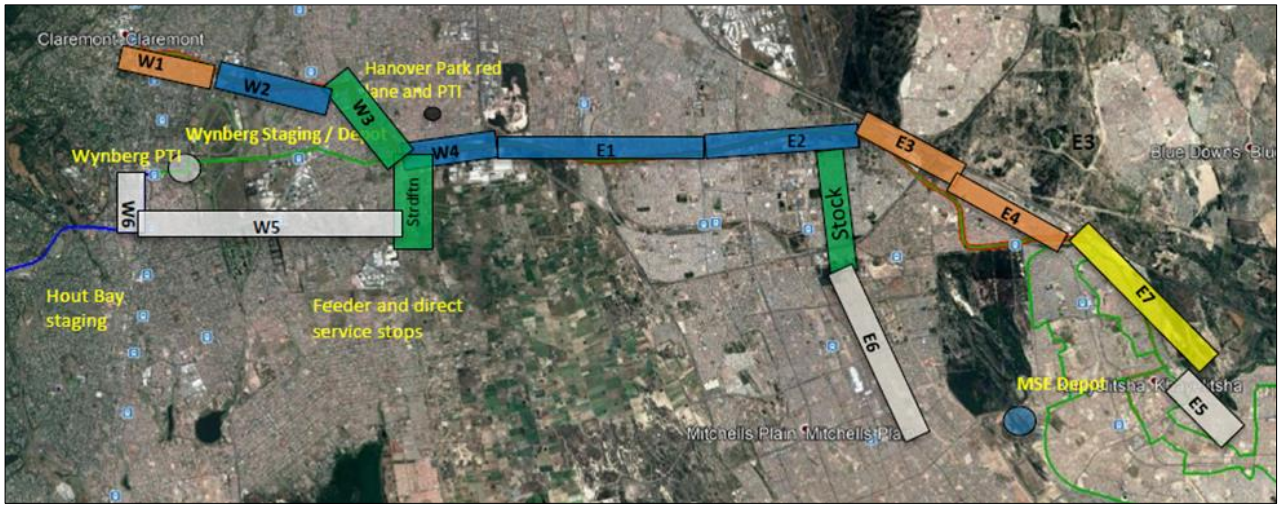


Figure 7-3 Metro South East BRT route sections

Table 7-22: Short-term major BRT/IRT projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	IRT depots: Spine Road depot	New	3
2	IRT: Control Centre: Phase 1: APTMS maintenance	Refurb	6
3	IRT: Fare collection: Phase 1: AFC operations and maintenance	Refurb	6
4	BRT trunk route infrastructure: E6	New	3
5	BRT trunk route infrastructure: E1	New	4
6	BRT trunk route infrastructure: W4	New	4

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
7	IRT depots: Wynberg staging	New	3
8	BRT trunk route infrastructure: E3	New	2
9	BRT trunk route infrastructure: W1	New	2
10	BRT trunk route infrastructure: W2	New	2
11	BRT trunk route infrastructure: E2	New	3
12	BRT trunk route infrastructure: E4	New	3
13	BRT trunk route infrastructure: E5	New	3
14	BRT trunk route infrastructure: E7	New	3
15	BRT trunk route infrastructure: E8	New	3
16	IRT stations: IRT Ph2A: Trunk stations - closed median - batch A	New	1
17	IRT stations: IRT Ph2A: Trunk stations - closed median - batch B	New	2
18	BRT trunk route infrastructure: W5	New	3
19	BRT trunk route infrastructure: South Road	New	2
20	BRT trunk route infrastructure: W7	New	2

Table 7-23: Short-term minor BRT/IRT projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	E10	New	
2	E11	New	
3	E9	New	
4	IRT Ph2A: Trunk stations - closed median - batch C	New	

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
5	Ph2A: Trunk stations - closed median - batch D	New	
6	W6	New	
7	AFC infrastructure	Refurb	
8	APTMS infrastructure	Refurb	

7.4.2 Public Transport Interchange Programme

7.4.2.1 PTI upgrade identification and prioritisation methodology and project pipelining

The design and operations of public transport interchanges (PTIs) not only impact on the comfort, convenience and safety of the users, and the efficiency of the public transport system as a whole, but are also a significant determinant of the extent to which transport investments yield economic benefits. It is estimated that 52% of trips were undertaken by public transport in 2019. PT facilities are essential to all of these trips, and particularly to intermodal transfers. The trips create the opportunity for face-to-face interactions, which facilitate economic activity.

In addition, the footfall created by passengers using PT facilities generates threshold populations that support economic activity at these facilities and their surrounds. In this way, PTIs become centres for transit-oriented development, which, over time, will lead to the intensification of land use around them. PTIs also allow for, and are encouraged to support, both formal and informal trading of goods and services. Most informal retail trade relies on these facilities to attract clientele during both pre-trip initiation and post-trip completion, as well as during wait times between trip transfers.

Integral to each PT facility construction or upgrade project is the upgrade of supporting pedestrian facilities, and the associated environment to support safe and comfortable NMT movement.

All facilities have been categorised into one of four categories, as shown in the IDP:

A: Large, regional multimodal interchanges.
B: Medium to large local interchanges.
C: Those that are part of a larger turnkey or integrated project.
D: Small-scale public transport facilities.

This resulted in a review of the 2010 list for the immediate (five-year) PTI programme, which was presented to the Transport Portfolio Committee in 2018 and appears in the IDP:

CATEGORY	PROJECTS
A	Inner City Transport Hub
B	Masiphumelele PTI Du Noon PTI Makhaza/Chris Hani PTI Retreat PTI Somerset West PTI
C	Orio projects: Nolungile, Vuyani, Nyanga, Khayelitsha and Samora Machel TOD priority projects: Bellville PTI
D	Various minor upgrades

The following facilities have been upgraded or built since then. Others on the original list were deprioritised as a result of changes to the MBT operations there.

PTI	COMPLETION DATE
Claremont P&R	2014
Diepriver P&R	2014
Eerste River	2016
Heathfield P&R	2014
Kenilworth P&R	2014
Lentegeur PTI	2018
Masiphumelele PTI	2020
Nomzamo PTI	2016
Steenberg P&R	2014
Wallacedene PTI	2015

Following this, the PTI programme had to be augmented to support the Metro South East corridor rollout of BRT major stations (Wynberg, Nonqubela, Samora Machel, Manenberg and Makhaza PTIs), and the BFI-funded Orio projects (approved in 2018) co-funded by Dutch funding: Nyanga, Nolungile, Vuyani, Khayelitsha CBD. Orio is a development programme partnering with the City to co-plan and co-fund targeted integrated PTI development, including developing and implementing precinct management models.

Other projects were prioritised for specific reasons.

PTI	REASON FOR INCLUSION
Durbanville	Rapid growth beyond physical capacity. Strong community support and co-funding from the subcouncil. This assists in facilitating design and construction.
Wesbank, Delft	Community support and subcouncil co-funding. This assists in facilitating design and construction.
CBD	Strong pressure to conform to safety standards and operational efficiency.
Mfuleni	In support of a broader USDG project.

The overall PTI Programme is summarised in the following tables:

PUBLIC TRANSPORT INTERCHANGE PROGRAMME	NUMBER OF PROJECTS
Major	3
New	3
Minor	18
New	18
Grand total	21

Major projects

Table 7-24: Short-term major PTI projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Inner City Transport Hub	New	12
2	Bellville PTI	New	6
3	Wynberg: Public Transport Hub	New	7

Minor projects

Table 7-25: Short-term minor PTI projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Bloekombos PTI	New	3
2	Delft PTI	New	4
3	Durbanville PTI	New	4
4	Macassar PTI	New	2
5	Manenberg PTI	New	3
6	Mfuleni PTI	New	4
7	Nolungile PTI	New	5

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
8	Nonqubela PTI	New	4
9	Nyanga	New	
10	Parow PTI	New	5
11	Public transport facility: Makhaza: bus facility	New	4
12	Public transport facility: Makhaza: minibus taxi	New	2
13	Retreat PTI	New	4
14	Samora Machel PTI	New	4
15	Somerset West PTI	New	3
16	Vrygrond PTI	New	2
17	Vuyani	New	6
18	Wesbank PTI	New	3

A new assessment is currently being carried out and will be included once completed and approved. More detail on these, and the result of the study, will be provided when approved. The design guidelines that determine the facilities to be provided are being revised: there are several factors, including need, and the space available. A 'gap' that will need to be addressed is precinct management, which includes operational management of the MBTs as well as the related services, security and economic activities.

7.4.3 Other public transport infrastructure

This section includes public transport infrastructure that is not part of the IRT Metro South East corridor programme.

Minor projects

Table 7-26: Short-term other public transport infrastructure projects (PIIP, 2021)

NO.	PROJECT	TYPE	CONSTRUCTION PERIOD
1	Feeder bus station	Expansion	3
2	Hertzog U-turn	Expansion	
3	MyCiTi bus stops	Expansion	4
5	Taxi embayments[33]	Expansion	8
6	Improve access to Tollgate depot	Expansion	
7	Shelter replacements	Expansion	3

7.4.4 Priority measures for public transport

Road-based public transport is significantly affected by congestion wherever it operates in mixed traffic. The City initiated a project in 2021 to identify road sections where public transport users are affected the most. The purpose of this project was to identify and rank road-based public transport routes with high passenger demand profiles that are impacted by operational constraints and to identify interventions that would positively impact the most public transport users while possibly contributing to a modal shift towards public transport. For more details of this investigation, refer to report: City of Cape Town, Addressing Delays for Road Based Public Transport Users, June 2021.

The study identified and prioritised 40 locations across the City that are clearly causing the most delays to public transport users. In many instances, the delays are also experienced by general traffic and any upgrades aimed at improving public transport movements would also improve operations of general traffic.

Many of the 40 locations identified in this study were known constraints and at many of them, solutions and improvements were identified in the past. This project focused further on those locations for which no improvement measures have been defined previously. This resulted in a final list of 11 PT priority locations.

The top 40 locations are illustrated graphically in Figure 7-4.

[33] Embayments for MBTs and GABS buses are prioritised based on request from GABS, subcouncils and public transport users. The locations are first evaluated from a demand and traffic safety perspective.

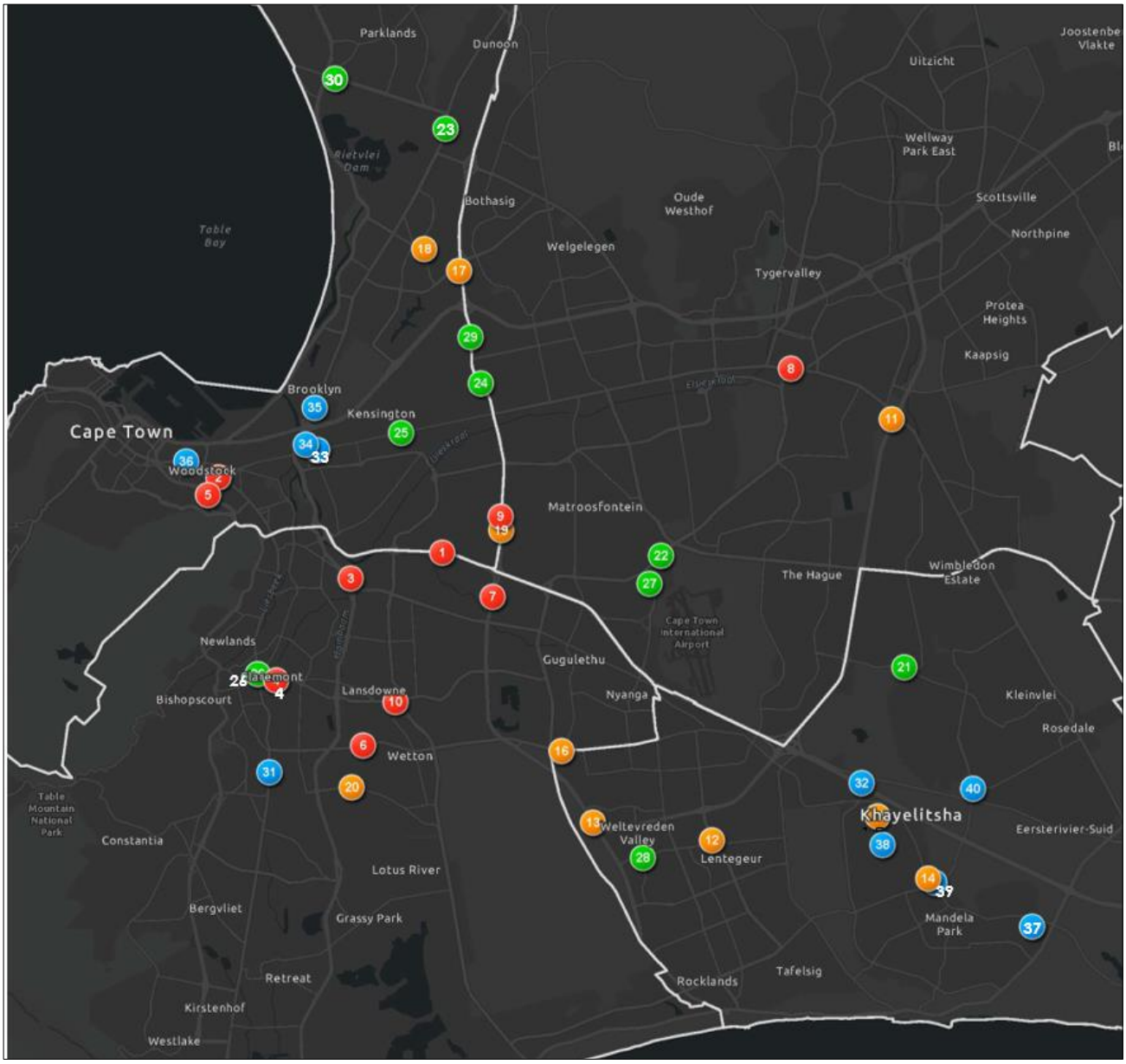


Figure 7-4: PT priority locations: Top 40

The top five priorities are the following:

1) N2 inbound – from Borcherds Quarry to Liesbeek Parkway.
2) Main Road through Woodstock and Salt River.
3) Klipfontein Road inbound – Main Road to Calendula Road.
4) Imam Haron Road – Stanhope Road to Chichester Road.
5) Nelson Mandela Blvd (N2) outbound – between Strand Street and Main Road.

Four of the top five priority locations are well known to the City and can be described as systemic in the sense that all of them require significant interventions over a larger area, rather than just a local intervention. These high-priority locations are all in the proximity of Hospital Bend or the confluence of the N2/M3 and N2/M5 interchanges and involve the N2 (inbound and outbound), Main Road through Salt River and Klipfontein Road in the vicinity of Mowbray.

The scope of the project was to identify priority locations where local improvements will have the most benefit to public transport operations. The top five priorities are known and have been identified previously as the highest priorities in the City regarding delays to public transport users.

The solutions to resolve these top priority constraints were not included as part of the scope of this project. These will be investigated individually as separate projects that can build on the work that the City has already done internally.

An assessment of the Top 40 PT priority locations revealed that at many locations, suitable and applicable improvement measures have already been identified. At 11 of the 40 locations, further investigations were done to identify suitable short-term/interim improvements. Those locations were further investigated to determine reasonable and applicable proposals that will reduce the delay currently experienced. Conceptual design proposals were prepared for each of these 11 locations. A summary of the 11 locations is provided in Table 7-27.

Table 7-27: Eleven PT priority locations with short description of proposed improvements

Location description			Total pax min lost		Total AM and PM pax min lost	Overall ranking	Improvement measures	
Road name	Section	Area	AM	PM			No	Short description
Wetton Road (M9)	Kromboom Parkway to Old Strandfontein Road	Wetton	288 373	66 238	354 610	6	C1.1	Queue jump lane EB
							C1.2	Rail bridge widening WB
Jakes Gerwel Dr (M7)/Viking Road	N2 Freeway to Viking Road	Bonteheuwel	267 171		267 171	9	C2	Interchange
R300 Freeway/ Strand Road interchange	Peter Barlow Road to R300 freeway	Bellville CBD	151 556	81 996	233 552	11	C3.1	Loop ramp
							C3.2	Left-turn lane
R300 freeway/AZ Berman Drive interchange	R300 freeway to Petunia Street and Westbound off - ramp	Mitchells Plain	215 278		215 278	12	C4.1	Loop ramp
				11 200			C4.2	Left-turn lane
R300 Freeway/Jakes Gerwel Drive (M7) Include Oliver Tambo Drive	Weltevreden Parkway to Jakes Gerwel Drive and Oliver Tambo Drive to Unknown Road south of R300	Mitchells Plain	150 973	37 528	188 501	13	C5.1	Triple WB RT lane
							C5.2	Directional WB ramp
							C5.3	Seagull-type intersection
N7 Freeway/ Bosmansdam Road interchange	Montague Drive to Eastern Terminal	Monte Vista	126 369	0	126 369	17	C6	Directional SB ramp
Hindle Road (M54)	R300 Freeway to Eersriv Way	Delft	63 028	45 282	108 310	21	C7	Dualling
Robert Sobukwe Road (M19)/ Stellenbosch Arterial (M12)	Borcherds Quarry Road to De la Rey Road	Bishop Lavis	101 511	0	101 511	22	C8	Interchange
Jakes Gerwel Drive (M7)/Voortrekker Road	Milton Road to Voortrekker Road	Goodwood	0	89 563	89 563	24	C9	Interchange
Robert Sobukwe Road (M19)/Borcherds Quarry Road	Southern approach	Bishop Lavis	75 489	0	75 489	27	C10.1	Close north leg
							C10.2	Grade separation
Koeberg Road	Justin Street to M5/N1 interchange	Brooklyn	43 110	0	43 110	35	C11	Queue jump lane SB

The mitigation measures that are proposed for the 11 PT priority locations to reduce the delays at the specific location are mainly infrastructure upgrades. It is acknowledged that under certain circumstances, operational changes and improvements can also result in improvements at some locations but these were not further explored as part of this project.

The 11 projects listed in Table 7-27 above are shown graphically in the following Figure 7-5.

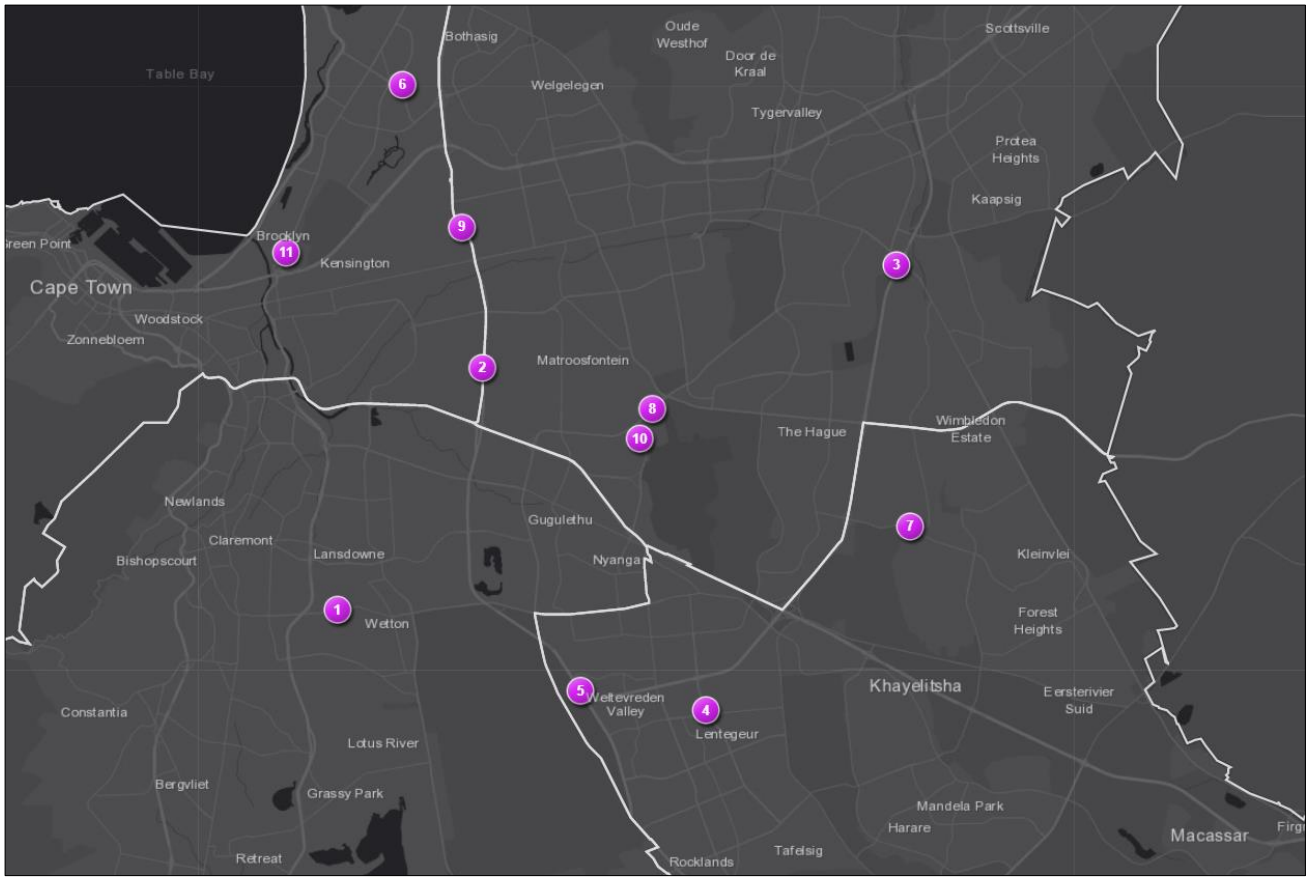


Figure 7-5: 11 PT priority locations

7.5 Planned major road projects by WCG

While the City does not take ownership of the projects listed below, as the planning authority it takes cognisance of the infrastructure plans and investments of the provincial authority. The projects are included in the congestion relief priority list as a separate category, recognising that the road system operates 'above' ownership 'boundaries', and that the road upgrade (or failure) of one authority directly impacts on the road system as a whole.

Below are the main funded projects of the WCG ranked per current financial year. Progress with these projects and issues of mutual concern relating to them are addressed in the IPC Infrastructure Subcommittee.

Table 7-28: Top 10 WCG Medium-term Expenditure Framework (MTEF) projects in the Cape Town area

Name of project	MTEF 2023/24	MTEF 2024/25	MTEF 2025/26	MTEF TOTAL
AFR Wingfield interchange	R75 000 000	R5 000 000	R0	R80 000 000
Safety improvement N7 Potsdam - Melkbos - Van Schoorsdrift interchange	R40 000 000	R150 000 000	R130 000 000	R320 000 000
Rehab/upgrade Waarburgh/Protea Road	R60 000 000	R40 000 000	R0	R100 000 000
CCT Provincial Roads	R80 500 000	R39 555 000	R39 821 000	R159 876 000

CYCC - Horizon Bosasa upgrade	R26 132 000	R0	R0	R26 132 000
Design fees rehabilitation	R60 000 000	R65 000 000	R70 000 000	R195 000 000
Design fees upgrade	R64 000 000	R64 500 000	R65 325 000	R193 825 000
Maintenance - Cape Town	R342 286 000	R334 577 000	R350 863 000	R1 027 726 000
Maintenance - Cape Town PRMG	R35 000 000	R20 000 000	R20 000 000	R75 000 000
Urgent maintenance - CYCC	R34 090 000	R30 539 000	R31 907 000	R96 536 000
Grand total	**R817 008 000**	**R749 171 000**	**R707 916 000**	**R2 274 095 000**

7.6 Planned major road projects by SANRAL

While the City is not responsible for the projects listed below, as the planning authority it takes cognisance of the infrastructure plans and investments of the SA National Roads Agency (SANRAL). The projects are included in the congestion relief priority list as a separate category, recognising that the road system operates 'above' ownership 'boundaries', and that the road upgrade (or failure) of one authority directly impacts on the road system as a whole.

Below are the main funded projects of SANRAL. Progress with these projects and issues of mutual concern relating to them are addressed in the IPC Infrastructure Subcommittee.

Table 7-29 Current SANRAL projects in the Cape Town area

PROJECT	ESTIMATE CONSTRUCTION COMMENCEMENT	TOTAL ESTIMATE
Old Oak Rd to Brighton Rd interchange	2024 (duration three years)	R 950 million
Brighton Rd Interchange to Koelenhof interchange	2024 (duration three years)	R 500 million
R300 (Stellenberg interchange)	Not available yet	R 600 million
Swartklip Rd interchange to Baden Powell Dr interchange	2024/2025 (duration three years)	R1 200 million
De Beers to Broadlands Rd interchange	2024/2025 (duration three years)	R1 500 million
Broadlands Rd interchange to Sir Lowry's Pass	2024/2025 (duration three years)	R1 200 million
TOTAL NEW PROJECTS		**R 5 950 million**

7.7 Transport infrastructure strategy for rail

7.7.1 Current rail network and system

The existing PRASA passenger rail network serving the Cape Town region consists of nine routes radiating outwards from Cape Town Station. The network consists of 1 014 km of rail track with 1 473 signals and 125 station. The coverage of the rail network to the north is limited to only a few train services per day to Malmesbury and Worcester. These lines and the Monte Vista line are owned by Transnet Freight Rail (TFR).

PRASA's depot facilities for the maintenance and repair of rolling stock are located at Salt River and Paarden Eiland. Staging facilities for parking trains overnight are located at the following stations and yards (Source: Metrorail, 2013):

1) Cape Town Station
2) Salt River Yard
3) Paarden Eiland Yard
4) Bellville Station
5) Kraaifontein Yard
6) Wellington Station
7) Worcester Station
8) Malmesbury Station
9) Strand Yard
10) Retreat Yard
11) Fish Hoek Station

PRASA's control centre from which all train operations are controlled, is currently located at Windermere in Century City, but will be relocated in future to Bellville.

The City has a rail permit over freight rail sidings. It is legally required (under section 14 of the MFMA, and under the National Rail Safety Regulator Act, Act 16 of 2002) to protect and maintain, and not dispose of, these freight rail sidings, which are focused in Epping and Belville. While the trend has been to move away from local distribution of freight by rail, environmental factors and scheduling system technology could contribute to this trend being reversed in the future. As recycling trends grow, the movement of clean waste by rail may be needed. Sidings should therefore be protected in the short and medium term.

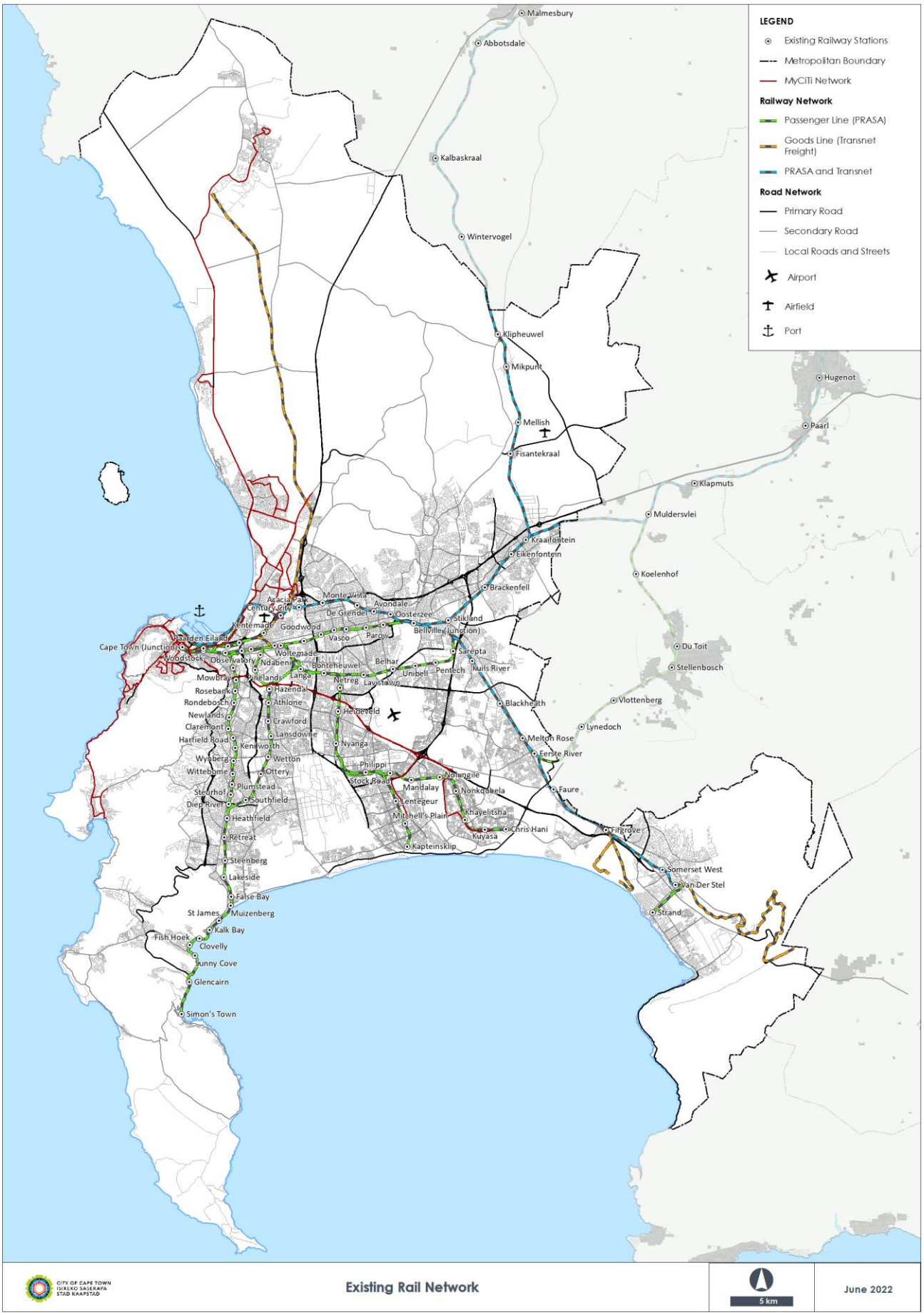


Figure 7-6: Existing rail network

7.7.2 Future desired rail extensions and stations and ranking of importance

The proposed rail network (including rail lines and stations) is shown in Figure 7-7. This shows both the existing and the proposed rail infrastructure. The IPTN includes new rail lines, stations, extensions and upgrades that are proposed to be in operation by 2032, with the possible exception of the Chris Hani line extension. These are discussed in more detail below.

a) A new double-track rail link is planned through Blue Downs from Nolungile Station (Khayelitsha) to Kuils River Station, consisting of a double-track approximately 9 km long, with three new rail stations, namely Mfuleni, Blue Downs and Wimbledon.
b) The existing single-track line to Strand between Eerste River Station and Firgrove Station needs to be doubled to accommodate the increase in capacity required to meet the expected future demand on this route.
c) New stations at Philippi West and Bloekombos are proposed by PRASA for construction in the short to medium term.
d) The existing line between Kraaifontein and Fisantekraal needs to be electrified and the current siding at Fisantekraal must be upgraded to a station to accommodate an increase in passengers and the increased train frequency required to serve development in that area. The proposed Joostenberg North and South stations along this line are also envisaged to be constructed by 2032 to accommodate the expected growth in this area.
e) Future stations at N1 City and Nomzamo are planned by PRASA for the long term.
f) An extension of the existing Khayelitsha line from Chris Hani Station (Khayelitsha) to Firgrove Station (Somerset West) may be needed depending upon the pace and scale of the proposed development at the Paardevlei site between Macassar and Somerset West. This rail extension will be required when the planned BRT trunk route (T10) between Khayelitsha and Strand reaches its capacity. For that reason the IPTN Operations Plan includes the BRT trunk route T10, but does not include the rail route from Chris Hani to Firgrove.

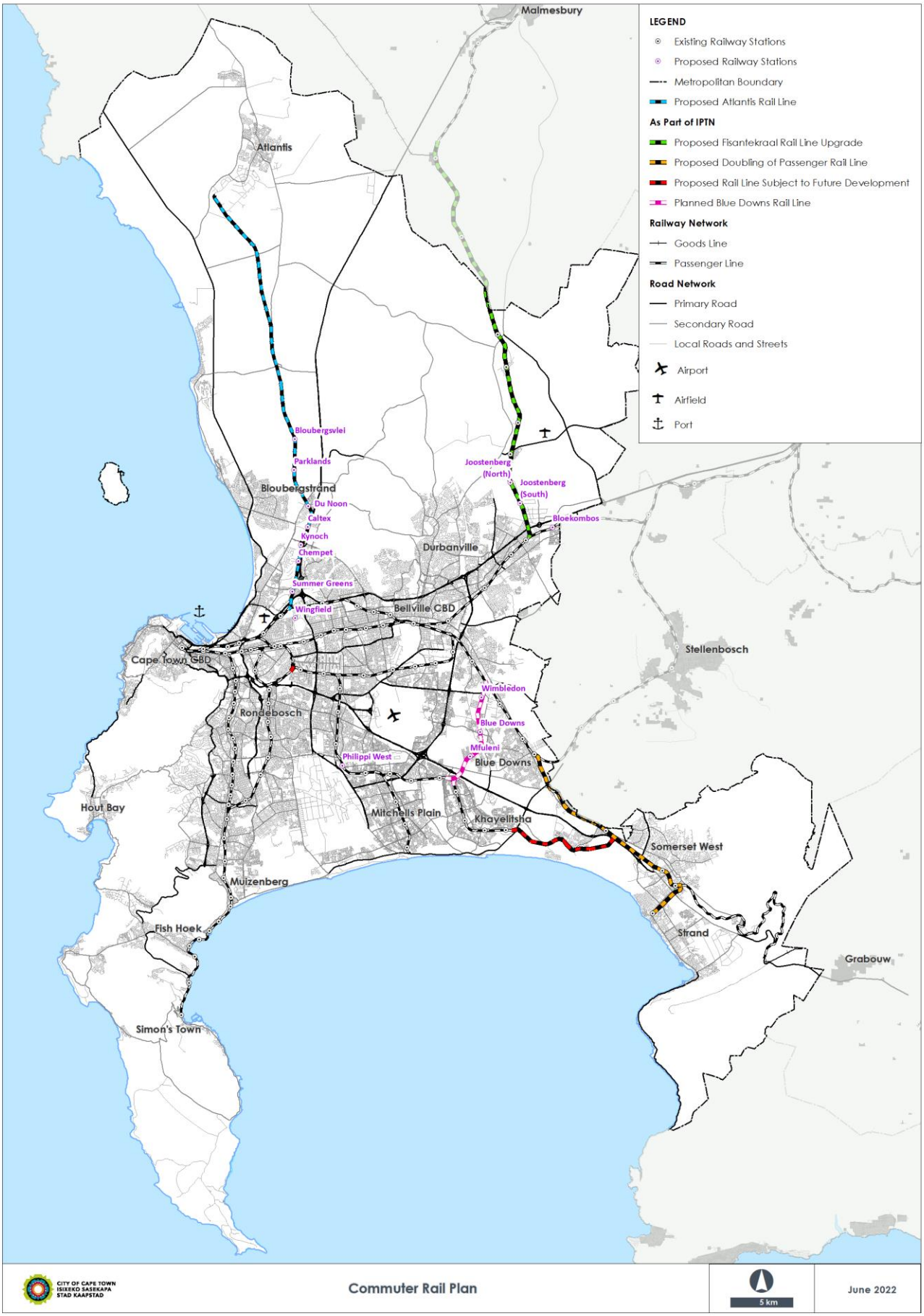


Figure 7-7: Commuter Rail Plan

7.7.3 Prioritisation of railway proposals

In terms of the IPTN planning for 2032, the priorities for railway proposals are:

a) Completion of the Blue Downs rail line.
b) The doubling of the Strand line.
c) Construction of new rail stations at Philippi West and Bloekombos.
d) Completion of the Fisantekraal rail line.
e) Construction of the new rail stations at N1 City and Nomzamo.
f) Possible extension of the Khayelitsha line from Chris Hani Station to Firgrove Station.

7.8 Strategy for intermodal facilities at railway stations

7.8.1 Railway stations where intermodal facilities or activities exist

Facilities have been provided for modal transfer of passengers at several railway stations as indicated in Table 7-30. Apart from P&R spaces for private vehicle owners, these facilities include bus and taxi embayments or ranks for PT vehicles. A review to update and prioritise further intermodal provision at rail stations is currently being undertaken under the auspices of the TDM Strategy referred to in chapter 8 (TDM Strategy). The review will also look at the need for, and affordability, of the provision of security at stations.

Table 7-30: Existing facilities for intermodal transfer at railway stations

STATION	NO. OF PARKING BAYS	UTILISATION (CARS)		NO. OF BICYCLE PARKING (U-BARS)	BICYCLES PARKED
		NORMAL PARKING	EXPRESS PARKING		
Acacia Park	12	-	-		-
Avondale	150	7	-		-
Belhar	132	38	-		-
Bellville	140	144	-		
Blackheath	32	61	-		-
Bonteheuwel	18	10	-		-
Claremont	68	68	-		-
Brackenfell North	342	219	1	0	0
Brackenfell South	111	99	0	0	0
De Grendel	41	14	-		-
De Grendel	141	22			
Diep River	79	-	-	6	-
Eerste River	105	136	10		-
False Bay	50	-	-		-
Firgrove	88	13	35		-
Fish Hoek	25	32	-	5	-

STATION	NO. OF PARKING BAYS	UTILISATION (CARS)		NO. OF BICYCLE PARKING (U-BARS)	BICYCLES PARKED
		NORMAL PARKING	EXPRESS PARKING		
Glencairn	12	-	-		-
Heathfield East	31	35	-		-
Heathfield West	154	60		6	
Heideveld North	18	6	-		-
Heideveld South	44	-			
Kalk Bay	43	-	-		-
Kapteinsklip	100	-	-		-
Kenilworth	60	35	-	6	-
Kentemade	37	11	-		-
Khayelitsha	51	44	-		-
Kraaifontein East	41	41	0	0	0
Kraaifontein West	112	82	0	8	6
Kuils River East	116	152	-		
Kuils River West	265	194	62	90	11
Kuyasa	19	-	-		-
Lakeside	20	-	-		-
Lentegeur	34	-	-		-
Mandalay South	15	-			
Melton Rose	58	83	-		-
Mitchells Plain	76	25	-		-
Monta Vista	216	132	-		-
Mowbray	8	-	-		-
Muizenberg East	10	10	-		-
Muizenberg West	17	2			
Mutual	97	93	-		-
Netreg	30	-	-		-
Newlands	40	-	-		-
Nonkqubela	23	19	-		-
Observatory	24		-		-
Oosterzee	144	130	-		-

STATION	NO. OF PARKING BAYS	UTILISATION (CARS)		NO. OF BICYCLE PARKING (U-BARS)	BICYCLES PARKED
		NORMAL PARKING	EXPRESS PARKING		
Pentech	20	4	-		-
Philippi	12	-	-		-
Plumstead East	15	30	-		-
Plumstead West	72	78			
Retreat East	69	56	-		-
Retreat West	102	87		22	15
Rondebosch	43	-	-	3	-
Rosebank	60	-	-		-
Somerset West	23	23	-		-
St. James	35	-	-		-
Steenberg	50	10	-		-
Steurhof	66	-	-		-
Stock Road	39	-	-		-
Strand	90	91	-		-
Unibell	18	8	-		-
Van der Stel	15	15	-		9
Wittebome	25	25	-		-
Wynberg	10	10	-		-

It should be noted that although passenger transfers take place between the PT modes at several facilities, modal operations are not integrated in terms of a planned and coordinated timetable that would minimise waiting time for transferring passengers. The lack of coordination is a challenge during off-peak periods when passengers may experience a delay in their journey of around 30 minutes at a transfer facility.

7.8.2 Park-and-ride facilities

Based on the success of previously implemented P&R facilities at certain rail stations, the TDM Strategy proposes a programme of extensive evaluation and further rollout of P&R facilities at rail and MyCiTi PTIs according to criteria to be established through implementation of the relevant action plan (see chapter 8). The need for park-and-ride facilities to support longer distance GABS services should be monitored and addressed where feasible, with security being a consideration.

7.9 Implications for Transport Infrastructure Strategy

Planning in uncertainty

Using the 'planning under deep uncertainty' method in which the uncertainty about the future is embraced, provides a framework in which diverse, plausible futures can be explored. This methodology can be used to identify a 'no-regret' transport network that will be required in a range of future scenarios to improve the resilience of the transport system. The 'no-regret' network is not a full network or a preferred network, but the part of the network that is the most certain to be needed in almost every future scenario. This network has the lowest risk for infrastructure investment. Other pieces of the network or 'increments' will also be required to create a full network, but those pieces are variable and decisions on which increments to prioritise will unfold in the response to future events.

Incrementalism

For the infrastructure chapter, the incremental approach seeks to drive rapid incremental improvements across multiple transport modes and access provision options through a framework that guides all the improvements in the same direction. This provides a balance between large infrastructure investment on corridors and smaller operational and services improvements on other corridors. The main aim is to provide improvements to the transport system for more people sooner. Programmes such as the priority measures for public transport ensures shorter-term improvements that can benefit the users of the transport system sooner.

Triple access

The triple access system and the access triangle illustrate the role of transport services as one aspect in a larger access system. Apart from the physical mobility (transport system), there is also spatial proximity (land use system) and digital connectivity (telecommunications system). Working together with the spatial planning and IS&T sectors, transport planning can identify opportunities to increase proximity-based access and digitally-based access or at least explore how they can be more mutually supportive. Effective infrastructure planning is critical to manage future realities within the City's control and adapting to those realities over which the City has little or no control.

8 TRAVEL DEMAND MANAGEMENT STRATEGY

8.1 Introduction

The City's TDM Strategy, which aimed to change individual travel behaviour to support more sustainable travel options and address congestion, proved fundamental in enabling the travel response to the Covid-19 pandemic. In particular, the City as an organisation could adapt to a working-from-home arrangement for its office-based workers.

The City's TDM Strategy, approved in March 2017 (see the annexures listed in appendix 3), sets out appropriate measures aimed at managing travel demand. Since the approval of the CITP 2018–2023, progress has been made on a number of TDM measures, namely:

a) Flexible Working Programme (FWP).
b) Carpooling.
c) Marketing and communication campaign.
d) Parking Management Business Plan.
e) Parking Policy.

8.2 Implications of the paradigm shifts for TDM

Planning in uncertainty

TDM becomes increasingly useful when planning under deep uncertainty, as it does not require significant transport or other infrastructure investment (which requires significant capital outlay, and long lead-in times). It is more agile and can be applied by the public sector (through legislation, policies and strategies), but also by the private sector. It would be appropriate and useful under all four scenarios, but particularly useful under the scenarios of low levels of formality, where government intervention is weak. It would also be important to continuously explore new TDM measures as travel demand may shift according to changing conditions.

Triple access

This CITP identifies the importance of spatial transformation and improved digital access as part of the triple access approach. Spatial transformation is one of the greatest influences on travel patterns toward more sustainable options, as it enables the 'avoid' and 'shift' responses – to either avoid a trip entirely or shift it to an NMT mode. Digital access directly enables the avoidance of trips. TDM thus fully supports the triple access approach, and should be supported as a critical part of the transport agenda. Examples of progress the City has made in this regard to date in terms of enabling easy access to services include the following: Searching for available positions within the City via Careers; Conveyancing; E-billing; Informal trader bay applications; Land use and building plan applications (DAMS); Motor vehicle licence renewals; Municipal accounts; Pet registration; Report a fault or request a service; Supplier self-service; Events permitting; and e-Procurement.

8.3 TDM measures

Table 8-1: Update on the TDM measures

	TDM MEASURE	UPDATE
1	**Flexible Working Programme (FWP)**	The onset of the Covid-19 pandemic and resultant lockdown required a large-scale shift in employment location for office-based CCT employees. The FWP enabled this through: a) Employees already working remotely could make the transition with minimal adjustments. b) The organisation had been encouraged to replace redundant PCs with laptops to enable greater flexibility c) The Skype for Business facility for communicating and participating in meetings was already being utilised. d) Demonstrating remote management arrangements e) 11 000 (of 28 000) employees were working from home in July 2020, increasing to 18 000 in August 2020. This set the foundation for a larger programme, called the Future of Work, which is outlined in section 8.5.
2.	**High-occupancy vehicle priority strategies**	
2.1	**Carpooling**	This intervention could not be promoted during the Covid-19 lockdown and subsequent alert levels.
2.2	**Carsharing**	This intervention could not be promoted during the Covid-19 lockdown and subsequent alert levels.
3	**Park-and-ride**	a) Provision is being considered for park-and-ride facilities at select MyCiTi stations on the Metro South East corridor, however, funding is a constraint for acquiring land and constructing facilities. b) Select (express) stations that are seen as the most viable. c) It is expected that there would be more demand further from the main destination (Wynberg and Claremont CBDs), and in areas with higher car ownership.
4	**Parking cash-out**	a) This internal strategy has been 'overtaken' by the Future of Work programme (see below). b) This will inform the messaging to other large employers.
5	**Municipal-managed parking bays**	This will be covered by the new parking management contract.
6	**Private parking levies**	This is a long-term action.
7	**Marketing and communication campaign**	Communication focused on safe travel under lockdown and the different alert levels for the Covid-19 pandemic for the majority of the year under review.

8.4 Implications of the revised Parking Policy for TDM

The City's revised Parking Policy (policy number 17913) was approved in December 2020 (C22/12/2020), setting the policy context for a revised managed parking tender. The following changes are informed by TDM principles.

8.4.1 In managed parking areas, the changes allow for:

a) Broadening some of the enforcement mechanisms for parking to include technology, and area management bodies.

b) Implementing a cashless payment system for customer convenience, and to curb non-compliance.
c) A TDM-informed demarcation of managed parking zones, as well as the pricing of parking in terms of peak time usage and location.
d) Changes to the tariffs to better influence travel demand.
e) Encouraging short-stay parking.
f) Adequately providing for motorbike parking.

8.4.2 In all areas, the changes allow for:

a) Preferential parking for more sustainable transport modes.
b) Ensuring that the provision and management of parking areas add to walkability, i.e. comfort and security.
c) Greater support for users of park-and-ride facilities.
d) Enforcement of illegal parking that restricts NMT use.

In particular, protect on-street parking for residents in high-demand parking locations. Identify and implement zones in which NMT and/or public transport are prioritised.

8.5 The Future of Work Programme (FOW) for the City as an organisation

The Future of Work Programme has its roots in the corporate modernisation programme for the City as an organisation. The intention was to pursue excellence in service delivery for customers/consumers, and to increase the employee value proposition (to attract and retain the best talent). With the realisation that the Covid-19 pandemic would fundamentally change the way the City provides its services in many ways, it was 'pivoted' towards a recovery programme in June 2020. The programme consists of three workstreams:

1) Work (functional, operational, process and policy frameworks)
2) Workforce (future skills, staff capacity, ways of working and collaboration)
3) Workplace (future of workspace, back to work plans, future of work trends, remote work enablement).

The programme provides recommendations on key focus areas and/or areas of prioritisation within the 'recovery' framework, i.e.

a) Short term: Stabilise (Now – June 2021)
b) Medium term: Adapt (July 2021 – June 2022)
c) Long term: Recover (July 2022 – 2027).

While the programme was based on local and international research and best practice, and the 'workplace' workstream was also strongly informed by the City's Flexible Working Programme in particular, and the TDM Strategy more generally (see 8.3 above).

A key outcome of the 'workplace' workstream was the development of the Remote Working Guidelines (June 2022) for the City as an organisation. In terms of these guidelines, employees can work on a full- or part-time (hybrid) basis from a remote place of work, including their home, a shared workspace or an alternate work location – all of which must be within the municipal area under the administration of the City.

8.6 Future work areas

The Travel Demand Management Strategy will be due for a review during this term of the CITP (2023-2028). While most aspects of it remain relevant, it would need to reflect changes in the strategy environment since 2017, including:

a) Locking in the benefits of remote working for both employers and employees, while mitigating the disbenefits. This will require interventions beyond the Urban Mobility Directorate's mandate. The possible impact of South Africa's carbon tax (Carbon Tax Act of 2019) on fuel prices and hence travel behaviour.

The 'golden thread link' between the IDP and CITP priorities, and the projects mentioned in this chapter (and others that are linked to it), is illustrated in the tables below.

Let's design and maintain the road network so that people and goods can move efficiently around the city		
	CITP | IDP priorities	**CITP programmes and projects/initiatives**
Congestion management	The City is committed to **reducing the time residents spend travelling every day** through targeted road capacity improvements, and interventions that reduce the need to travel at all or during peak times of day. The City will work to improve the speed and efficiency of the movement of freight throughout the city.	a) Demand-responsive traffic signal optimisation (7.3) b) Targeted road capacity enhancements (7.3) c) Travel Demand Management (8) d) Freight movement (10)

Let's build a spatially integrated city that supports better and more equitable access to opportunities for all communities		
Travel demand management	**Reducing the need to travel at peak times of day or at all** Building on the benefits of infrastructure interventions that prioritise public transport and non-motorised transport for reducing the need to travel by private vehicle, the City will focus on stakeholder engagement about the promotion of flexible work programmes for large employers. The City will also strategically manage on-street parking to accommodate a range of travel modes in Cape Town's business districts.	a) Parking Management (8.4) b) Flexible work programmes (8.3)

9 NON-MOTORISED TRANSPORT (NMT) PROGRAMME

9.1 Introduction

Non-motorised Transport (NMT) is a form of transport that is solely dependent on human or animal power for movement and does not require a motor for propulsion, regardless of power source, i.e. it is transport that does not involve the use of a motor. NMT is also sometimes referred to as 'active transport' or 'active mobility' as it generally requires the user to apply some physical effort to achieve movement (animal-driven vehicles being the exception). It is also referred to as 'sustainable transport', or a subcategory thereof, as it (directly and indirectly) produces a low amount of greenhouse gases (GHG) relative to motorised forms of transport (NMT Strategy 2017). In a large metropolitan area like Cape Town, NMT is also invariably the first and last mile of a public transport journey.

The NMT policy and strategy for the City was published in 2005. Prior to its completion, no overall framework or policy existed to guide the implementation of NMT programmes and projects within Cape Town's metropolitan area. The 2005 policy and strategy fulfilled this role by identifying areas (physical and institutional) where deficiencies relating to NMT existed in the City's transportation system. It also proposed strategies and set objectives to make improvements.

Ten years later, the physical, legislative and institutional landscape has changed substantially. Consequently, Urban Mobility undertook to review and update the 2005 policy and strategy to respond to these changes, new challenges and provide a way forward. The City's draft NMT Strategy 2017–2021 is the outcome of this undertaking. As part of the draft NMT Strategy 2017–2021 implementation plan, the City completed the Universal Design Access Plan, 2022 and the draft Pedestrianisation Plan, 2019 and they are further discussed in sections 9.9 and 9.10 below. The City plans to complete the NMT Strategic Framework as well as an update of the project identification and prioritisation methodology for the NMT Network Plan during the term of this CITP.

The City recognises that cycling is an important part of the City's transport system and developed a Cycling Strategy to support a growth in utility cycling. The Cycling Strategy was developed in 2017 with a focus on increasing cycling's modal share.

The City's Implementation Programme is in its fourth phase and in the next five years, the City will be expanding the NMT network, which includes footways, cycle ways, signage and intersection improvements that are universally accessible to achieve improved access and mobility. The citywide NMT project will involve the review and update of the cycle network planning, identification of locations of bicycle racks and NMT across the city in accordance with the NMT network plan.

9.2 Objectives

The City's NMT objectives are as follows:

a) **Encouraged** – to motivate for changes in legislation that improve NMT, to issue and influence appropriate policies and procedures to provide growth and the use of NMT, to obtain investment funding and to promote choice in how people move within Cape Town and to market the use of NMT.
b) **User-friendly network** – to appropriately connect social, educational and economic opportunities by means of NMT facilities at regional and local scales and to promote a culture of excellence in the design and provision of NMT infrastructure.
c) **Safe** – to reduce hazards including conflict with others and the number of NMT-related crash incidents.

d) **Secure** – to encourage an environment in which the NMT user is not in fear of crime by providing adequate surveillance (including CCTV cameras), visibility, access opportunities and enforcement by officials and the community.
e) **Integrated and sustainable transport system** – for NMT to contribute towards making the overall transport system sustainable.
f) Improve access to bicycles.
g) Improve safety and security.
h) Provide and maintain cycling infrastructure.
i) Improve monitoring and evaluation.
j) Facilitate stakeholder collaboration.

9.3 Proposed measures to promote walking and cycling

The City's proposed measures to promote walking and cycling are set out in Table 9-1. These include measures to encourage residents to walk or cycle instead of using motorised transport.

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

NO.	OBJECTIVES	MEASURES
1.	**Encouraged**	a) Prepare motivations for changes in legislation that will increase the use of NMT. b) Create Urban Mobility's NMT Standards and Guidelines document. c) Develop an Urban Mobility NMT Policy. d) Develop a NMT by-law. e) Establish a NMT working group with officials from Urban Mobility, EESP, WCG and SANRAL that meet quarterly. f) Motivate and secure investment funding sources and ensure that investment into NMT projects and programmes is prioritised to have maximum benefit for NMT users and society. g) Advertise walking, cycling and other active forms of NMT on radio, social media and billboards by highlighting lifestyle, environmental benefits and cost savings. h) Publish a citywide NMT user map on the Urban Mobility, City, Cape Town Travel and Tourism Cape Town websites, incorporate it within the Urban Mobility app and distribute in brochures to tourism centres.

NO.	OBJECTIVES	MEASURES
2.	**User-friendly network**	a) Review and update the citywide NMT Network Plan to reflect changes in land use and the transportation network with different maps for pedestrian and cycling routes. b) Construct strategic NMT routes. c) Develop local area NMT plans at a neighbourhood level, distinguishing between pedestrian and cycling routes involving district planners, transport engineers and local stakeholders such as community members and ward councillors. d) Construct local NMT projects. e) Develop a NMT expert review panel to undertake to complete cycling demonstration projects and review all other NMT projects. f) Conduct user satisfaction surveys of NMT users to determine their level of satisfaction with specific facilities. g) Liaise with utility and engineering service providers to ensure that implementation of utility and engineering services (electricity kiosks, lampposts, signal boxes and rubbish bins) do not diminish the quality of NMT infrastructure and comply with Urban Mobility, NMT Standards and Guidelines (when developed).
3.	**Safe**	a) Develop and implement a rollout plan to retrofit existing NMT infrastructure to comply with Urban Mobility NMT Standards and Guidelines (when complete). b) Pilot pre-implementation safety audits of concept and detailed designs to be undertaken. c) Improve collection of location data of crashes to assist in identifying NMT hotspots. d) Review and update the citywide Rail Hotspots of NMT Movement Along and Across Railway Lines study at least every ten years to stay abreast of pedestrian-rail issues. e) Monitor 25 locations with highest EAN for NMT-related crash incidents. f) Rollout education and public awareness programmes in conjunction with relevant stakeholders (e.g. DoE). g) Undertake regular NMT safety audits of roads and NMT infrastructure at project initiation and post implementation stages. h) Improve law enforcement of NMT facilities to ensure the legal use of facilities.
4.	**Secure**	a) Undertake a citywide security study to identify NMT crime hotspots. b) Undertake detailed studies of NMT crime hotspots. c) Pilot the installation of CCTV cameras at NMT crime hotspots that are monitored by SAPS.
5.	**Integrated and sustainable transport system**	a) Monitor modal share of households indicating 'walked all the way' and used 'bicycles' as main mode (NHTS, Q8.4 or supplementary surveys). b) Develop a target for the reduction in user access costs for the NMT user group and monitor level of success based on UDI.

NO.	OBJECTIVES	MEASURES
		c) Implement initiatives that improve access to bicycles, e.g. bicycle distribution programmes. d) Promote walking, cycling and other forms of NMT as a feeder to PT.
6.	**Improve access to bicycles**	a) Formalise a partnership arrangement to guide and support collaborative investigations, feasibility and due diligence by trade and investment agencies to establish a bicycle production plant in the metropolitan area of Cape Town for the production of a low-cost bicycles. b) Assist with guiding multi-sphere policy, strategy and procedural alignment to facilitate the process. c) Review and cite lessons learnt on existing distribution programmes, previous processes and what tools, incentives, and innovation schemes are available to facilitate access to bicycles. d) Investigate and review the existing institutional framework to guide how the City could assist with the process for the distribution of bicycles. e) Engage in a process to establish a bicycle distribution scheme. f) Through the establishment phase of the proposed structure for the scheme, ensure representation of various NGOs, NPOs and other stakeholders. g) Through a study, identify good practice and systems to guide the monitoring of distribution programmes.
7.	**Improve safety and security**	a) Engage in a process to develop a comprehensive marketing and communication strategy and plan and engage stakeholders on traffic regulations, the rights of users and safe user behaviour and improve incident reporting systems. b) Develop a strategy and plan through transversal approaches and agreements to improve and develop reporting systems, observation methods, prioritised enforcement operations, interagency agreements and standard operating procedures.
8.	**Provide and maintain cycling infrastructure**	a) Sustain the process and programme of securing funding and the planned MTEF implementation and programme. b) Engage in a process to identify lessons learnt and improved design approaches for specific contexts for consideration and application in future projects. c) Development of a maintenance strategy and action plan that includes reporting systems, transversal agreements and standard operating procedures to ensure an improved management and maintenance regime and plan of the cycling facilities. d) Engage in a project to develop cycle facility guidelines from a network perspective for the Cape Town context. e) Initiate and oversee a process to interface with development and review of legislation, policy and regulations to motivate and recommend bicycle-related changes and benefits.

NO.	OBJECTIVES	MEASURES
9.	**Improve monitoring and evaluation**	a) Initiate a process to apply the project lifecycle review methodology and processes to cite lessons learnt and areas for improved design approaches for specific contexts for consideration and application in future projects. b) Engage in a process to substantially expand the cycling data sourcing scope, survey methodologies, hotspot identification and analysis, explore technology efficient options and ensure that the processes align with the architecture and systems of the IIMS.
10.	**Facilitate stakeholder collaboration**	Engage in a process to draft and finalise the terms of reference, representation, schedule of meetings and agreed work streams.

9.4 The proposed walking and cycling network

A citywide NMT Network Plan was developed in 2010. The purpose of the plan is to identify NMT projects, and to prioritise and cost them for implementation. The plan was predominantly focused on cycle routes and shared facilities. In 2017, the plan was reviewed to align NMT planning with the IPTN, which was approved by Council in 2014, as well as to respond to transport planning and built environment changes over the years and thus present a way forward.

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

a) Integrate NMT with the integrated PT system, that is, passenger rail and road-based PT.
b) Improve access to public facilities and areas of employment.

The proposed cycling and walking network is presented in Figure 9-1 as follows:

a) Existing and proposed walking and cycle routes comprising:
    i. existing and proposed cycle routes by class of facility.
    ii. existing and proposed PT facilities.
    iii. pedestrian bridges.
    iv. the City's regional boundaries.
b) Proposed pedestrian infrastructure upgrades comprising:
    i. macro zones selected for pedestrian facility improvements.
    ii. proposed pedestrian facility improvements.
    iii. existing and proposed PT facilities.

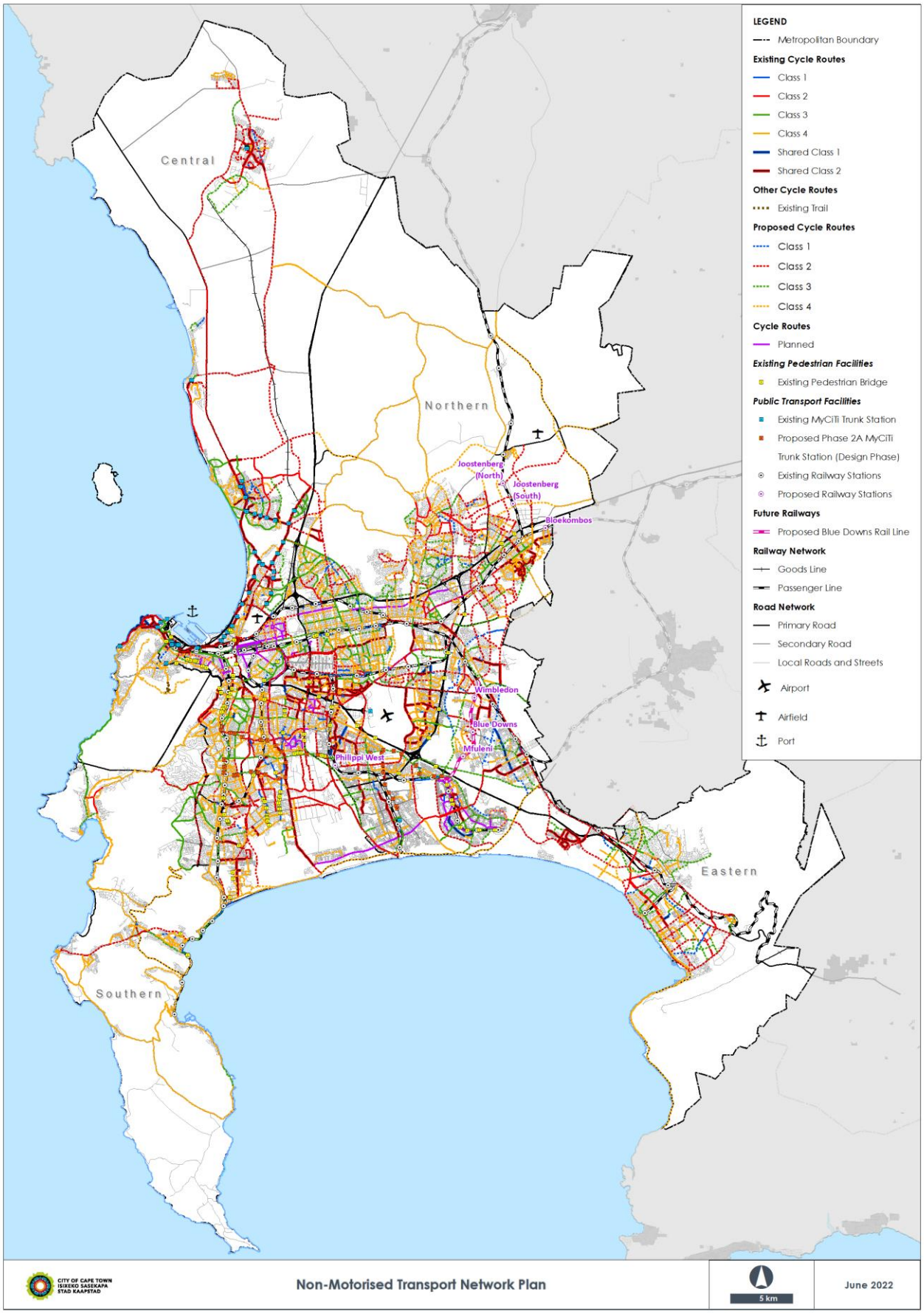


Figure 9-1: Non-motorised Transport Network Plan

In the development of the NMT Framework Plan and updated NMT Masterplan, priority consideration should be given to accommodating cycling lanes on high-volume and high-speed traffic routes that are separated from vehicular modes (class 2 cycle lanes). This should be applied not only in NMT projects, but also for all road upgrades/new infrastructure projects. The Cycling Strategy should consequently be updated to reflect this.

9.5 Five-year programme for building NMT networks

The citywide NMT Implementation Programme's three phases have been completed as outlined below and are further detailed in Table 9-2:

a) Phase 1, 2011–2013 - 17 projects completed
b) Phase 2, 2013–2016 - 15 projects completed
c) Phase 3, 2017–2020 - six projects completed

Table 9-2: The citywide NMT Programme: completed projects – 2010 to 2022

REGION	PROJECT DESCRIPTION	CONSTRUCTION COMPLETED	KM	TYPE OF IMPROVEMENTS
PHASE 1				
Central	Freedom Way in Phoenix Village and Democracy Drive, Milnerton	10-Dec-12	1,7	NMT and UA improvements
Central	Langa area NMT: along Bhunga Road, Sandile Street, Jungle Walk and Washington Drive and roads towards public transport facilities	10-Dec-12	3,4	NMT and UA improvements
Central	Potsdam Road from Dunoon to Killarney	30-Jun-14	4,2	NMT and UA improvements
Central	Atlantis areawide NMT improvements, along major roads	30-Jun-14	15,2	NMT and UA improvements
North	Kraaifontein Phase 1: major roads in Kraaifontein, Scottsdene and Wallacedene, including a section of Old Paarl Road	30-Jun-14	12,6	NMT and UA improvements
North	Delft Phase 1, major roads	10-Dec-13	6,2	NMT and UA improvements
North	Delft Phase 3, areawide NMT	10-Dec-13	35,2	NMT and UA improvements
North	Belhar/Delft Phase 2, major roads	30-Mar-14	13,2	NMT and UA improvements
North	Kraaifontein Phase 2: major roads in Northpine, Scottsdene, including a section of Old Paarl Road to Brackenfell	30-Jun-14	16,54	NMT and UA improvements
North	Bonteheuwel Station to CBD, NMT improvements including major roads	30-Mar-14	7	NMT and UA improvements
North	Plattekloof Road from Koeberg Road to McIntyre Road	11-Dec-13	6,3	NMT and UA improvements
North	Edgemead areawide	05-Jul-13	6,9	NMT and UA improvements

REGION	PROJECT DESCRIPTION	CONSTRUCTION COMPLETED	KM	TYPE OF IMPROVEMENTS
South	De Waal and Victoria Roads including Dick Burton (NMT movement from Grassy Park to Plumstead employment areas)	10-Dec-13	6,1	NMT and UA improvements
South	NY1 in Gugulethu	10-Dec-13	1,94	NMT and UA improvements
South	NY3 in Gugulethu	10-Dec-13	3,4	NMT and UA improvements
South	Concert Boulevard in Retreat	10-Dec-13	2,6	NMT and UA improvements
South	Military Road, Steenberg: from St Christopher Avenue to Henley Road, including Deposition Crescent, Hek Road and St Christopher Avenue, Prince George Drive from Military to Vrygrond Avenue, including Vrygrond Avenue	30-Jun-14	5	NMT and UA improvements
East	Weltevreden Parkway in Mitchells Plain	10-Dec-13	2,5	NMT and UA improvements
East	Merrydale Road in Mitchells Plain	10-Dec-13	4	NMT and UA improvements
PHASE 2				
Central	Hout Bay area Phase 1: Hout Bay Main Road from NR Mandela Road to OR Tambo Road (Class 2 walkway)	30-Mar-15	0,5	NMT and UA improvements
Central	Sea Point promenade upgrading Phase 1: From Church Street to Marais	31-Oct-15	0,8	NMT and UA improvements
Central	Aden Avenue from Jan Smuts to Lawrence Road, Birdwood Road from Aden Avenue, Tembe Street/Cornhill from Cornhill Road to Aden Avenue and parking lot in Lawrence Road (L = 50,5 m; W = 37,7 m) from Capuchin Street to Lawrence Road	30-Jun-15	1	NMT and UA improvements
Central	Construction of new and rehabilitation of existing non-motorised facilities in the Blaauwberg District, south of Bosmansdam Road: Brooklyn/Rugby/Sanddrift areas including Koeberg Road from Bosmansdam Road to Section Road • Summer Greens Drive. Bosmansdam Road from Koeberg to N7	01-Dec-16	4	NMT and UA improvements

REGION	PROJECT DESCRIPTION	CONSTRUCTION COMPLETED	KM	TYPE OF IMPROVEMENTS
Central	Cape Town central business district area: Riebeeck Street •Waterkant Street and Loop Street • Long Street • Bree Street from Strand Street to Buitensingel. Cape Town University of Technology area • Plein Street • Roeland Street • De Villiers/Tennant Street • Keizergracht Street • Darling Street • Lower Longmarket Street • Caledon Street • Harrington Road • Canterbury Road • Constitution Street • Buitenkant Street (52 intersections)	21-Aug-17		Travis Russel/Element Consulting Engineers/SJW Civils (Pty) Ltd
Central	Strand Street, Cape Town: from Station Road, Woodstock to the existing NMT facility in Adderley Street in the CBD	30-Jun-17	2,3	Claude Madell/NAKO-Iliso
Central	Malta Road/Albert Road Salt River: from Station Road in Observatory to Station Road, Woodstock linking to the Liesbeeck Parkway NMT facility	31-Oct-15	3,2	NMT and UA improvements
North	Bonteheuwel major roads Phase 2	31-Oct-16	8	NMT and UA improvements
North	The construction of non-motorised transport facilities in the Kasselsvlei region and the rehabilitation of a portion of Kasselsvlei Road including universal access improvements in the Athlone School for the Blind vicinity	15-Dec-17	7	NMT and UA improvements
North	Major roads in Bishop Lavis and Valhalla Park area	01-Dec-16	18,5	NMT and UA improvements
North	The construction of non-motorised transport facilities along De la Rey and Francie van Zyl Road/Avonwood Road /Viking Way	15-Dec-17	12,1	NMT and UA improvements
South	Schaap Road from Klip Road to 11th Avenue, Grassy Park area	30-Jun-15	2,5	NMT and UA improvements
South	Plantation Road from Klip Road to Panton Road, Ottery area	30-Jun-16	3,5	NMT and UA improvements
South	• Steenberg area: Spaanschemat River Road from Tokai Road to Constantia Main Road • Steenberg area: Tokai Road from Steenberg Road to Main Road • Steenberg area: Upper Tokai Road from Orphen Road to Zwaanswyk Road •	31-Mar-18	21,7	NMT and UA improvements

REGION	PROJECT DESCRIPTION	CONSTRUCTION COMPLETED	KM	TYPE OF IMPROVEMENTS
	Steenberg area: Firgrove Way from Spaanschemat Road to Ladies Mile Road • Steenberg area: Ladies Mile Road from Spaanschemat to Road Main Road • Steenberg area: Steenberg Road from Main Road to Tokai Road in Road: Duinefontein Road to Ntlangano			
East	Construction of NMT facilities: hard and soft landscaping along major roads in Macassar, Cape Town: improvements along Kramat Road, Link Avenue, Albatross Way, Musical Avenue, Ring Avenue, Macassar Road	31-Mar-16	6	NMT and UA improvements
East	Kuilsriver and Blackheath areas: along major roads in Kuils River and the Blackheath industrial area	30-Jun-16	8,1	NMT and UA improvements
East	Eerste River area: Bobs Way, Beverley Street, Forest Drive, section of the Eerste River canal and link to Eerste River Station area	30-Jun-16	8	NMT and UA improvements
East	Philippi area: Stock Road from Govan Mbeki Drive (Lansdowne Road) to R300 (BRT/ NMT) IPTN priority	31-Mar-19	2,5	NMT and UA improvements
East	Somerset West areawide NMT improvements: Firgrove Way • Sunnydale Street • Andries Pretorius Street • Helderberg College Road • Silwerboom Kloof Road • Parel Valley Road • Reservoir Road • Lourensford Road • Hillcrest Road from Reservoir Road and Lourensford Road • Irene Avenue • Caledon Street • Bizweni Avenue • Gordon Road • Main Road from Gordon Road to School Street • Main Road from Andries Pretorius Street to St James Street • Dummer Street • Irene Avenue from Helderberg College Road to Lourensford Road • Sir Lowry's Pass Road from Main Road to Schaapenberg Road • Schaapenberg Road from Sir Lowry's Pass Road to Bizweni Avenue • School Street from Victoria Street to Main Road • Voortrekker Road from	15-Dec-17	9,2	NMT and UA improvements

REGION	PROJECT DESCRIPTION	CONSTRUCTION COMPLETED	KM	TYPE OF IMPROVEMENTS
	School Street to Main Road. Include the walkway in Nomzamo from Asanda to N2 freeway. A walkway along the Lourens River.			
PHASE 3				
Central	Blaauwberg North tender: Construction of NMT facilities in Blaauwberg North along Otto du Plessis Drive from Melkbos to Big Bay (5 km). Atlantis areawide NMT improvements along minor roads, Phase 2 (4 km)	30-Jun-21	18,5	NMT and UA improvements
Central	NMT improvements at intersections in the Cape Town CBD area, Phase 2	30-Jun-21	32 intersections and upgrades	Intersections improvements and upgrades
North	NMT improvements along St John's Road and Wellington Road, Durbanville, Fisantekraal to Durbanville link. Improvements to some minor roads in Fisantekraal. The project includes a NMT link to Jip de Jager area	30-Jun-21	18	NMT and UA improvements
North	Areawide NMT improvements along major roads in the Edgemead and Bothasig areas	01-Jul-21	26	NMT and UA improvements
South	Manenberg area Phase 1: NMT improvements along Vygiekraal Road, The Downs, Duinefontein Road from Lansdowne Road to GF Jooste Hospital (shared NMT facility), Manenberg Avenue from Manenberg to Vygiekraal Road. MURP priority projects	15-Dec-19	10	NMT and UA improvements
South	Construction of non-motorised transport (NMT) facilities in Grassy Park	01-Dec-21	23	NMT and UA improvements
East	NMT improvement in the Eerste River/Blue Downs areas: • Albert Philander Road from Eersriv Way to Forest Drive • Blue Downs Road from Vineyard Road to Melton Road • Nooiensfontein Road from Stellenbosch Road to Hindle Road,	30-Jun-20	14,8	NMT and UA improvements

REGION	PROJECT DESCRIPTION	CONSTRUCTION COMPLETED	KM	TYPE OF IMPROVEMENTS
	through residential areas of Camelot, Rondevlei, Highgate, Sunbird Park, Wembley Park and Silversands • Hindle Road from R300 Freeway to Blue Downs Way • Eersriv Way from Forest Drive to Buttskop Road, including London Way and Rue Fouche Road, Malibu Village • Buttskop Road from Buttskop rail crossing and Frederick Street and Pats Place road redesign to accommodate vehicular and pedestrian safety			

The programme is currently in Phase 4 (2020/21–2023/24) and three projects have been prioritised per region for design and implementation. The projects are currently in detailed design stage and will then advance to tender documentation and construction. The 12 projects for which the design process as shown in Table 9-3 has commenced are as follows:

Central region

1) NMT improvements in the Kensington, Factreton and Maitland areas.
2) NMT improvements along Viking Way from Jakes Gerwel to Forest Drive.
3) NMT improvements along Main Road in the Salt River, Woodstock and Observatory areas.

North region

1) NMT improvements along Old Paarl Road and Frans Conradie Drive, including Suikerbos Street, in the Brackenfell, Bellville, Parow and Goodwood areas.
2) NMT improvements along Robert Sobukwe Road from Valhalla Drive to Peter Barlow Drive.
3) NMT improvements along Halt Road and Owen Road in the Elsies River area.

South region

1) NMT improvements in the Hanover Park area.
2) NMT improvements in the Heideveld area.
3) NMT improvements along Klipfontein Road in the Gugulethu area.

East region

1) NMT improvements in the Khayelitsha area.
2) NMT improvements in the Mitchells Plain area.
3) NMT improvements along Spine Road.

The total value of the Phase 4 programme implementation is estimated at under R400 million (2022–2026). As the design develops and it progresses through the various stages of project delivery, the accuracy of the cost estimates improves. Consequently, adjustments will be made to the budgets as this information becomes available. In order to ensure continuity in the NMT programme, the department has commenced drafting tender documentation for the professional service providers for Phase 5 of the NMT programme.

Table 9-3: Citywide non-motorised transport programme, Phase 4

CITYWIDE NON-MOTORISED TRANSPORT PROGRAMME, PHASE 4			
REGION	**PROJECT DESCRIPTION**	**KM IN EXTENT**	**TYPE OF IMPROVEMENTS**
Central	NMT improvements: Viking Way: Jakes Gerwel Drive – Mutual	25	NMT and UA improvements
Central	NMT improvements: Kensington, Factreton and Maitland	25	NMT and UA improvements
Central	NMT improvements: Salt River/Woodstock/Observatory Main	18	NMT and UA improvements
North	NMT improvements: Brackenfell: Old Paarl – Voortrekker Road	18,6	NMT and UA improvements
North	NMT improvements: Elsies River Halt Road, Owen Road	18	NMT and UA improvements
North	NMT improvements: Robert Sobukwe	9,3	NMT and UA improvements
South	NMT improvements: Hanover Park NMT including Turfhall and Blomvlei	18	NMT and UA improvements
South	NMT improvements: Heideveld	8	NMT and UA improvements
South	NMT improvements: Klipfontein Road, Gugulethu	8,5	NMT and UA improvements
East	NMT improvements: Mitchells Plain areawide	26	NMT and UA improvements
East	NMT improvements: Khayelitsha areawide	30	NMT and UA improvements
East	NMT improvements: Spine Road – Lookout Hill – Strandfontein pavilion areawide	15	NMT and UA improvements

9.6 Promoting behavioural change through NMT

Behavioural changes will be promoted through a series of actions that will include:

a) Engagement with the Sustainable Mobility Subcommittee.
b) Market walking, cycling and other active forms of NMT as travel-smart options by highlighting the cost savings, environmental benefits and health benefits.
c) Market completed strategic NMT routes to residents residing within 1 km of the route.
d) Continue to support concepts such as 'car-free days' and 'open streets'.
e) Support and promote recreational walking, running, cycling and other active NMT by advertising events on the City's website.
f) Require non-cycling events to include cycling in their transport event plans.
g) Prepare motivations to National for amendments in legislation that will cultivate the use of NMT.

9.7 Infrastructure

New NMT facilities are provided subject to the conditions set by Urban Mobility and approved in terms of the City's planning processes. From an NMT perspective, this will support the creation of safe and effective routes and promoting NMT on selected routes and in nodal precincts.

The provision of pedestrian and walking facilities in new developments is informed by the following standards and considerations:

a) NDOT: Non-motorised Transport Facility Guidelines (2014).
b) Standards and Guidelines for Roads and Stormwater (Urban Mobility Guideline).
c) TOD Strategic Framework.
d) Development Control Transport Toolkit.
e) Pedestrian and cycle routes indicated on the NMT Network Plan.
f) Existing pedestrian origin destination movement in the area.
g) Existing and proposed land use and anticipated pedestrian trip generation.

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

a) Sidewalks of adequate width being provided on both sides of internal roads (unless the roads are proposed to function as residential erven).
b) Gated development to have NMT access located as close as possible to PT and amenities.
c) Cycle and pedestrian routes (and facilities) to be provided and which connect to the City's NMT routes.

In addition to the dedicated NMT projects above, NMT facilities are provided through four other programmes: the rollout of IRT; the congestion relief projects; ward allocation projects and maintenance upgrades (see chapter 7).

9.8 The City's Cycling Strategy

The City of Cape Town's Cycling Strategy was approved in 2017 with a focus on increasing cycling's modal share. The vision for cycling is to make Cape Town the premier cycling city in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike.

To achieve this vision, the City needs to "improve access to bicycles, improve the safety and security of cyclists, improve the conditions for cycling, improve cycling data, engage with cycling stakeholders and promote cycling as a way of life" (Cycling Strategy, p. 16).

The communication strategy and plan for the Cycling Strategy was initiated in 2018, and some proposals were made to take this plan forward. However, due to Covid-19 and the subsequent lockdown, these initiatives were not implemented to date. The Cycling Strategy will be further updated as part of the City's NMT Strategic Framework.

9.9 Universal Design Access Plan

A Universal Design Access Plan (UDAP), 2014 was developed to guide the planning, design and implementation of the MyCiTi bus service, and a Universal Access Policy was approved in 2017. However, the plan was updated as there was a need to address universal access across the travel chain and for multiple modes.

The objective of the updated plan was to standardise the long-term design requirements across the Integrated Public Transport Network (IPTN) 2032. IPTN 2032 hierarchy consists of rail- and road-based trunk services along the main corridors, supported by feeder services, minibus taxi services and NMT. It was guided by universal access (UA) design principles to inform planning, design and implementation to improve universal access across the travel chain.

The UDAP aims to provide a suite of planning considerations and design measures to ensure that a consistent approach and standards are maintained in the public transport system and across the travel chain. This will improve accessibility and mobility in the City of Cape Town for a broad range of people with disabilities.

Key elements of the travel chain that are assessed and addressed in the UDAP include the following:

a) Network
b) Operations
c) Marketing and communication
d) Customer care
e) Fare system
f) Passenger information and wayfinding
g) Infrastructure
h) Road safety and personal security
i) Universal access and the built environment
j) Vehicles, including special transport services such as Dial-a-Ride

This update is guided by universal access (UA) design principles and to inform planning, design and implementation to improve universal access across the travel chain. The UDAP was finalised in 2022.

9.10 Draft Pedestrianisation Plan

A Pedestrianisation Plan is being developed to prioritise areas where pedestrianisation is required, to improve pedestrian conditions and to create a pedestrian friendly city.

It focuses on providing a safe and efficient pedestrian network with direct walking routes and pedestrian priority. It supports the public transport network by providing pedestrian access routes to the public transport nodes. The efficiency of the public transport network increases due to less stops required and a reduction in overall travel times.

Key interventions that support pedestrianisation include:

a) Pedestrian routes and areawide facility improvements.
b) Provision of sidewalks and walkways.
c) Provision of directional signage.
d) Road marking maintenance (on the road and sidewalks/walkways).
e) Pedestrian signals.
f) Street lighting.
g) Hard and soft landscaping.
h) Pedestrian-only phases at signalised intersections (all-red vehicle phase).
i) Traffic calming measures.
j) Universal access improvements.

This plan will demonstrate the pedestrian context in Cape Town, highlight the importance of walking as a transport mode, present the policy context, identify pedestrianisation projects and priority areas, and list pedestrianisation projects to ultimately improve pedestrian movement in Cape Town.

The ‘golden thread link’ between the IDP and CITP priorities, and the projects mentioned in this chapter (and others that are linked to it), is illustrated in the table below.

Let's design and maintain the road network so that people and goods can move efficiently around the city		
	CITP | IDP priorities	**CITP programmes and projects/initiatives**
Road safety and maintenance	A key priority for the City is to **maintain a quality road network**, recognising its importance as a key platform for economic growth by allowing the efficient movement of people and goods throughout the city. **Safe and quality roads for pedestrians, cyclists and vehicles** are important to ensure that people can move freely throughout Cape Town.	a) Maintenance of roads, footways, cycleways, bridges and stormwater infrastructure (7.3) b) Non-motorised transport (NMT) infrastructure expansion initiative (9.5) c) Road network expansion and upgrades (7.3) d) Traffic calming (7.3)
Non-motorised transport	**The City uses investments in road infrastructure to improve the safety and convenience of NMT** The City will be expanding the NMT network, which includes footways, cycle ways, signage and intersection improvements that are universally accessible to achieve improved access and mobility.	a) NMT infrastructure expansion initiative (9.5) b) Cycling strategy (9.8) c) Pedestrianisation Plan (9.10) d) Universal Design Access Plan (9.9)

9.11 Implications for non-motorised transport

Planning in uncertainty

Using the 'planning under deep uncertainty' method in which the uncertainty about the future is embraced, provides a framework in which diverse, plausible futures can be explored. This methodology can be used to identify a 'no-regret' transport network that will be required in a range of future scenarios to improve the resilience of the transport system. The NMT network needs to play a larger role in providing for the 'no-regret' transport network. The NMT network is the most cost effective and most resilient mode, and increasing the role the NMT network plays in the overall transport network will have the least regret from an investment perspective.

Incrementalism

Review the NMT strategic, approach including walking and cycling strategies and emerging technologies such as micromobility. The new technologies can enhance the provision of NMT as a mode of transport in an incremental approach. Small changes to improve the NMT modal share has potential to improve the resilience and sustainability of the transport system.

Triple access

The triple access system and the access triangle illustrate the role of transport services as one aspect in a larger access system. Apart from the physical mobility (transport system), there is also spatial proximity (land use system) and digital connectivity (telecommunications system). From an NMT perspective, the spatial proximity aspect of the triangle can be enhanced with pedestrian infrastructure provision, a dedicated cycle-lane network, complete street design approaches and 15-minute city approaches. These approaches need to be taken into account in the revision of the NMT framework for the City.

10 FREIGHT TRANSPORT STRATEGY

10.1 Introduction

The national Department of Transport, through the NLTA, the National Freight Logistics Strategy (2005), and the Road Freight Strategy for South Africa (2011), informs the need for local and regional freight strategies, i.e. to enable the City's transport system to deliver the efficient, reliable, safe and secure movement of goods to support economic growth and protect the quality of the environment.

The City, as the 'suppliers' of freight facilities, is required to provide a safe, efficient and reliable system. Road-based freight has a significant impact on city infrastructure, urban quality and public health. These impacts include congestion, road crashes, air quality, strained road capacity, and a cost of maintenance (about R1 billion per annum total in Cape Town – 2016 estimate) that is not equitably borne by freight vehicles in comparison to other private motor vehicles.

There are many challenges faced by various freight user groups, all of which add to the cost of moving goods around the city. These include the cost of congestion, safety, crime, in addition to the direct transport costs of fuel, salaries, maintenance, etc.

There is a need to preserve the use of the existing infrastructure (roads, rail, waterways and pipelines) and optimise its use. At the same time, there is a need to cater for future freight growth, and mitigate the inevitable impacts thereof. The local and regional economy is based on global trade, and depends on the fast, reliable delivery of goods. The cost and impact of an inefficient and unreliable freight system on commodity flows are significant. Transport is the largest component of logistics cost (> 60%) and many skilled and unskilled jobs are dependent on the freight industry.

New infrastructure is costly and implementation has long lead times. It is therefore critical that decisions are made in a systematic, strategic manner, based on (and influencing) changing trade patterns and matching supply with demand.

10.2 Western Cape Government's (WCG's) Provincial Freight Strategy (2019)

The 2020/21 CITP Review reported comprehensively on the Provincial Freight Strategy. This strategy is of great value to the City, as is the work that emanates from it. Its purpose is to initiate sustainable freight transport delivery in the Western Cape under five freight transport principles/goals:

1) Freight transport network efficiency
2) Inclusive economic development
3) Freight transport network safety
4) Environmental sustainability
5) Cost optimisation

Seven strategic focus areas were identified that would achieve the goals:

a) Strategic focus area 1: Planning, coordination and institutional arrangements
b) Strategic focus area 2: Demand management
c) Strategic focus area 3: Modal rebalancing
d) Strategic focus area 4: Infrastructure capacity and condition
e) Strategic focus area 5: Traffic management
f) Strategic focus area 6: Technology and innovation
g) Strategic focus area 7: Data and information management

10.3 City of Cape Town Freight Management Strategy (2016)

The City developed a Freight Management Strategy in terms of sections 36(3) and 37 of the NLTA and the minimum requirements, which was approved by Council in June 2016. While the document largely remains relevant, considering the City's limited mandate with respect to freight, it does need to be reviewed within the term of this CITP, which will include a monitoring and evaluation component.

The vision for the City's Freight Management Strategy is the following:

"*Freight transport within Cape Town and the City's functional area is safe and efficient, serving the needs of the local and regional economy without compromising the access and mobility needs of fellow road users; freight operators understand and comply with regulations that deal with road safety; emissions; route and road asset preservation; and the user-pay principle*."

The vision is being achieved though the 11 key focus areas and the associated principles and actions. The eleven key focus areas are:

a) Focus area 1: Dangerous goods
b) Focus area 2: Abnormal loads
c) Focus area 3: Overloading
d) Focus area 4: Road congestion
e) Focus area 5: Freight demand
f) Focus area 6: Road safety
g) Focus area 7: Incident management
h) Focus area 8: Freight emissions and air quality
i) Focus area 9: Rail freight
j) Focus area 10: Technology and innovation
k) Focus area 11: Advocacy and intergovernmental structures

The focus areas are captured in an implementation and action plan. This strategy is supported by the more comprehensive strategy developed by the provincial government, and there is close coordination between the two spheres of government around freight planning and oversight.

10.4 Abnormal loads

Abnormal loads consist of vehicles that exceed any one or more of width, height or weight limitations prescribed by the Road Traffic Act. Abnormal loads make use mainly of the N7, major sections of the N1 and sections of the N2 where widths and bridge clearances permit such movements. The remainder of the road system is limited in its capacity to carry abnormal vehicles. Figure 10.1 below depicts the abnormal load map within the City of Cape Town.

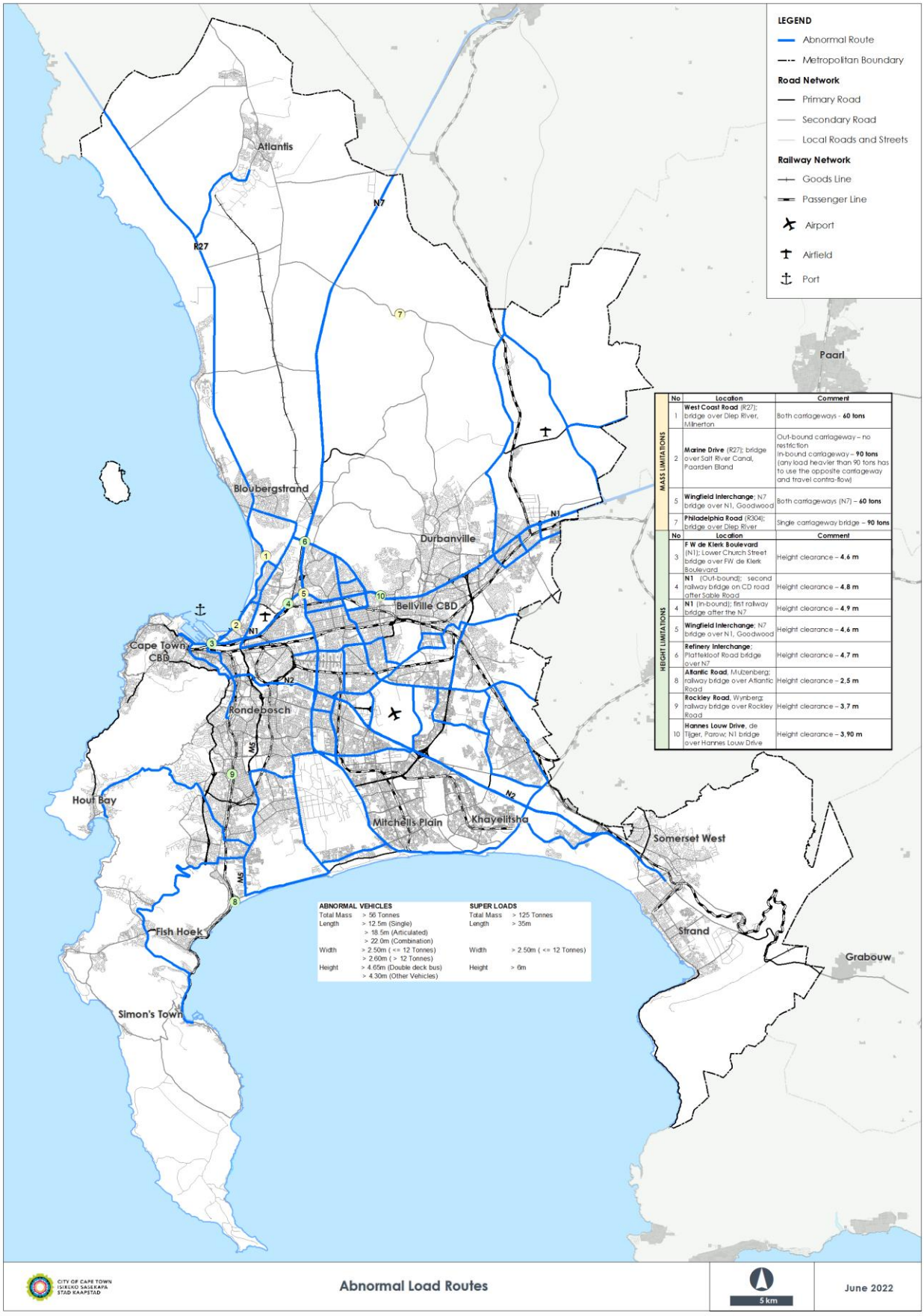


Figure 10-1: Abnormal loads

10.5 Requirements in terms of NLTA section 36.(3): Dangerous Goods Road Plan

Vehicles carrying dangerous goods often share the roadways with commuter traffic with no restrictions, whereas in many developed countries dangerous goods traffic has certain specified route usage. The creation of a detailed hazardous goods movement plan is required in terms of the NLTA. At present, the City manages the movement of hazardous goods on an ad hoc basis. It is required in terms of the CITP, however, that certain key routes be classified as hazardous goods routes and that these routes be clearly demarcated and are closely monitored by the City's incident management team, with provision for appropriate response times in the event of an incident.

The movement of classes 1 and 7 materials (explosives and radioactive materials) are well regulated and strictly enforced. At present, there are no specific route maps for the distribution of other classes of hazardous material, as certain classes are inconspicuous and therefore very difficult to detect. Inspections of where hazardous materials are loaded onto trucks and into containers, is a competency of the national Department of Transport. However, this department is severely understaffed and does not play a meaningful role in Cape Town. The current problem is that the extent of transgressions and the prevalence of the movement of dangerous goods in Cape Town is not known, and should be addressed as part of the City's Freight Management Strategy.

Section 36.(3) of the NLTA requires that "all integrated transport plans must include routes for the transporting of dangerous goods by road through their areas". Below is the latest map showing routes frequently being used to transport dangerous goods.

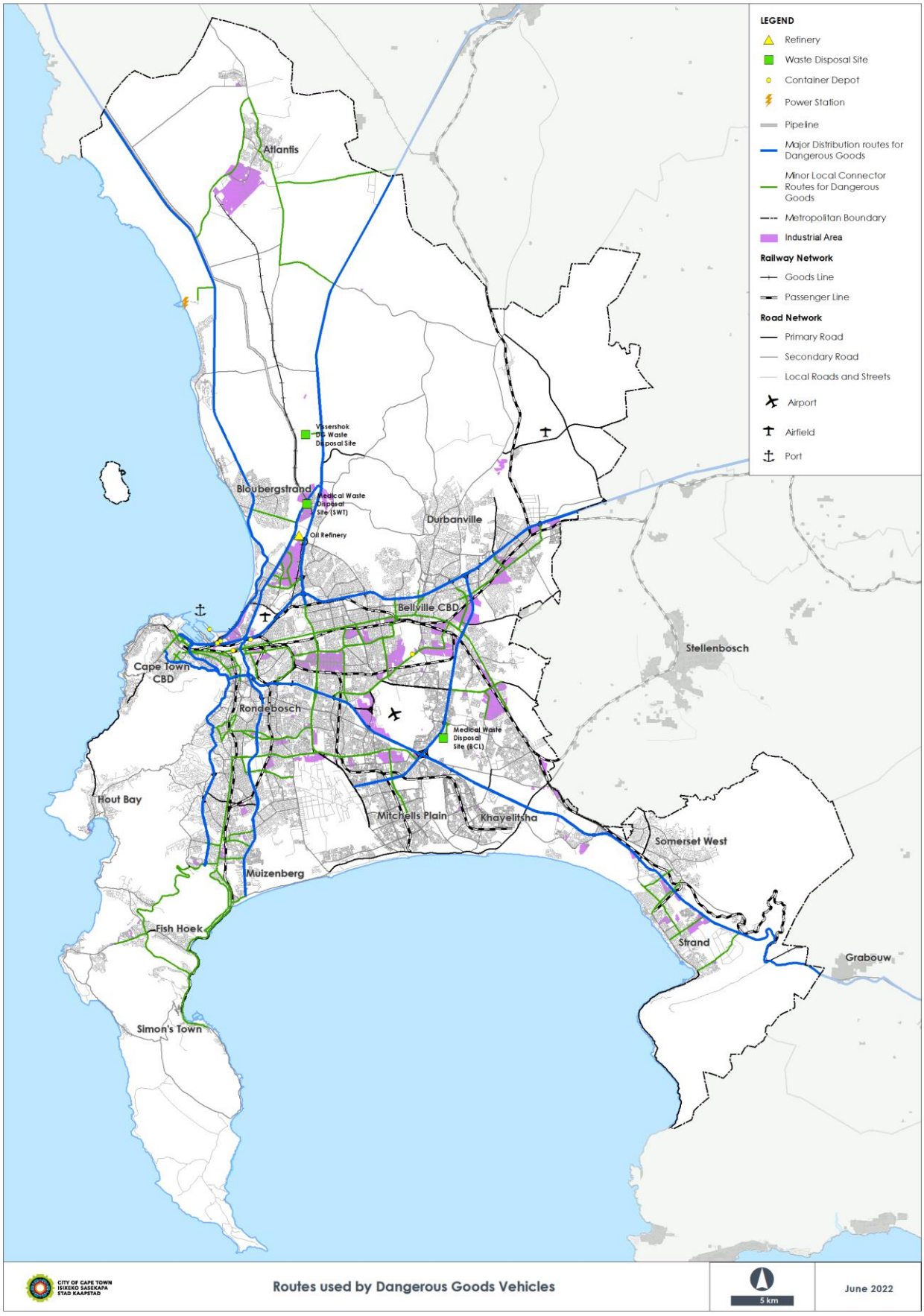


Figure 10-2: Routes used to transport dangerous goods

10.6 Long-term freight planning

The timeframes for freight-related planning are long term because of the significant infrastructure investment required. The movement of freight is the basis for economic development. The City is proactive in such planning on several fronts:

10.6.1 Road-to-rail planning

The City continues to advocate for the shift of appropriate freight from road to rail, for several reasons:

a) Environmental sustainability: The use of rail greatly reduces carbon emissions and other air pollutants.
b) Transport infrastructure sustainability: Truck movement (especially overloaded trucks) is the greatest contributor to road surface deterioration and damage.
c) Rail network: A freight rail network exists but is underutilised.
d) Congestion: Removing some container trucks from the road network would contribute to congestion relief.
e) Mass movement of waste: Rail is the most efficient way of moving solid waste to landfill sites.

The City recognises Transnet National Ports Authority's (TNPA's) strategic projects such the 'CTCT Phase2b' project that is aimed at increasing the current road/rail split to 90% (road)/10% (rail) by aligning the rail capacity in the port with the inland terminal (Belcon) as means to improve rail utilisation.

10.6.2 Port-related planning

The City and TNPA are in ongoing communication on their long-term plans, as expressed in the National Ports Plan (2019) and the District Spatial Development Framework (2022). The City will continue to work with TNPA and Transnet Freight Rail (TFR) towards aligning these two plans.

The City has become increasingly aware of the economic role of the port, and has paid more attention to its functioning in supporting import and export commodity sectors. While the Urban Mobility Directorate has been, and remains, the lead directorate in port planning matters, colleagues in economic development and spatial planning are playing an increasingly important role in planning. The Enterprise and Investment Department is engaging in processes regarding port performance, as this falls outside of the planning work, except as it relates to truck movement into and out of the port, which remains an urban mobility function.

10.6.3 Back-of-port planning

As a port city, the Cape Town CBD and the port sit adjacent to each other, and have become increasingly disassociated from each other, as each has become increasingly specialised and independent. At the same time, each have their own access needs as they both generate daily flows of vehicles and trucks (exacerbated by the decline of rail for both passenger and freight movement). They both also have expansion needs, in terms of land use but also in terms of compatible adjacent land uses. Other port cities have managed this through regionalising their back-of-port activities. This integrated approach is hampered by the fragmentation of authorities: the ports authority (TNPA), the rail authority with substantial land holdings (TFR) and the City as the planning authority.

The City seeks to ensure alignment with respect to the expansion needs of the port beyond the current port boundary, to develop their back-of-port facilities. This has been a source of ongoing planning and debate. The City will apply its structures, skills and resources to work towards greater alignment as the planning authority.

To this end, studies such as the Belcon/Kraaicon Prefeasibility Study become important informants to the three authorities going forward. Other areas that need to be considered together for back-of-port planning are Culemborg (and its transfer from Transnet to TNPA), as well as the future roles of Paarden Eiland, Salt River and Maitland. The City and TNPA will continue to coordinate on TNPA's plans for a large, permanent truck-staging facility in the southern part of Paarden Eiland Industria, as part of its efforts to support its automated truck booking system, and to remove trucks staging informally on Marine Drive and surrounds.

10.6.4 Airport-related planning

The city relies on its international airport (CTIA) to transport both passengers and high-value, low-volume goods. While the aviation industry experienced a significant setback during the Covid-19 lockdown and related alert levels, economic development imperatives are driving efforts to revive the industry. While this should have strong economic benefits, thought should always be given as to how the unintended consequences, such as a return to congestion, can be mitigated.

The City is a participant in ACSA's planning towards developing an aerotropolis, which focuses on strategic land development adjacent to the airport in support of economic development related to the airport industry and its services. This also aligns with the Philippi opportunity node planning under the Urban Catalytic Investments Programme (see chapter 12). The proposed realignment of Borcherds Quarry over the N2 to upgrade the link between the CTIA and the metro south east has relevance.

The City is also a participant in Wesgro initiatives to grow both passenger and air cargo movement, which should continue. While the City is not a direct participant in the logistics chain, it will benefit from the upcoming Air Cargo Logistics Strategy.

The City takes cognisance of the plans for a privately-developed, cargo-focused 'Winelands Airport' on its periphery in its long-term plans.

In the longer term, the City is aware of the likely growth in drone technology as a last-mile mode for small consumer goods. The implications for the change in freight movement patterns, and in managing the city's airspace, will need to be considered proactively.

10.6.5 Corridor planning

Consideration should be given to broader corridor-scale planning along the two major freight routes being the N1 and N7 road and rail corridors. A strategy for freight land uses and transportation would help to guide decision making. This would require coordination between the City, WCG, Transnet and SANRAL.

The 'golden thread link' between the IDP and CITP priorities, and the projects mentioned in this chapter (and others that are linked to it), is illustrated in the table below.

Let's design and maintain the road network so that people and goods can move efficiently around the city		
	CITP | IDP priorities	**CITP programmes and projects/initiatives**
Congestion management	The City is committed to **reducing the time residents spend travelling every day** through targeted road capacity improvements, and interventions that reduce the need to travel at all or during peak times of day. The City will work to improve the speed and efficiency of the movement of freight throughout the city.	a) Demand responsive traffic signal optimisation (7.3) b) Targeted road capacity enhancements (7.3) c) Travel Demand Management (8) d) Freight movement (10)
Freight	The City works to ensure that freight transport is safe and efficient, serving the needs of the local and regional economy without compromising the access and mobility needs of fellow road users.	a) Abnormal loads and dangerous goods road plan (10.4) b) Long-term freight planning (10.6) c) Road to rail (advocacy) d) Port related e) Back of port f) Airport related

10.7 Implications of the approach of this CITP for planning for freight

Planning in uncertainty

The four scenarios described in chapter 2 have significant implications for the future of freight, which is significantly impacted by the levels of economic development, and that, as a sector, can either become increasingly or decreasingly formalised during the CITP planning period.

The review of the City's Freight Management Strategy will have to factor in this new way of planning. It is already on the right track, as its focus areas each propose a set of actions, rather than prescribing outcomes.

Areas of uncertainty in the freight sector in Cape Town could be:

1. Significant shifts to online shopping resulting in shifts in the logistics chain.
2. Improvements in freight technology into the medium to long term, including drone technology.
3. Whether there will be a significant shift of cargo from road to rail.

Any freight demand modelling that is based on land use modelling and on past trends will need to be used circumspectly, as the assumptions around the nature and rate of population growth, and the nature and rate of economic development have been identified as key uncertainties. This is particularly relevant in a scenario of low formality and high economic growth, where change is significant, but least directed.

Incrementalism

The incremental approach to improving the public transport network could also benefit road-based freight movement, as bottlenecks are eased on major routes that are used by road-based freight. A range of innovative freight interventions can also be used across the city to deliver goods. This can be adapted and built up over time in an incremental way.

Triple access

Digital connectivity has shifted the freight supply chain for consumer goods, and is likely to continue to do so, resulting in more decentralised depots and micromobility last-mile freight vehicle movement. The impact on the freight demand patterns needs to be better understood.

10.8 Components of the review of the Freight Management Strategy

The following components of the Freight Management Strategy requiring review have been identified:

1. **Gap analysis**: The identification of gaps in the strategy such as the movement of goods via bicycle or other micromobilities (including drones) on public transport, particularly in the context of the informal sector; consideration of options for restructuring of freight movements via rail in order to inform advocacy role of the City; and the environmental considerations related to freight movement (road freight in particular)
2. **Contextual changes**: Considering shifting distribution patterns for goods as a result of shifts in shopping behaviours spurred by the Covid-19 pandemic
3. **Alignment**: Ensuring alignment between the City and the WCG's 2019 Freight Strategy, as well as more recent City strategies such as the Resilience Strategy (2019) and Climate Change Action Plan (2021).
4. **Monitoring and evaluation**: An assessment of progress on the original actions contained in the 2016 strategy and a strengthened monitoring and evaluation framework for the strategy.
5. **Roles and responsibilities**: An evaluation of the roles and responsibilities associated with each of these actions (updating to reflect new structure of the organisation), as well as an articulation of the City and WCG's respective roles with regard to freight.
6. **Theory of change**: Articulation of a desired end state in order to review and refine the current objectives in a way that will transition the freight network towards this end state from its current 'as is' state.
7. **Evidence building**: The current strategy was built on a fragmented data environment and in the absence of the ability to model different options for freight management. There is now the opportunity to utilise the WCG's CUBE model (regional land use-transport interactive model) to assess possible interventions and model scenarios. There has also been investment in weigh-in motion and counting sensors by the City (as part of the Load Management System), from which the data can provide insight into where there are emerging risks to the road network as a result of freight movements.

11 OTHER TRANSPORT-RELATED STRATEGIES

Climate change and resilience are becoming a fundamental informant to planning. The City has more recently moved towards an integrated approach for climate change and resilience planning, with the adoption of its first Resilience Strategy in July 2019 and a new Climate Change Strategy in May 2021. Both strategies include transport-related goals, and a set of work areas to ensure mainstreaming and integration across sectors.

The most important informants to the CITP are summarised below.

11.1 Climate change

11.1.1 Climate Change Strategy (2021)

The City of Cape Town Climate Change Strategy provides a high-level of strategic guidance for decision making, planning, and programme and project management development and implementation in respect of climate change. The strategy should be read in conjunction with the City's Climate Change Action Plan, which provides a higher level of detail in terms of specific actions that will be implemented to achieve the vision, desired outcomes and goals of the strategy.

Having a clear climate change strategy in place enables the City to take action to reduce and prepare for climate change risks (adaptation), as well as to take action to pursue heightened ambition in reducing greenhouse gas (GHG) emissions (mitigation) to approach carbon neutrality by 2050. The strategy also aims to ensure that the co-benefits of climate change adaptation and mitigation – including job creation, improved health, reduced risk, improved energy and water security, and a range of other benefits – are maximised in the implementation of the strategy.

The City's new GHG emission reduction targets for 2030 and 2050 have been embedded in the new Climate Change Action Plan to align with the required heightened level of global climate action ambitions – achieving carbon neutrality and enhanced climate resilience by 2050. The transport sector has a significant contribution to make towards achieving these targets.

11.1.2 Climate Change Action Plan

While the Climate Change Strategy lays out the City's vision for responding to climate change, this action plan details the actions and their context in each work area required to achieve the desired outcomes and goals of that vision. Many actions are held in common with the City's Resilience Strategy as well as other key City strategies, policies, and plans. This action plan thus aligns existing actions with new actions to be developed into programmes and projects.

This action plan is intended to be flexible and iterative in nature; as the City's approach to climate change evolves over time, the plan will also change. It also intends to take account of the future lessons learnt, from the implementation process, continued engagement, monitoring and evaluation, as well as technology change and the need for new actions as priorities shift. Systemic change requires constant engagement through a cycle of planning, doing, evaluating and replanning. This is critical to keep the plan dynamic and continuously allow for reflection and adaptive learning.

The different types of actions of the Action Plan are organised in strategic focus areas (SFAs) and cross-cutting work areas (CCWAs). Each SFA and CCWA includes an introduction providing content, outlines a set of goals it aims to achieve, and each goal includes a number of actions to implement.

The transport sector's SFA is strategic focus area 9: mobility for quality of life and livelihoods. To ensure we have a system of mobility in Cape Town that is not only carbon neutral but also enables quality of life and livelihoods, this plan must:

a) reduce frequency and distance of trips due to improved spatial planning;
b) fast-track the shift towards an efficient and integrated public transport system;
c) increase active mobility and non-motorised transport; and
d) ensure that it is feasible for all vehicles to be powered with clean fuels.

There is a strong interdependency between the goals and actions of this SFA and the spatial and resource inclusivity goals and actions (which will lead to reduced travel demand).

11.1.3 Climate Change Action Plan: goals and actions

The following section describes the specific goals and actions for the Urban Mobility Directorate.

Goal 18: Through the City's role as the transport planning authority as well as the contracting authority for bus rapid transport (BRT) services, support the restoration, rehabilitation and expansion of the rail system to a carrying capacity of 30% above 2010 levels by 2030, and put in place a contingency for alternative mass transit infrastructure in the event that the rail system does not recover or ceases to be functional altogether.

<table>
<tr><td rowspan="2">Lead department(s):
Urban Mobility Directorate, and specifically the following departments:
Network Management (interface lead)
Public Transport Operations
Transport Planning

Supporting department(s):
Urban Catalytic Investment leads collaboration with PRASA and Transnet on transit-oriented development (TOD) precincts
External Stakeholder(s):
National government or parastatal</td><td>Action 18.1
Support PRASA to restore and rehabilitate the rail system, and to expand services where possible</td></tr>
<tr><td>Description
Work with other spheres of government, including state enterprises Passenger Rail Agency of South Africa (PRASA) and Transnet, to support the safe and reliable operation of local trains.</td></tr>
<tr><td>Status of action:
Implementation</td><td>Subactions
a) Continue with Rail Subcommittee functions of the City's Intermodal Planning Committee (IPC) that feeds back to the Land Transport Advisory Board (as per the NLTA).
b) Extend life of rail enforcement initiative.
c) Explore devolution of rail service.
d) In review of the City's Integrated Public Transport Network Plan 2032 (IPTN), scenarios will be considered and tested in relation to the future role of all modes of transport, including rail.
e) Support the conclusion of an agreement with PRASA on a mixed-used public transport mobility hub at the Bellville central business district (CBD) station.</td></tr>
</table>

Lead department(s): - Network Integration **Supporting department(s):** - Transport Planning **External stakeholder(s):** - National government or parastatal - Provincial government	**Action 18.2** **Develop legal, strategic and planning responses that define 'how' the City can respond to the integrated transport planning challenge posed by the rail crisis**
	Description In response to the ongoing rail crisis, the City's 2017 Council resolution (C07/10/17) proposed a study to examine the feasibility, considerations and implications of alternative rail solutions in Cape Town and its functional area. A legal opinion in response to concerns raised by National Treasury has since determined that such a study is not within the City's mandate. Yet rail remains the 'backbone' of the City's integrated transport plans for which it does have a mandate. The City therefore has a responsibility to develop a strategy that assesses scenarios of rail service recovery, or continued decline and appropriate planning responses to those, so as to maintain and improve public transport service levels in a growing city. Such a strategy should define triggers for when alternatives, within the City's existing mandate, should be pursued based on the performance of the rail system, and prevailing levels of collaboration and transparency. A key input to this will be legal opinion that explores 'how' the City can respond rather than 'if' it can respond.
Status of action: Implementation	**Sub-actions** a) Ensure that this item remains on the agenda of the City's Land Transport Advisory Board. b) Carry out a planning study that assesses the role of rail as the backbone of transport planning within the City of Cape Town metropolitan area and develops contingency options and clear triggers for initiating them. c) Prepare an incremental strategy for the development of an Intergovernmental Relations Framework through which the Intermodal Planning Committee (IPC) or other IGR mechanisms lobbies state-owned enterprises (SOEs) to invest in and manage the rail network in a way that best facilitates economic recovery. This will be done with a particular focus on advocating rail revitalisation through rail investment and management by PRASA with the greater involvement of the City and Western Cape Government in the regional management thereof. d) Continue to engage with the relevant national departments (National Treasury, Department of Transport), Western Cape Government, and parastatals (PRASA and Metrorail) in the process of developing the strategy and planning study.

Lead department(s): - Transport Planning **Supporting department(s):** - Business Enablement - Network Operations **External stakeholder(s):**	**Action 18.3** **Explore contingencies for alternative mass transit options**
	Description Explore the scenario of an integrated transport system without rail in the revision of the City's Integrated Public Transport Network Plan 2032 (IPTN).
	Sub-actions a) Run this scenario through the Western Cape Government's integrated transport modelling tool. b) Explore options for giving a time advantage to road-based public transport on the existing network.

- Provincial Government **Status of action:** New (concept)	

Goal 19: Integrate transport modes to improve efficiency and fast-track a modal shift from passenger kilometres by private vehicles to other modes (decreasing from 58% in 2016 to 23% in 2050).

Lead department(s): - Transport Planning **Supporting department(s):** - Urban Planning and Design **External stakeholder(s):** - Residents - Businesses/industrial associations **Status of action:** New (in planning)	**Action 19.1** **Use the Integrated Public Transport Network Plan 2032 (IPTN) and the Non-motorised Transport (NMT) Network Plans to maximise change in modal shift away from private vehicles** **Description** Continue to implement the City's IPTN (2032) and the NMT network plans to maximise change in mode shift away from private vehicles. **Sub-actions** a) Ensure that the NMT network plans provide NMT access to the IPTN. b) Fast-track the design of appropriate pilot projects to operationalise taxi operating companies (improve the minibus taxi (MBT) sector and its integration with other modes of public transport).

Lead department(s): - Transport Planning **Supporting department(s):** - Communications **External stakeholder(s):** - Residents - Businesses/industrial associations **Status of action:** New (in planning)	**Action 19.2** **Fast-track high-occupancy vehicle (HOV) lanes, and complete the City of Cape Town Congestion Management Plan** **Description** Examine opportunities to integrate the transport system and incorporate HOV lanes adoption on critical transport routes (focusing on an evidence-based approach), through creating missing links and capacity to support road-based public transport. The congestion management plan comprises four components: 1) Behavioural change. 2) Infrastructure improvements. 3) Operational improvements. 4) Supporting stakeholder tactical urbanism activities. **Sub-actions** a) Complete study on speed advantage for road-based public transport. b) Implement the public transport priority measures projects emanating from above study. c) Implement existing plans to encourage changes in travel behaviour. d) Implement existing plans for infrastructure improvements in favour of public transport and NMT. e) Implement existing plans for operational improvements. f) Support stakeholder initiatives that support tactical urbanism. g) Engage other local transportation services in relation to all of the above, for example the taxi industry, and Golden Arrow Bus Services (GABS).

Lead department(s): - Transport Planning **Supporting department(s):** - Communications - Transport Shared Services (Communications) **External stakeholder(s):** - Residents - Provincial government	**Action 19.3** **Ensure that pedestrianisation programmes prioritise improved safety and increase the number of pedestrian/cycling trips made**
	Description The City's NMT infrastructure programme is implemented according to the NMT network plan. In the next five years, the City will be expanding the NMT network, which includes footways, cycleways, signage and intersection improvements that are universally accessible to achieve improved access, mobility and safety for all.
Status of action: Implementation	**Sub-actions** a) Submit the Universal Access Development Plan for approval. b) Complete the Pedestrianisation Plan for approval. c) Update the 2017 Cycling Strategy. d) Implement the NMT network plans. e) Identification of locations of bicycle racks and NMT across the city in accordance with the NMT network plan. f) Introduction of targeted awareness raising programmes to promote NMT. g) Link implementation to tactical urbanism activities, and to the Western Cape Education Department's Walk to School programme.

Lead department(s): - Transport Planning **Supporting department(s):** - Organisational Effectiveness and Innovation (developing partnerships) - Property Management (tbc) **External stakeholder(s):** - Businesses/industrial associations	**Action 19.4** **Promote citywide adoption of Travel Demand Management (TDM) measures, in particular measures that support flexible working, and a shift to more sustainable transport modes** **Description** Engage businesses, particularly larger employers, to promote alternative transport options and behavioural change programmes such as flexible working programmes to manage travel demand. **Sub-actions** a) Implement the Future of Work programme within the City as an organisation. b) Engage with relevant big business, including representative organisations such as the Cape Town Chamber of Commerce, to encourage the private sector to implement travel demand measures.
Status of action: New (concept)	

Goal 20: Prepare for a scenario of complete transition to electric or alternative fuel-powered freight, bus, taxi and passenger vehicles by 2050.

Lead department(s): - Public Transport Operations **Supporting department(s):** - Transport Planning - Sustainable Energy Markets **External stakeholder(s):** - National government or parastatal - Businesses/industrial associations	**Action 20.1** **Develop a procurement strategy for low carbon emission vehicle and fuel technologies towards carbon neutrality** **Description** In line with the C40 Cities Green and Healthy Streets declaration, carry out a comprehensive study to evaluate what alternative vehicle and fuel options are best for the City's MyCiTi bus rapid transit system and how to best address the supporting infrastructure required. **Sub-actions** a) Carry out a comparative analysis to evaluate alternative vehicle and fuel technologies for the MyCiTi system. b) Develop a transitional business case for an incremental shift to the most appropriate option for the MyCiTi system (including acquisition and lifecycle costs as well as resource requirements). c) Consult with relevant government departments (Department of Mineral Resources and Energy and Department of Trade and Industry) in relation to the above.
Status of action: New (concept)	

Lead department(s): - Sustainable Energy Markets - Transport Planning - Energy Generation and Distribution **Supporting department(s):**	**Action 20.2** **Develop the necessary policy and regulatory environment to promote uptake of electro-mobility freight and electric passenger transport (including public and private vehicles and minibus taxis) and manage risks to the electricity grid.** **Description** City to formalise its stance on electric vehicles and establish the City's role in promoting uptake in both the public and private sector. This work applies to both public transport vehicles (buses and minibus taxis) and passenger vehicles.

- Public Transport Operations - City Health (Air Quality Section) **External stakeholder(s):** - Businesses/industrial associations - Provincial government - National government or parastatals - Research institutions	**Sub-actions** a) Engage with relevant stakeholders – including the Electric Vehicle Infrastructure Association (EVIA) – and develop a position paper to promote uptake of public transport, freight and private electric vehicles. b) Investigate the potential impact on the City's electrical grid infrastructure with increased EV uptake and assess options for depot charging and on-route charging systems. c) Develop an EV Framework to outline how the City of Cape Town will promote and manage the widespread adoption of electric mobility. This will provide details on key measures as well as the next steps required in this transition. The framework will be used to position Cape Town as a leading EV-friendly city in South Africa, and provide guidance on how EV-enabling regulations can be integrated into national policies and by-laws. d) Investigate the viability of a potential electricity tariff structure to support the uptake of EVs. This would also be used to manage the effects of EV charging on the City's grid through shaping charging behaviour.
Status of action: Implementation	

Lead department(s): - Fleet Management - Facilities Management **Supporting department(s):** - Sustainable Energy Markets **External stakeholder(s):** - Business/industrial associations - Research institutions - CSO/NGO	**Action 20.3** **Show City leadership and gather real world data from EV pilot programmes such as the installation of publicly accessible demonstration chargers and the procurement of EVs for City fleet.**
	Description Use the installation of demonstration EV chargers as part of an awareness campaign to encourage EV uptake in Cape Town and to review the impact and sustainability of such installations as City assets. Gather real-word usage data of the pilot EVs within the City's fleet to inform future decision making.
Status of action: Implementation	**Sub-actions** a) Gather real-world usage data by assessing the energy consumption and overall performance of the five electric vehicles compared to internal combustion engine vehicles within the City's fleet to inform future decision making on the expansion of the EV component of the fleet. b) Use the City's two public, solar-powered EV charging stations to: i. Gather data to understand the potential impacts of EV charging on the grid. ii. Consider practical implications of larger-scale rollout of EV chargers for City fleets, based on experience of the pilot chargers. iii. Gather data for awareness raising to promote EV uptake and expand charging infrastructure. iv. Demonstrate the role of supporting infrastructure to facilitate the widespread use of EVs. c) Host an EV task team with key City departments and external stakeholders to drive an enabling environment for the uptake of EVs in the City. External stakeholders include clean energy advocacy groups, automotive sector supplier network groups and businesses, energy service providers, and original equipment manufacturer networks.

Goal 21: Ensure that climate change and air quality monitoring and metrics for transport adequately support the assessment of actions and by-laws in the sector.

Lead department(s): - Corporate IS&T - Transport Planning - Sustainable Energy Markets **Supporting department(s):** - City Health (Environmental Health, Air Quality Branch) - Spatial Planning and Environment Directorate - Human Settlements Directorate **External stakeholder(s):** - Not applicable	**Action 21.1** **Compile a baseline carbon footprint measurement for the operations of the City of Cape Town Transport, Spatial Planning and Environment, and Human Settlements Directorates** **Description** A service provider will assist with compiling a baseline carbon footprint measurement for the operations of the Transport, Spatial Planning and Environment, and Human Settlements Directorates (includes non-transport emissions from the various directorates), and propose a mitigation plan for reducing emissions from these departments. **Sub-actions** a) Ensure that e-fueling data from the fleet can be automatically captured. b) Enable the carbon footprint data availability to City systems through an Application Programming Interface (API) so it can be integrated with the City's entire carbon footprint.
Status of action: Implementation	

Lead department(s): - Sustainable Energy Markets (Climate Change Team) **Supporting department(s):** - Transport Planning - City Health (Air Quality Branch) **External stakeholder(s):** Research institutions	**Action 21.2** **Integrate GHG emissions and air quality metrics into the Urban Development Index (UDI)** **Description** Develop an environmental (including air quality) index to supplement the Urban Development Index (UDI). The UDI is a set of indices that the City has compiled to track progress in achieving dense, transit-oriented growth as one of its strategies to overcome apartheid spatial planning, and further periodically measure the efficiency and integration of the transport system. It includes metrics related to transport, such as modal split and accessibility to flexible transport options, as well as land use, housing and urban transformation and inclusivity metrics. **Sub-actions** a) Develop a credible, geographically spread data source for measuring GHGs and other pollutants across the city. b) Ensure that the data are configured in such a way to be compatible with and able to be integrated into the UDI dataset.
Status of action: New (concept)	

11.2 A carbon-neutral approach to transport

11.2.1 The transport carbon neutral approach

In 2018, the transport sector in Cape Town accounted for 62% of total energy consumed and 31% of total CO_2 emissions produced[34], contributing significantly to local air pollution, global climate change and an imbalance of international payments through imports of refined fuel and crude oil. Given the City's commitment to achieving carbon neutrality by 2050, the focus of the Urban Mobility Directorate will be to implement programmes and monitor progress

[34] Scope 1 and 2 emissions according to the Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC)

towards a more resource-efficient, resilient, inclusive and environmentally sustainable transport sector.

Key focus areas include:

a) Increased efficiency and integration of public transport.
b) Increased modal share of non-motorised transport.
c) Reduced need for commuting.
d) Introduction of an alternative vehicle technology and fuel switching programme for the City's bus and vehicle fleets.
e) Creation of an enabling environment for a widespread adoption of electric mobility in Cape Town.

Although all these focus areas will be prioritised, for the purpose of this CITP, only electric vehicles and micromobility are discussed in further detail below.

11.2.2 Electric and alternatively fuelled vehicles

In Cape Town, as in the rest of South Africa, nearly all of the energy used by the transport sector is in the form of liquid fuel derived from crude oil imports. This renders the city vulnerable to continued oil price volatility.

Electric vehicles (EVs) are part of the global transition towards the electrification of transport as a strategy to reduce carbon emissions and dependence on crude oil imports. Globally, the momentum for electric mobility has increased exponentially over the last seven years. EVs provide an alternative to traditional internal combustion engine (ICE) vehicles as they can be powered by renewable energy.

Various national government policies and strategies support the move to electric vehicles including:

a) National Development Plan.
b) National Climate Change Response White Paper 2011 (then national Department of Environmental Affairs).
c) Electric Vehicle Industry Road Map 2016 (national Department of Trade and Industry).
d) Green Transport Strategy 2018–2050 (national Department of Transport).

However, these policies are undermined by the customs and excise import duty tariff framework, which imposes a disproportionately high import duty on EVs. As a result, South Africa, which already has a strong market for the manufacturing of ICE vehicles, is lagging behind the rest of the world in terms of its transition to EVs.

International experience suggests that the EV industry is here to stay and it is a matter of time before South Africa will have to make the shift from ICE vehicles to EV technology.

Given this and the City's commitment to achieving carbon neutrality by 2050, the City has recognised the need to be proactive and start paving the way for this transition.

In this regard, the City is exploring and piloting the switch from fossil fuel-driven to electric vehicles within the City's fleet, while developing an enabling framework to prepare for the uptake and regulation of a citywide transition to electric vehicles.

11.2.3 Micromobility

Micromobility refers to the emerging range of devices that:

a) carry one person
b) are land-based
c) are powered, therefore may not be classed as 'non-motorised' in the legislation
d) take up a similar amount of space to a person or bicycle, but travel significantly faster, thus creating a speed differential to both pedestrians and motor vehicles
e) have little more protection than a pedestrian if involved in a crash with a conventional vehicle
f) are powered by electricity or a low-carbon fuel source
g) may include carrying micro-cargo (cargo e-bicycles)

Examples include e-bicycles, e-scooters (from leg-kick to moped), e-skateboards, segways, hoverboards, and monowheels.

There is some uptake in the use of micromobility for commuter purposes, but the use of e-modes may well become more popular should affordability and operating ranges improve.

Micromobility fills the 'gap' between walking and conventional vehicular transport. The devices support increased physical mobility in the access triangle, where spatial proximity is reduced from to 5 to 10 km. It must emphasised that the spatial structure of the city and long travel distances are obstacles to micromobility as an alternative to private vehicles or public transport.

The uptake in micromobility should be considered in the City's scenario planning. This planning needs to address multiple questions, some of which are listed below, and were generated largely from the public participation process.

Current legislation does not accommodate micromobility. The current Road Traffic Act, 1996 and its regulations make provision for pedal bicycles on public roadways but not for e-bikes. While the National Road Traffic Amendment Bill makes provision for 'environmentally friendly vehicles', they still need to be defined, but are understood to include e-modes.

In terms of the current NRTA, an e-scooter is legally defined as the same as a motorised vehicle, thereby requiring it to be roadworthy and licensed. E-scooters have to operate in the road and share space with mixed traffic.

Should the City facilitate this uptake and advocate for a change to the legislation? Should it differentiate in its approach to the various devices? Should it pioneer solutions (before legislation changes), or cautiously respond to demand, focusing on the protection of vulnerable users, and reducing risk? Can micromobility play a role in the transition to low-carbon transport?

How can the City accommodate micromobility in the PROW in a way that ensures safety for all: pedestrians, micromobility devices and conventional vehicles? Would it need dedicated lanes/routes, or should speed limits be reduced on lower-order roads to accommodate it? How can current driver behaviour be managed to accommodate these more vulnerable users? How would micromobility be accommodated when there are other competing users: NMT, PT and private cars? Regardless what the answers are to these questions, the City should still be striving to create a public realm that is safe, secure and conducive to NMT and vulnerable users, and one that stimulates businesses along these routes.

Can PT facilities accommodate personally owned micromobility devices used on first-mile trips in park-and-ride facilities? Services that provide a last-mile micromobility mode could be

considered as part of the public transport plan. Can public charging stations be provided through partnerships?

South Africa, unlike many other sub-Saharan countries, does not currently have a strong bicycle culture, which makes a transition to e-bicycles more difficult. Is the transition likely to be among a particular demographic that has not been adequately catered for previously? Or should the focus for now be on a small sector such as tourists and recreational users? Is there a role for the private sector?

The unintended consequences of this uptake will need to be considered: among which cohort of travellers is the uptake likely to be: PT users, or private car users? With a sector of society that strongly values personal independence, maximising convenience, minimising waiting times (seen as 'dead time', and may be associated with security problems), and in a city where a large proportion of daily trips digresses from the major movement routes, micromobility may be more attractive than public transport. This could be especially true for shorter trips, and for those requiring transfers between modes.

When approaching a policy perspective on how the City should support these on the road network, it may be useful to differentiate between privately owned devices, which have an origin and destination point on private properties, and businesses that hire out such devices, where parking and stacking may become uncontrolled (as experienced in some cities with popular recreation destinations), and drivers may be unqualified to drive them.

Finally, what can the City do to support last-mile cargo movement using micromobility? The trend towards more frequently delivered small parcels, many as a result of the growth in online shopping, makes this a current reality, and creates an opportunity to reduce conventional freight traffic, particularly in CBDs. Does this require changes to the current road infrastructure?

The City will consider a more detailed study to address the various challenges and issues raised above in order to support and enable the use of micromobility in Cape Town.

It should be noted that micromobility is only one type of e-mobility. Please refer to section 11.2.2 for further information regarding the City's actions around broader e-mobility.

11.3 Cape Town Resilience Strategy (2019)

The Cape Town Resilience Strategy (2019) provides an overview of Cape Town's resilience challenges in terms of health and wellbeing, the economy and society, infrastructure and the environment, leadership and strategy, and provides a roadmap for the City to respond to the individual shocks and stresses identified through five pillars, 20 goals and 75 actions.

During the Preliminary Resilience Assessment for Cape Town (2018) that formed part of the Cape Town Resilience Strategy process, three questions arose in the development of the assessment that relates to transport:

1) How can we use green infrastructure to achieve multiple resilience-related dividends?
2) How can we create empowering engagement mechanisms for diverse stakeholders to contribute to building a climate-resilient city?
3) How can partnerships in society be leveraged to reduce the stress of traffic congestion?

A collaborative approach was used to answer these questions and inform the resilience strategy under Goal 2.1 'Grow partnerships that strengthen transportation systems and improve mobility'. The Resilience Strategy and the Climate Change Strategy will collectively aim to achieve the goals under Pillar 2 in the Resilience Strategy 'Connected, climate-adaptive city'.

The focus on transport in terms of the Resilience Strategy is the following programmes and projects:

a) Grow partnerships with local employers to change commuter behaviour and deliver sustainable mobility in the form of flexible working programmes.
b) Collaborate with other spheres of government to ensure the safe and reliable operation of local trains.
c) Leverage data and mapping applications to improve integration of informal transportation systems.

11.4 Proposed review of the City of Cape Town's Road Safety Strategy (2013–2018)

The terms of reference of the review of the City's Road Safety Strategy are still being finalised, and will be based on the performance and lessons learnt with the preceding strategy. It will be aligned with the Global Decade of Action and other national and provincial road safety strategies, of which the aim is to halve road deaths and injuries by 2030 and continue on that trajectory towards total elimination for the following decades.

The strategic intent of the successful implementation of the strategy is to:

1. Prioritise improvement of road safety for pedestrians, cyclists and vehicles.
2. Reduce the risk of death or injury to users of the road network. The perception of risk will reduce with an improvement in driver behaviour, leading to an increased feeling of safety for residents and visitors alike.
3. Improve the quality of life for all residents, particularly those who rely predominantly on walking as a mode of transport.
4. Reduce the burden of road traffic crashes on the local economy and make Cape Town a safer place to live and do business.

It will focus on child safety (particularly around schools), and will address road user education and traffic enforcement.

11.5 Covid-19 Transport Response Plan

The coronavirus disease 2019 (Covid-19) is an infectious disease that was first identified in December 2019 in Wuhan, China. This resulted in the World Health Organisation declaring it a global pandemic on 12 March 2020, followed by South Africa declaring a national disaster on 15 March 2020. In response to this, the City of Cape Town's Urban Mobility Directorate developed a Transport Response Plan (TRP) that was tol respond to possible Covid-19-related scenarios that could impact the transport business over the next 24 months. This plan provides risks and mitigation measures to ensure that business continuity is managed and adjusted to take into account the pandemic and its impact.

The plan unpacks the various transport business areas giving a high-level overview of how each area will either focus on short-, medium- or long-term scenarios to respond and adapt. The areas that are being developed are:

1. Transport strategic plan and policies.
2. Projects at risk: MyCiTi Metro South East BRT corridor.
3. Road-based public transport operations.
4. Public transport interchange (PTI) management.

5. Licensing and regulation: planning authority directions.
6. Roads infrastructure and management depot and district offices.
7. Infrastructure implementation.
8. Road network management.
9. Network management (signals).
10. Travel demand management.
11. Freight movement.

11.5.1 Proposed interventions to maintain positive travel behaviour and congestion reduction post-lockdown

As part of the Travel Demand Management (TDM) plan, an initiative to identify, define and develop a set of implementable actions to lock in the transport benefits post-lockdown was developed. This plan addresses the question: "What part of the old normal do we not want to return to?"

a) High congestion levels?
b) High carbon emission levels?
c) Long travel time?
d) High user transport costs?
e) Non-sustainable transport mode choices?
f) Network and space provision that prioritises the private car?
g) Having to travel to the office to work?
h) This plan titled: 'Proposed interventions to maintain positive travel behaviour and congestion reduction post-lockdown' identified interventions categorised in the following five focus areas:
    - Transport network interventions
    - Transport infrastructure interventions
    - Transport operational interventions
    - Citywide institutional interventions
    - Externally focused interventions

The following table lists some of the short-term actions identified as part of this plan.

Table 11-1: Short-term interventions

NETWORK INTERVENTIONS	
	Maintain/upgrade existing NMT routes: surfacing, painting and signage
	Mobility cycling supported by Premier: Main Road (M4): Muizenberg – Simonstown: more cycle warning signage; markings at intersections
	Temporary measures to improve pedestrian 'pinch points' and reduce delays in public transport: Adderley Street: reallocation of space especially around the MyCiTi station for NMT Strand Street: exit from the railway station to the Golden Acre: create more space for pedestrians to cross
INFRASTRUCTURE INTERVENTIONS	
	Consideration to outgoing BMT lane on the N2 – from before Hospital Bend to Raapenberg Road, and beyond
	Greater protection of all existing BMT lanes through enforcement
	Voortrekker Road, Maitland: tactical transit lane to prioritise public transport
TRANSPORT OPERATIONS	
	Communications to encourage private vehicles to travel to CBD in off-peak hours, to prioritise the road space for public transport in peak
	Encourage online shopping
INTERNAL INSTITUTIONAL INTERVENTIONS	
	Continue to support remote working (working from home, and from satellite offices), with a long-term perspective of organisational improvement in a more decentralised environment
	Quantify benefits of this new decentralised system
	Upscale facilitation of employee swap-outs for staff who work at facilities, to enable them to work closer to home
	Upscale facilitation of employees arranging lift clubs for staff who work at neighbouring facilities, to enable them to avoid public transport use, but also reduce private car use
EXTERNAL INTERVENTIONS	
	Support and promote remote working in big businesses through the Cape Chamber of Commerce
	Support and promote remote working in other government departments
	Launch and promote the new Smart Living Handbook (which includes a section on transport)
	Social media campaign that makes reduced travel a social norm, encourages a commitment to this, and encourages reciprocal behaviour
	Support and collaborate with WCG on common campaigns, for example their campaign to promote cycling

11.6 Human Settlements Sector Plan

11.6.1 Status of the plan

The Human Settlements Sector Plan is the Human Settlements Plan for the IDP, and is developed in terms of the Housing Act, Act 107 of 1997. It sets out the City's plans and projects and guides the Human Settlements Strategy.

The provision of state-assisted human settlements is significantly prescribed by human settlements-related legislation and regulations and hampered by policy uncertainty and financial considerations.

11.6.2 Quantification of need

According to the Human Settlements Sector Plan, the full extent of the housing need is difficult to determine, and specifically where the provincial/local government should be providing subsidy housing. This uncertainty is driven by a number of factors.

For example, the Housing Needs Register is "not an accurate measure of real demand because 1) it relies on people to come forward to register a need for housing, and 2) not all those on the Housing Needs Register would necessarily qualify for the various national housing programmes implemented in the City as their eligibility is only tested once they have been selected for a particular housing programme". For this reason, the proxies used for estimating housing demand in the City of Cape Town include: 1) The number of people who have expressed a need for housing by registering on the Housing Needs Register, and 2) The level of informality, and the growth of informality over time. In addition, the Human Settlements Directorate is reliant on the national Department of Human Settlements for setting national policy and grant guidelines for human settlements projects (in the National Housing Code), with National Government also determining the level of grant funding for various human settlements programmes and allocation to the various provincial and metropolitan governments. This creates a level of uncertainty around how much housing stock needs to be planned for in the future, and for which income group.

11.6.3 National response

Having said this, the Human Settlements Sector Plan highlights the trends in grant funding over the last three years, as well as funding projected for the next three years. This gives the City some indication of national priorities:

a) There has been, and is projected to be more funding allocated to the Social Housing programme and to the Finance-Linked Individual Subsidy Programme
b) The USDG allocations grew at below inflation rates for the previous financial years, and are projected to decrease over the next three years. Part of this decrease is because money has been reallocated to the new Informal Settlements Upgrading Partnership Grant (ISUPG), which aims to prioritise the upgrading of informal settlements over other line items that the USDG could be spent on.
c) The HSDG is projected to substantially decrease, indicating a shift away from fully subsidised top structures. However, it should still be noted that this remains the programme with the highest expenditure.
d) The Title Deeds Restoration Grant is being phased out.

An increased focus on informal settlement upgrading, social housing, GAP housing (utilising FLISP), and testing of mixed-market models are strategically important for the City. City interventions to enable affordable housing include the release of well-located City land for medium- to high-density affordable housing developed by the private sector (this includes social housing).

11.6.4 Implications for transport planning

The implications of these shifts for transport are:

a) Increased support for the social housing programme and affordable housing in general, is of benefit to transport, as these projects are by definition both well located, and of medium to high density.
b) The new Informal Settlements Upgrading Partnership programme has both benefits and disbenefits for transport. Those projects that will be upgraded in situ will provide security of tenure to existing transport users. However, projects that require some 'de-densification' will result in the relocation of a proportion of households to locations where public transport services may be less as the City will have to rely on the availability of suitable land.
c) The HSDG has failed to address densification in well-located areas, and many projects have been located relatively peripherally, due to land costs and availability at scale.
d) The intent of the draft Inclusionary Housing Programme offers great promise for both densification and diversification of land uses in well-located areas. This draft programme proposed the use of density bonuses that can in turn result in moderate-income housing supplied by the private sector as part of their developments.

11.6.5 Location of human settlements projects

Human settlements projects align with the MSDF and DSDFs and in that way aim to support the existing and planned public transport services.

Similarly, Human Settlements still needs to conduct an analysis of its clients' access to services as measured against strategic objectives, for example, how many clients have easy access to clinics, schools, etc.

Having said that, the human settlements sector does have a programme for the development of new settlement areas, which will create a demand for travel, manifested as a demand for new public transport services, as well as a growth in traffic and NMT activity. The location of these settlements has a direct impact on the cost of transport to the user, service provider and the state.

There are ambitions to densify planned human settlements in well-located areas (called 'restructuring zones') through the provision of social housing via partnership arrangements[35]. The release of well-located City land for affordable housing will also enable densification. Multi-storey housing is essential to densification, which is in turn essential to many other aspects of transport's long-term planning towards preferred scenarios of multi-use, medium- to high-density settlements in areas effectively served by public transport, and accessible through NMT.

[35] This is now a Mayoral Priority Programme (MPP), which is being strongly driven and closely tracked

It is recognised that the demand for housing is far greater than what the local and provincial governments can supply annually. This results in various forms of private response of individual households:

a) Backyard dwellings. This results in the densification of poor residential areas that are usually poorly located and largely characterised by low- to middle-income households, thus exacerbating the polarisation of trip-producing areas from trip-attracting areas.
b) Second and third dwellings are allowed under the Municipal Planning By-law. This again results in the densification of trip-producing areas.

At a project scale, the support for NMT in project design is critical, considering the high volume of NMT trips as both exclusive NMT trips within settlements, as well as first and last mile trips into and out of these settlements, especially considering the mono-functionality of many human settlement areas.

11.6.6 Areas of common concern

11.6.6.1 Uncertainty around planning

The uncertainty around the true demand of housing and the resultant planning for government-funded projects impact on the planning for the future integrated transport system. This confirms the need for the Urban Mobility Directorate to adopt a 'planning under deep uncertainty' approach for its long-term plans.

11.6.6.2 Encroachments into road reserves

Where human settlements do not accommodate off-street parking, yet there is significant car ownership (usually due to a lack of public transport), private cars may be parked in such a way that NMT routes and even the streets themselves are obstructed – often exacerbated by the need for the car to be parked close to the owner's house for security reasons. Similarly, where erf boundaries are not clearly delineated, informal building into the road reserve may take place, obstructing the footpath and blocking non-motorised transport (NMT).

11.6.6.3 Access needs of new and existing human settlements

Distances from affordable housing to work present a further challenge for NMT, which is often the only transport option for people living in poverty. This is particularly true for large settlements, where residents must move out of the area to where economic opportunities are. This is further exacerbated for settlements adjacent to major arterial routes, which residents must cross to access services and opportunities. Improving access to bicycles with support from the NGO sector and improving the cycle routes to economic opportunity areas are needed.

11.6.6.4 Land Invasions and informal settlements

The informal settlement of land, one form of providing for the housing need, often occurs on vacant land earmarked for service infrastructure such as road and rail reserves. The cost of reclaiming this land often precludes the provision of such infrastructure.

In some areas, informal settlements encroach onto existing infrastructure, such as railway lines. For example, the Dunoon/Montague line has become inoperable due to the destabilisation of the tracks through the digging of drainage channels from the informal settlement.

However, some informal settlements can be upgraded. It is suggested that public transport networks be identified that can improve transport access as 'quick wins' for these settlements.

11.6.6.5 Temporary relocation areas (TRAs)

A temporary relocation area is an area that is formalised, but is used to temporarily relocate people from informal settlements while they are being upgraded or 'reblocked'.

TRAs are an important component of informal settlement upgrades. While they are temporary from the perspective of the people who are moved there temporarily, the structures are of a permanent nature, and require access to the normal range of urban services, amenities and opportunities.

Areas identified for TRAs must be provided with transport services. It is suggested that collaborative identification and alignment be carried out to ensure that TRAs can be better linked to opportunities for the people who pass through them.

11.6.7 New residential areas

New rail lines are required for future passenger rail services in Blue Downs, as well as towards Atlantis, and possibly the West Coast. The most pressing of these is the Blue Downs rail line, which was planned to be developed in tandem with the human settlement construction, but has lagged behind and is not to be constructed in the foreseeable future. The implications of this are significant, as the Blue Downs corridor is now only served by road-based public transport on an inadequate road network. The Urban Mobility Directorate should be considering interim measures to deal with this situation, and accommodate these in the revised IPTN.

11.7 Information Technology Sector Plan (IT SP)

The intersect of transport with the Information Technology Sector Plan (IT SP) is of great interest to the Urban Mobility Directorate, as the concept of digital mobility as one aspect of 'the triple access system' emerges in the transport sector (see chapter 2). While the IT SP focuses internally on the IT needs of the City through two main programmes, there are potential positive spinoffs from each for greater digital connectivity for the general public. The Urban Mobility Directorate should continually seek ways to maximise these benefits.

11.7.1 Rollout of broadband services

The City is rolling out broadband infrastructure (using optic fibre cables) and services to prioritised City facilities to improve the speed and reliability of their connectivity to the corporate network. The purpose is to improve staff communications, access to centralised systems (including financial and critical lifesaving systems), and private networks for specific departmental functions. The programme will not only ensure broadband connectivity to City buildings, but creates the possibility to lease spare capacity to the commercial market for revenue generation opportunities.

As the City owns its broadband network, there is a possibility for future projects that can support digital enablement to citizens and residents. The broadband programme provides the foundation for separate future opportunities to be explored more viably such as public Wi-Fi services, operational technologies such as safety cameras and sensors in the ground, and for future fourth industrial technologies such as 5G networks.

It is intended to roll out free (capped) Wi-Fi services at public transport facilities where the City has spare broadband capacity. This could later be used to provide real-time information on public transport services to users.

IT solutions are being rolled out to gather data on public transport use and activity, as well as for security purposes, which is essential for public transport users.

Enhanced digital connectivity also increases resilience as it enables alternative forms of access when the transport services cannot be accessed.

11.7.2 Core application review (CAR)

A core application review is under way to define the target IT architecture and roadmap for updating the City's core applications and new ERP. This is a long-term project, as some of the IS&T Department's planning is built around a 10-year cycle. Any future ERP should enable the generation of big data that can be used to inform transport plans, track the implementation of policies and strategies, as well as to track carbon emissions.

11.7.3 IT support for remote working

Internal to the organisation, this sector enabled the mass rollout of remote working for 8 000 City employees during the Covid-19-related lockdown and alert levels to ensure continued service delivery. This has 'telescoped' existing trends to enable remote working, and in that way supports the attraction and retention of talent in the organisation, while at the same time reducing the travel 'footprint' of employees.

11.7.4 Cybersecurity

However, as the 4th Industrial Revolution changes and IT becomes more integral to transport services, infrastructure, management and policing, issues such as cybersecurity and extreme space weather events will become a critical dependency. Embedded microchips and mobility technology are also likely to require more and more bandwidth.

11.8 Inclusive Economic Growth Strategy (IEGS, 2021)

The purpose of this strategy is to identify how best the City can leverage Cape Town's comparative advantages in order to overcome inadequate economic growth, entrenched inequality and widespread unemployment that are prevalent throughout the nation. In the analysis, the key problems faced by the economy in relation to transport are:

a) Rising fuel prices, traffic congestion, unreliable public transport.
b) Spatial division – jobs far from homes, with low-quality and low-capacity transport, especially for the youth.
c) Economic growth occurring in high-skilled industries, while skills base is at the lower end
d) High-end skills are lured to competing markets.
e) Poor rail services highlighted as example of underinvestment in key infrastructure.

Economic growth would not only benefit from, but is dependent on a well-functioning transport system. Being able to estimate the potential GDP growth for alternative transport investments would give greater confidence and reduce the risk of major capital and operational decision to the Infrastructure and Growth Working Group (IGWG), Executive Management Team (EMT) and Council.

11.8.1 Impact of economic development on transport demand

It is important to understand economic development trends to inform transport planning. Not only does a thriving economy create more local and national government revenue with which to fund transport systems, but traditionally high rates of economic growth have been associated with high demand levels for the movement of people and goods.

The location of economic activity is also important, with the IEGS echoing the MSDF in targeting bulk infrastructure investment in areas "where high levels of certainty exist for development in order to enable or accelerate investment – specifically the urban inner core where well-located development supports the existing and emerging public transport system".

11.8.2 Impact of transport supply on economic development

Unreliable public transport and traffic congestion are identified as two factors impacting on the efficiencies of businesses. This has been exacerbated by the decline in the rail system, which has suffered from underinvestment for many years.

One of the principles of the IEGS is 'connectivity', in which transport systems play an important role. It recognises that physical proximity to job opportunities is lacking for the majority of the city's residents, hence the need to travel to the three primary economic nodes: Cape Town central business district; Century City and Bellville/Tygerberg.

Safety of transport and accessing it is identified as an important precondition to economic development, as well as reviewing the City's role in catalysing economic activity through strategic expenditure in core service delivery areas, including transport.

The 'golden thread link' between the IDP and CITP priorities, and the projects mentioned in this section (and others that are linked to it), are illustrated in the table below.

Let's build a spatially integrated city that supports better and more equitable access to opportunities for all communities		
Travel demand management	**Reducing the need to travel at peak times of day or at all** Building on the benefits of infrastructure interventions that prioritise public transport and non-motorised transport for reducing the need to travel by private vehicle, the City will focus on stakeholder engagement about the promotion of flexible work programmes for large employers. The City will also strategically manage on-street parking to accommodate a range of travel modes in Cape Town's business districts.	a) Parking management (8.3) b) Flexible work programmes (8.4)

Transit-oriented development	**Leveraging transport investments as a catalyst for spatial restructuring and private investment** Public Transport investments are critical to support a more spatially integrated, higher-density and diverse built environment (transit-oriented development) and reduce greenhouse gas emissions from the transport sector.	a) Integrated Economic Growth Strategy (11.8) b) Catalytic land development support programme (12.5) c) Strategic public partnerships (12.5)

12 IMPLEMENTATION MECHANISMS FOR SPATIAL RESTRUCTURING TO SUPPORT ACCESS

12.1 Introduction

Like many other cities in the world, Cape Town continues to experience rapid urbanisation as more and more people move to the city in search of opportunities. In South Africa, the challenges posed by rapid urbanisation are exacerbated by the legacy of apartheid spatial planning, which intentionally created a fragmented city where people were forced to live far from economic opportunities, without any investment to bring economic activity into those areas.

Since the end of apartheid, it is clear that this legacy will not be undone unless the City adopts a proactive, innovative approach. It can no longer do the same things and expect different results. The City has the opportunity to reimagine Cape Town and respond to growth responsibly and innovatively, ensuring that the city works more efficiently and effectively.

Therefore, in May 2016, the City adopted the TOD Strategic Framework, which sets a transit-led development agenda at all levels of the built environment. TOD is about changing, developing and stimulating the built form of the city at various scales so that the movement patterns of people and goods are optimised in order to create urban efficiencies and enable social equity and economic development.

This informed the MSDF and DSDFs, bringing a renewed approach to integrate spatial and transportation planning, to guide the development of Cape Town into a compact and well-connected metropolitan area where development promotes economic and social efficiency, residents have easy access to efficient, sustainable and affordable public transport, and living and breathing is easy, as shorter travelling distances will reduce carbon emissions of transport.

Considering the importance of spatial restructuring as a form of access, this chapter identifies mechanisms developed (in support of the policies and strategies identified in chapter 4) by the City to enable restructuring by the private sector as well as the City. Even if the term 'TOD/transit-oriented development' is seen by some to be outdated, the concept predated the term, and endures. In the CITP this term is used interchangeably with 'spatial restructuring', and is seen in the light of its support of the triple access vision to achieve spatial proximity.

The mechanisms identified below relate to land use intensification; routes and corridors; and catalytic land development projects. Each are described below.

12.2 Land use intensification in well-located areas

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

1) Reliance on private land owners: Significant land intensification (at scale) can only be achieved if multiple properties are redeveloped. The reluctance of property owners to take up even their existing land use rights (for whatever reasons, let alone apply for enhanced rights), and the dampened economic climate, are factors influencing this 'slow burn' trend.
2) The progressive deterioration of the rail system: The intensification of land use around railway stations would have taken place if the rail system had improved since 2012. It must be recognised that the 'transit' leg of TOD has been seriously compromised as a result, which has had implications for the nature of development around rail stations over the last decade. It is not clear when this trend will turn around.
3) Current land use and NEMA processes allow for opposition to any redevelopment to be

challenged: This trend is especially prevalent in areas that are well-resourced, resulting in developments that produce 'more of the same'.

4) A fourth challenge identified in the MSDF is the constraint of current infrastructure capacity. The Urban Mobility Directorate should advocate that this should not be a hindrance to the intensification of land use in well-located areas, and that mechanisms should be found to overcome this. This could include funding mechanisms to increase infrastructure capacity, or allowing development to reduce their dependence on bulk infrastructure through managing their water, stormwater, wastewater, waste and energy needs on-site.

Mechanisms to overcome the first constraint, such as incentive overlay zones for well-located areas, are being explored. The Development Management Scheme itself is an important mechanism to increase spatial proximity, especially where this supports climate change imperatives as well.

12.3 Routes, corridors and nodes

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

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

12.4 Parking

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

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

12.5 Catalytic Land Development Programme (CLDP)

On 31 July 2019, the City adopted the Catalytic Land Development Programme (CLDP) that was developed in compliance with National Treasury's Catalytic Land Development Guideline, published in 2018, together with their Integration Zone Guidelines 2017. The CLDP is a portfolio-based approach to the prioritisation and assembly of strategically located land parcels for development in partnership with other public entities and the private sector.

The CLDP proposes a dynamic portfolio of higher-density, mixed-use development projects and subprojects in transit-accessible precincts that spatially target blighted economic nodes (CBDs) in the City's three integration zones that frame the urban inner core (UIC). With the requisite bulk

infrastructure, investment will unlock urban development opportunities and give effect to the City's TOD Strategic Framework (2016) over the medium to long term in prioritised precincts.

A detailed implementation programme and investment pipeline with medium- and longer-term timeframes and targets (the CLDP), together with the necessary implementation mechanisms, were developed. The intention was to:

a) Strategically locate new development around existing and planned public transport.
b) Ensure that new development has the right mix and intensity of land uses to optimise the efficiency of the public transport network, also developing a 'TOD Basezone' to implement re-engineered land use management.
c) Promote the use of PT and NMT through the creation of interconnected, high-quality public spaces provided around it.
d) Prioritise its investments to maintain, upgrade and extend infrastructure and services, and promote and incentivise denser urban development in priority transit corridors and spatially targeted TOD precincts.
e) Partner with other public entities with matching land mandates to leverage the City's portfolio of strategically well-located landholdings for greater participation by the private sector, and lead by example in achieving TOD in targeted precincts, starting with priority TOD projects in Bellville, Philippi and the City CBD where the City will lead catalytic infrastructure investment.
f) Redirect its human settlement planning to consolidate in the urban core, ensuring densification and intensification of development in support of transit-led investment.
g) Continue to work with the Passenger Rail Agency of South Africa (PRASA) to ensure coordinated implementation of infrastructure planning and programmes.

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

1) A portfolio of 'primary TOD catalytic projects' of metropolitan significance, namely: Bellville Future City, Philippi Opportunity Area, and the Foreshore Gateway Precinct.
2) A portfolio of secondary TOD initiatives around prioritised stations in local transit-accessible precincts and nodes with high ridership that form part of the existing rail and BRT, proposed in partnership with PRASA and other role players.

12.5.1 Metropolitan TOD Catalytic Precincts

A review of the previous TOD Catalytic Projects Programme resulting in the prioritisation of three Metropolitan TOD Catalytic Precincts are elaborated on in the next table.

Table 12-1: Priority Metropolitan TOD Catalytic Precincts

SECTION	DESCRIPTION
Bellville Future City Catalytic Precinct	Bellville Future City encompasses the N1 in the north, Transnet's 'Belcon' site to the south of the railway line, includes the Hardekraaltjie complex in the west, and Bill Bezuidenhout Avenue and the Stikland Hospital complex in the east, with its core area between Bellville Station and Voortrekker Road. Subject to further detailed planning, design and feasibility assessments, the primary public sector investment will be focused on the new public transport interchange (PTI) and related development, and the redevelopment of the adjacent City-owned 'Paint City' site and current minibus taxi rank area. Other elements that have been identified to date could include expanded public transit infrastructure, critical missing road infrastructure links, transition of the minibus taxi associations operating within the area, prioritising the rollout of

SECTION	DESCRIPTION
	the T13 and T14 MyCiTi bus network, and further investigation into a direct rapid transport link beween Cape Town International Airport and the Tyger Valley node. **The critical road schemes in Bellville are:** (see chapter 7) 1) Extension and widening of Robert Sobukwe northwards to the N1 from Voortrekker Road. 2) Extension of Tienie Meyer eastward (southern alignment) from Robert Sobukwe to Voortrekker/Strand Road. 3) Maree Street extension eastwards between Durban Road and Bill Bezuidenhoudt connecting to Old Paarl Road. 4) Extension of AJ West/Church/Reed Street eastwards to Belrail Road. 5) Extension of Willie Hofmeyer southwards to Sackson Street. 6) Extension of Frans Conradie to Bill Bezuidenhout. 7) C-D road connections on the N1 to Carl Cronje. 8) Realignment of Carl Cronje. 9) Extension of Peter Barlow northwards. Further work is needed to investigate and resolve the road network to the south of the railway line, including the western extension of Caledon Road, the southern extension of Landdros Street, and the eastern extension of Francie van Zijl Drive. These infrastructure investments will enable significant housing infill development opportunities and employment space, fostering densification that supports the public transport offerings and viability. **NMT priorities in Bellville:** (see chapter 9) The Bellville CBD Catalytic Precinct proposals include a NMT Strategy**,** which aims to promote NMT usage within the Bellville CBD connecting with the surrounding network. The NMT Strategy includes a network of NMT priority streets, shared surfaces, and vehicle priority streets. In addition, the Greater Tygerberg Partnership (GTP) is supporting the City in investigating a Community Cycling Strategy for the Bellville CBD area: a) Charl Malan shared road surface. b) NMT network development with Charl Malan decking across railway tracks. Within the CBD precinct, the proposed Bellville CBD Access Strategy, Parking Strategy and Logistics Strategy put forward three categories of streets, namely pedestrian streets, vehicle priority streets, and shared surfaces, with movements being restricted/limited at various times of the day and purpose of trip. An inner city feeder service is also proposed that runs on a continuous loop along, roughly, Charl Malan Street (a shared surface) northwards to De Lange Street, westward to Durban Road, southwards to South Street and then eastwards to Charl Malan Street. This inner city feeder service is a necessary component of the Bellville Future City scheme as it provides access between the new PTI and the surrounding urban fabric, and is capable of expansion into a dedicated local feeder service to the surrounding suburbs. It is important to note that the phased implementation of the transport elements is critical to the success of the entire Bellville Future City. For instance, unlocking the east subprecinct for development requires the rationalisation of the MBT rank and relocation of the holding area. A possible solution would be the creation of a remote holding area on the Belcon site (subject to agreement with Transnet) with possible entry points (via the Charl Malan deck) into the PTI from the south. The planning of the implementation will be finalised through a

SECTION	DESCRIPTION
	partnership approach that includes all role players. In support of the Freight Management Strategy (chapter 10), a prefeasibility study to explore the relative merits of Belcon vs Kraaicon as the location of an inland terminal was prepared in 2021/2022. The study consisted of a multi-criterial assessment and a cost-benefit analysis of the two sites and included representatives from the City of Cape Town, Transnet and the Western Cape Government. The study indicated the merits of Kraaicon over Belcon in the long term from a capacity, road traffic and pavement quality point of view. It is proposed that this prefeasibility study is investigated further with other stakeholders. The intergovernmental structures such as the IPC, the LTAB and the Greater Cape Regional Planning Forum are possible mechanisms through which this work can be progressed.
Philippi Opportunity Area (POA)	This project includes opportunities around the MyCiTi stations and other infrastructure as part of the Metro South East trunk route investment through the area, as well as unlocking significant City-owned and other public landholdings around Stock Road railway station, and development opportunities at Nolungile Station at the northern end of the ACSA-owned Swartklip site. Leveraging Cape Town International Airport for economic development, the 'aerotropolis concept' is important for the city, where the urban structure of the surrounding area should stimulate and support economic and social development. In addition to upgrades to the airport precinct, development centered on Philippi, Stock Road and Nolungile stations is intended to catalyse private investment in adjacent properties and areas. **The critical Road Schemes projects needed to support the POA are as follows:** (see chapter 7) 1) Symphony Way (future T13) extension northwards connecting the POA to Bellville Future City via Cape Town International Airport. 2) New Eisleben Road/Borcherds Quarry extension over the N2 connecting the POA to the employment density of Airport Industria. 3) Emms/Ingulube/Amsterdam Road proposed NMT. 4) Sheffield Road widening and extension through the POA. **NMT priorities in the POA are:** (CITP chapter 9) 1) Emms/Ingulube/Amsterdam Road. 2) New Eisleben; Sheffield Road proposed NMT.
Gateway Catalytic Precinct	This project forms part of the CBD Economic Recovery Programme and aims to unlock the economic potential of the Foreshore and formalise linkages between the CBD and the V&A Waterfront. The Gateway Precinct includes the land released as part of the Council-approved deproclamation of the Lower Buitengracht road scheme, and also includes investigating the development potential of the Ebenezer Road maintenance depot, the MyCiTi Prestwich depot, and the Gallows Hill Traffic Centre, and other public land holdings in that vicinity. The City intends to explore opportunities to unlock land with enhanced development rights in exchange for greater private sector participation in development that addresses accessibility and contributes towards affordable housing provision in the inner city.

SECTION	DESCRIPTION
	The project investigation includes the deproclamation of the obsolete 1969 road scheme that could release significant land holdings along Lower Buitengracht Street and could be a first phase of the wider precinct reconceptualisation. Linkages and integration with abutting public sector initiatives and opportunities (e.g. Transnet's 'People's Port Initiative', the national Department of Public Works' 'Customs House' redevelopment, and the WCG's 'Founder's Garden' proposals as well as the Foreshore Precinct investigations. The Gateway Masterplan was prepared during 2021 and the vision for this area includes key NMT interventions and public realm improvements to improve the pedestrianisation of the Cape Town CBD. **Critical road infrastructure identified in the Gateway Catalytic Precinct:** (see chapter 7) 1) Completion of the inner viaducts as part of the overall Foreshore freeways needs to be confirmed or revised through a further study. 2) Realignment of a portion of Lower Buitengracht Street (between Wale Street and Strand Street) and the associated public realm improvements (Bo-Kaap Stoep and Riebeeck Square). **NMT priorities in the Gateway Catalytic Precinct include:** (see chapter 9) 1) Somerset Road improvements between CBD and V&A Waterfront. 2) Hudson Street improvements between Bo-Kaap and educational facilities in De Waterkant.

12.5.2 Local TOD Catalytic Precincts

For TOD to realise the objectives of the MSDF urban inner core, and improve operational efficiencies (increasing ridership and encouraging greater numbers of boardings and alightings of the PT network), it needs to be present at every level of the built environment. To achieve this, a portfolio of other local TOD interventions over the next five years and beyond is proposed and augments the Metropolitan Catalytic Precincts, which will typically be smaller, or driven by the private sector. These Local TOD Catalytic Precincts may also have a more specific focus, such as housing or commercial. Local TOD Catalytic Priority Precincts include:

a) Diep River Station precinct (including the City's C40 Reinventing Cities Initiative at Moquet Farm).
b) Athlone CBD revitalisation (including the City's C40 Reinventing Cities Initiative at Athlone Station).
c) Kapteinsklip (including the City's C40 Reinventing Cities Initiative).
d) Tygerdal Station (including the City's C40 Reinventing Cities Initiative at Monte Vista Station).
e) Regeneration of the significant land holdings around Claremont Station.

These precincts will see the development of public land in prioritised Metropolitan and Local TOD Precincts at a selection of the existing 98 rail and 40 BRT stations, in partnership with PRASA and other role players. It is intended to contribute to improved urban efficiencies and sustainable transport services and forms another component of the CLDP.

12.5.3 Strategic public partnerships

Unlocking the economic investment potential of the Metropolitan and Local TOD Catalytic Precincts will be enhanced through closer partnerships with public sector entities and stakeholders with matching land mandates and development objectives. Such strategic partnerships are to

enable collaborative planning and, where appropriate, joint implementation of development initiatives to leverage the pooled public land assets (thus creating economies of scale, better value for money and greater impact). This forms a key element of the Catalytic Land Development Programme (CLDP) and envisages partnerships with the key public entities.

The 'golden thread link' between the IDP and CITP priorities, and the projects mentioned in this chapter (and others that are linked to it) are illustrated in the table below.

Let's build a spatially integrated city that supports better and more equitable access to opportunities for all communities		
Transit-oriented development	**Leveraging transport investments as a catalyst for spatial restructuring and private investment** Public transport investments are critical to support a more spatially integrated, higher-density and diverse built environment (transit-oriented development) and reduce greenhouse gas emissions from the transport sector.	a) Catalytic land development support programme (12.5) b) Strategic public partnerships (12.5)

13 FUNDING STRATEGY AND SUMMARY OF PROPOSALS AND PROGRAMMES

13.1 Introduction

This chapter contains:

1) a summary of all the proposals, projects and programmes provided for in this CITP;
2) a funding strategy that deals with sources of income and funding constraints in relation to these proposals, projects and programmes;
3) Multi-Year Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport 2018–2035 (MYFIN); and
4) an explanation of the prioritisation of these proposals, projects and programmes and the allocation of funds to them, depending on budgetary constraints.

13.2 Summary of proposals

Table 13-1 contains an extract of the projects with the biggest budget allocation for the 2022/23 financial year. The complete list of projects is in appendix 2.

Table 13-1: Top 10 projects with the biggest budget allocation[36]

NAME OF PROPOSAL, PROJECT OR PROGRAMME	SUMMARY OF PROPOSAL, PROJECT OR PROGRAMME FINANCIAL IMPLICATIONS OVER THREE YEARS		
	SUM OF APPROVED BUDGET 2022/23	SUM OF TABLED BUDGET 2023/24	SUM OF TABLED BUDGET 2024/25
IRT Phase 2 A	R526 521 312	R1 067 334 175	R1 824 208 308
Congestion relief projects	R193 737 992	R166 502 116	R166 301 349
Public Transport Interchange Programme	R90 430 213	R55 700 125	R181 206 781
Roads: rehabilitation	R54 774 903	R101 798 835	R37 610 600
Public Transport Systems Management project	R51 455 070	R35 000 000	R35 000 000
Metro roads: reconstruction	R49 965 573	R130 271 165	R117 853 227
Public Transport Systems Management Programme	R45 810 721	R30 000 000	R15 000 000
Non-motorised Transport Programme	R36 922 034	R45 100 000	R191 415 497
Smart technologies at PTIs	R35 000 000	R40 000 000	R20 000 000
Greenpoint precinct road upgrades	R32 375 488	R0	R0

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

The Local Government: Municipal Finance Management Act, Act 56 of 2003 (MFMA), together with the Local Government: Municipal Systems Act, Act 32 of 2000 ensure that municipal priorities, plans, budgets, implementation actions and reports are properly aligned. The Acts also identify the main components of the financial management and accountability cycle and how they ought to be aligned.

The Integrated Development Plan sets out the municipality's goals and development plans, which must be aligned with the municipality's available resources. Council adopts the IDP and undertakes an annual review and assessment of performance based on the annual report. The three-year budget sets out the revenue raising and expenditure plan of the municipality for approval by Council. The allocation of funds needs to be aligned with the priorities in the IDP.

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

From the City's current approved budget, costs for the Urban Mobility Directorate for the 2022/23 financial year are R1,32 billion; for 2023/24 estimated to be R1,92 billion and for 2024/25 estimated to be R2,82 billion. Table 13-2 is a summary of the budget allocation per department.

Table 13-2: Budget allocation per department

TRANSPORT DEPARTMENT BUDGET	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Finance: Transport	R200 000	R200 000	R200 000
Public Transport	R76 554 443	R87 410 589	R342 690 995
Roads Infrastructure Management	R252 734 240	R412 264 180	R268 611 148
Transport Infrastructure Implementation	R837 247 071	R1 291 840 353	R2 092 785 568
Transport Planning and Network Management	R77 005 485	R60 550 000	R83 371 250
Transport Shared Services	R85 936 113	R73 100 000	R36 578 000
GRAND TOTAL	**R1 329 677 352**	**R1 925 365 122**	**R2 824 236 961**

13.3 Funding strategy

This section deals with sources of income and funding constraints.

13.3.1 Municipal Land Transport Fund

The Municipal Land Transport Fund (MLTF) is a vital tool for the City and will be used as the funding mechanism for all the Urban Mobility Directorate's priority programmes and projects. Sections 27 and 28 of the NLTA require the City to receive, raise, invest and spend money through an MLTF for transport-related functions.

In particular, section 27 provides that the City must administer the MLTF and use it to defray the cost of the functions of the City in terms of the NLTA or its CITP. The MLTF must also be used to cover any other expenditure that will promote the objectives of the NLTA in the City's area. These obligations

will be discharged by the Urban Mobility Directorate subject to the MFMA. This means that any sums expended by the Urban Mobility Directorate in relation to the transport network or its operations must be managed through the MLTF.

Section 27 provides that the following sums must be paid into the MLTF:

1) Money appropriated by the minister.
2) Money appropriated by the MEC.
3) User charges collected in terms of section 28.
4) Interest on invested cash balances.
5) Donations and contributions to the MLTF from any other source, including foreign aid agencies.

Section 28 gives the City powers to impose a variety of user charges.

Although the City's MLTF has already been established, the Urban Mobility Directorate must now ensure that the MLTF is used positively as a strategic financial management and investment tool. In other words, the MLTF is the mechanism by which the Urban Mobility Directorate will take an investment-driven approach to carrying out its priority programmes and projects to meet its strategic objectives.

In practice, this investment-driven approach means that the MLTF will be used to:

a) deploy funds that the City already has but use it more effectively;
b) use its funds, where appropriate, to leverage more funds;
c) use innovative ways of raising more funds such as through the use of appropriate and focused user charges; and
d) Spend funds more innovatively so that they go further.

The City will use the MLTF to support its focus on driving down the cost of access.

Table 13-3 sets out the sources of funding the City has access to in the five-year period of the CITP.

Table 13-3: Sources of funding

ABBREVIATION	NAME OF FUND, GRANT OR INITIATIVE	BRIEF DESCRIPTION
EFF	External Financing Fund	This is the equivalent of municipal rates. The Urban Mobility Directorate's EFF allocation primarily goes to repairs and maintenance of the road and stormwater network. This allocation is only increased by CPIX plus 1% annually.
PTNG	Public Transport Network Grant	For funding construction of MyCiTi infrastructure and related PTIs as well as the operations of the MyCiTi. It should be noted that the City contributes 4% of rates to the operations of the MyCiTi services (Phase 1A, 1B and N2 Express). The PTNG has an operating and capital component.
PTOG	Public Transport Operations Grant	For funding of provincially managed and contracted bus operations. The City is pursuing receipt of the portion of PTOG that is allocated to bus services that were/will be replaced by MyCiTi Phase 1 and Metro South East corridor services. Moreover, the City intends to obtain the

ABBREVIATION	NAME OF FUND, GRANT OR INITIATIVE	BRIEF DESCRIPTION
		contracting authority and subsidy management function for commuter bus services so as to transform such services into quality bus services (QBS).
USDG	Urban Settlements Development Grant	For upgrading or establishing road and stormwater infrastructure in previously disadvantaged areas. This is also for the rehabilitation of concrete roads in Gugulethu, Manenberg, Hanover Park, Bonteheuwel and Bishop Lavis.
CMTF	Consolidated Metropolitan Transport Fund	For funding certain projects such as Dial-a-Ride (R10m Province, R10m City), the CITP and currently a small allocation for road-related projects.
CRR	Capital Replacement Revenue	For development charges and road schemes, as well as for the congestion management programme.
CSP	Cities Support Programme	For funding major projects such as transit-oriented development.
ORIO	Ontwikkelingsrelevante Infrastructuur-ontwikkeling (Facility for Infrastructure Development)	Dutch funding for commercial and maintenance opportunities at PTIs. This project is in the development phase and, once approved, additional funds will be released for implementation.
AFD	L'Agence Française de Développement (French Development Agency)	For funding intermodal transport with a focus on rail. This includes a training programme. Total allocation R3,5 million (opex).
AR	Advertising revenue	To be extended from buses to include PTIs and street furniture. Current MyCiTi contract generates R9,5 million revenue per annum.
NT – ICDG	National Treasury – Integrated City Development Grant	This new grant can be accessed for projects in integration zones that have been defined as catalytic projects.
WCG – Rail Safety	Grant funding from WCG	Joint initiatives between PRASA/WCG and City related to rail safety.
WCG Transport	Grant funding from WCG	Joint funding between the WCG and the City to fund operation of the Dial-a-Ride service.
BICL	Bulk Infrastructure Contribution Levy (or development charges)	Various development-related infrastructure projects.
	Partnerships with commercial entities	Example: V&A Waterfront, Century City – agreements to share costs of infrastructure in return for extension of MyCiTi services.

ABBREVIATION	NAME OF FUND, GRANT OR INITIATIVE	BRIEF DESCRIPTION
	Parking	Parking policy and parking tenders to be analysed to ensure optimisation of revenue and service provision. The new parking tender has a revenue model in which the City collects the revenue. The costing estimates the City contributing in year 1, breaking even in year 2 and making an increasing profit from year 3.
	Other potential revenue sources	• Provision of services for event management • Park-and-ride charges to fund more security at park-and-ride facilities • Environmental asset protection charging • Congestion charging • Freight management charging • Commercial activities at PTIs, stations • Public-private partnerships • Budget facility for infrastructure (national) • Other grant funding

These sources of funding will be applied to fund the estimates of expenditure arising from the preparation, implementation and operation of the different transport strategies, proposals, projects and plans over the five-year period of the CITP.

Table 13-4 summarises the amounts allocated from each funding source.

The budgets in the CITP have been updated, and the City is able to produce approved budget figures for the financial year 2022/23 and proposed budget figures for the 2023/24 and 2023/25 financial years.

Table 13-4: Summary of funding allocation per source[37]

FUNDING SOURCE	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
1 EFF	R0	R301 943 646	R309 349 798
1 EFF: 2	R196 223 173	R8 732 426	R0
2 Revenue: Insurance	R200 000	R200 000	R200 000
3 Assets Sale	R1 521 209	R0	R0
3 BICL Roads: Athlon	R0	R0	R0
3 BICL Roads: Krfntn	R42 800 000	R0	R4 800 000
3 BICL Roads: Parow	R488 852	R7 961 270	R0
3 BICL Roads: Plumst	R500 000	R7 600 000	R25 000 000
3 BICL Roads: SWest	R0	R69 383 918	R30 150 000
3 BICL SWater: Parow	R4 511 148	R1 368 904	R0

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

FUNDING SOURCE	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
3 BICL SWater: Tyg N	R0	R0	R0
3 BICL T&Roads:Oos	R0	R0	R0
3 CRR: CGD Rollovers	R0	R0	R0
3 CRR: CongestRelief	R150 437 992	R89 518 198	R106 351 349
3 CRR: IRT BusInsura	R0	R0	R0
3 CRR: IRT PH2A	R0	R0	R165 000 000
3 CRR: IRT Stats Ins	R0	R5 000 000	R18 002 253
3 CRR: Ward Allocation	R20 425 781	R17 902 460	R0
4 NT INT	R0	R0	R0
4 NT PTNG	R500 655 125	R432 260 125	R410 708 125
4 NT PTNG-BFI	R335 000 000	R874 000 000	R1 614 000 000
4 NT USDG	R70 201 622	R83 070 000	R72 610 600
4 Private - Orio	R6 712 450	R26 424 175	R68 064 836
GRAND TOTAL	**R1 329 677 352**	**R1 925 365 122**	**R2 824 236 961**

13.4 Multi-Year Financial Operational Plan (MYFIN)

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

The MYFIN documents build on each other. The following sections describe the Council-approved MYFIN plans from 2017 to 2021, as well as an overview of the MYFIN 2022, which has been approved.

13.4.1 Multi-year Financial Operational Plan and MyCiTi Metro South East corridor Business Parameters for Design and Implementation (MYFIN 2017)

The MYFIN 2017 was adopted by Council in August 2017.

The scope of the MYFIN 2017 report is to:

a) provide a financial plan for the design, implementation and operation of MyCiTi Phase 1, N2 Express, Metro South East corridor and contracted section 46 services; and
b) provide business parameters for the design and implementation of the Metro South East corridor of MyCiTi aimed at ensuring that the best possible service is provided within the constraints of financial and fiscal sustainability.

The two objectives are linked in that implementing the business parameters is necessary to achieve a financially and fiscally sustainable financial plan.

The MYFIN 2017 concludes that the Metro South East BRT corridor can be achieved with an annual contribution of rates to MyCiTi direct and indirect services of no more than 5%. However, this is based on a number of key assumptions, including that:

1) The assumed ratio of fare revenue to vehicle operating costs is realised.
2) PTNG funding continues at constant real levels, with the City of Cape Town being awarded a somewhat higher than average proportion of the national performance-based pool in initial years through the discretionary allocation.
3) The section 46 contracting authority function is assigned to the City of Cape Town with its associated PTOG grant; this grant continues to retain its value in real terms on an ongoing basis and contributes towards covering operating deficits of the combined quality bus and MyCiTi trunk services.
4) The City's application to national government's new Budget Facility for Infrastructure (BFI) is successful.
5) The implementation programme is calibrated to available capital funding.

Should any of these assumptions not be realised, or not realised in time, infrastructure investment would be delayed and, if required, services will have to be reduced.

The MYFIN 2017 discusses the risks of these assumptions not being realised and what can be done to mitigate and manage such risks. Of all the risks, arguably the most significant relates to the achievement of fare revenue levels relative to operating costs. This is crucially dependent on the system being well designed, and appropriately sized. In other words, the fiscal and financial sustainability of the Metro South East BRT corridor is fundamentally dependent upon a careful system design, which is discussed in the MYFIN 2017.

13.4.2 Multi-year Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport 2018–2035 (MYFIN 2018)

Following from the MYFIN 2017, the MYFIN 2018 serves as the updated and Council-approved MYFIN, satisfying the PTNG framework conditions and providing the business planning basis upon which to proceed with IPTN implementation.

Parameters have been developed in combination with the multi-year financial operating plan and are contained in both the MYFIN and the companion Strategic, Planning, and Implementation Parameters (SPIP) report. This report was approved internally, and can be obtained by clicking on the following link: SPIP Report.[38] The parameters contain the core content of what is normally understood as constituting a business plan, such as company formation, the bases of contracting and the purchasing of vehicles. However, the parameters go further in recognition of the fact that business viability is driven primarily by the way the transport system functions. Business sustainability is embedded in the way systems are designed.

The parameters contained in the MYFIN 2018 focus on achieving business sustainability in order to manage and mitigate the City's risks relating to public transport systems. The key principles put forward for achieving this sustainability are the following sustainability parameters (SPs), which have been summarised here but can be found in full in the MYFIN 2018.

a) **SP1 – Flexibility and incrementalism**: Where systems are flexible they are more sustainable – able to support a wider range of uses and respond more effectively to unanticipated outcomes. This parameter therefore stipulates that the system should be rolled out in a manner that supports an appropriate level of flexibility and incrementalism, as a key mechanism to manage uncertainty and risk.
b) **SP2 – Hybrid approach towards infrastructure and systems design**: This refers to a system where minibus taxis operate alongside formal, scheduled transport, often as feeders or distributors to these modes. This is crucial for mitigating the risk of implementing formal feeder services that do not realise adequate demand to be sustainable in the long term, as was experienced in Phase

[38] Downloadable from Council meeting site for meeting occurring 25 October 2018.

1 of MyCiTi rollouts.

c) **SP3 – Transit-oriented development (TOD) approach towards infrastructure design**: It is crucial to the sustainability of the public transport projects planned in the IPTN and MYFIN that the distribution of land uses and densities be reconfigured in line with TOD logic to result in travel demand patterns that support the planned BRT network.

In addition to the sustainability parameters, priority parameters are identified to cover critical decisions or actions that will be taken within the next 12 months. These parameters must therefore be prioritised and implemented. These priority parameters (PPs) relate to the following components (see MYFIN 2018 for full parameters):

a) PP1: Vehicle ownership and financing.
b) PP2: Depot design, allocation and sharing.
c) PP3: Depot and staging area requirements for the Metro South East corridor.
d) PP4: Construction of infrastructure to improve PT travel speeds.
e) PP5: Vandalism and destruction to bus shelters and stations.
f) PP6: Optimisation of kiosk design for the Metro South East corridor.

The MYFIN 2018 plan concludes with recommendations that were approved by Council in October 2018. The recommendations are items that need to be achieved to ensure the financial sustainability of the public transport system.

13.4.3 Multiyear Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport 2019–2035 (MYFIN 2019)

The MYFIN 2019 is an update to the 2018 MYFIN, and was also prepared in compliance with the PTNG framework as contained in DORA. The MYFIN must be updated annually to inform the annual PTNG funding application submitted to national Department of Public Transport.

MYFIN 2019 should be read against the background of MYFIN 2018, which describes and defines concepts and parameters that have been embedded in the operational, system planning, contractual and infrastructure design of the current Metro South East network. A full set of parameters and actions based on the Council's acceptance of MYFIN 2019 would be included in the updated SPIP report to be used as an internal management tool.

The MYFIN 2019 used financial impact modelling to test the following financial outcomes:

a) A **baseline** was developed to test the affordability of public transport services, given the projected services costs and the relatively secure income forecast.
b) **Service resilience** stress tested the City's public transport commitments without MyCiTi Metro South East corridor, based on the risk that funding is significantly reduced such that Metro South East corridor operations are not possible.
c) The **Sustainability Strategy** considered strategies and actions required to future proof the financial sustainability of implementing and operating the Metro South East corridor, such as:
    i. The City receives Public Transport Operating Grant (PTOG) funding for Phase 1 and the Metro South East corridor services that replaces current subsidised bus services.
    ii. The City becomes the contracting authority for other legacy bus contracts in 2023/24.
    iii. Metro South East corridor capex (post MTREF) is reduced through value engineering without significantly reducing the MyCiTi service offering.
    iv. Reduce operating costs for Phase 1 and the Metro South East corridor services by e.g. feeder rationalisation, eliminating underutilised services, and restructuring timetables.
    v. Move from a 12-year bus replacement strategy to a 19-year bus replacement strategy.

vi. Added income supported by increasing the rates contribution cap from 4% to 5% when the Metro South East corridor starts operations.

The planning, operational, and engineering design parameters of the baseline were sourced from approved statutory documents and design guidelines. This describes the environment within which the MYFIN presents the baseline's financial outcomes. The Sustainability Strategy reflects parameters that need to be amended in order for the financial outcomes to be sustainable.

Despite the parameters included in the Sustainability Strategy, the MYFIN 2019 projects a misalignment between the funding allocated to MyCiTi Metro South East corridor and the timing of expenditure for the project as adjusted due to various factors documented in the report. This results in projected deficits in the years 2023/24–2027/28, when the bulk of the capital expenditure was modelled to occur. While there is significant funding allocated specifically to the Metro South East corridor through the Budget Facility for Infrastructure (BFI), the projected phasing of this funding does not accommodate the phasing of projected expenditure.

To address the deficit identified in the Metro South East corridor project, the MYFIN 2019 recommended that the Metro South East corridor infrastructure designs be value engineered and that operational costs be reduced. The recommendations of the MYFIN 2019 were approved by Council in October 2019.

13.4.4 Multi-year Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport 2020–2035 (MYFIN 2020)

The MYFIN 2020 is an update to the MYFIN 2019, and was drafted in conjunction with the 2020 MyCiTi Metro South East corridor Business Plan, which provides more detail regarding the planning, implementation and contracting of the Metro South East corridor.

The MYFIN 2020 considered the negative impacts of the Covid-19 pandemic as well as reductions in PTNG funding announced by the Minister of Finance in late June 2020 as part of the Supplementary Budget 2020. To address this cut in funding and uncertainty regarding the utilisation patterns of public transport due to the pandemic, a more conservative approach than that adopted for the scenarios assessed in the MYFIN 2019 was required.

In the preparation of the MYFIN 2020, a series of scenarios and sensitivities were tested that allowed for comparison based on the assumptions made, the detail of which can be found in the technical reports. The outcome of the analysis resulted in the selection of what is termed the sustainability scenario.

The sustainability scenario offers the most likely financial outcome, provided the strategies described in the MYFIN 2020 are implemented, and the necessary other risk mitigation steps are taken, thus to avoid the type of financial outcomes as recorded in the stress scenario as described in the technical reports. Below is brief description of each scenario analysed (see MYFIN 2020 for more detail):

a) **Base scenario A** ('base A') and **base scenario B** ('base B'), with funding as per the approved MTREF budget extrapolated into future years, and are primarily differentiated by 100% and 65% demand levels respectively.
b) **Sustainability scenario** envisages a reduction of projected demand from 100% to 60% and the appropriate funding adjustments to internal and external funding sources (where applicable), as well as the implementation of a range of strategies as documented in the technical reports.
c) **Stress test scenario** ('stress test') further refines the sustainability scenario (with Covid-19 adjustment) and introduces additional reductions in funding, effectively costing the risks of potential shocks to the funding allocations.

The MYFIN 2020 concludes that the strategies included in the sustainability scenario should be approved and actioned. These strategies include:

a) Application of operational and capital reduction strategies and deferring the rollout of N2 Express to address projected deficits.
b) Pursuing maximum spend of PTNG funding to ensure receipt of the discretionary portion and earn confidence in the City's ability to deliver a mega project.
c) Steadily increasing the 4% rates contribution to a cap of 5% of rates as the Metro South East corridor services rollout.

The MYFIN 2020 assumes that the contracting authority for section 46 services is assigned to the City from 2023/24, along with the PTOG to fund the services. The MYFIN 2020 however assumes that even if assignment does not take place, the PTOG funding in respect of GABS that are replaced by MyCiTi will be assigned to support direct MyCiTi operating costs. The risk associated with not securing the reallocated PTOG funding to the City as GABS are replaced by MyCiTi services, will cause a significant deficit in direct operating costs and will thus become 'unfunded' as rates would be insignificant to cover Phase 1, proposed N2 Express and Metro South East corridor operations.

13.4.5 Multi-year Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport 2021–2035 (MYFIN 2021)

The Covid-19 pandemic has impacted negatively on the economy and has caused significant changes in demand and passenger behaviour. Uncertainty regarding the impact on public transport usage was included as a key consideration in MYFIN 2020, as was the reduction in PTNG funding. However, significant further funding reductions in both PTNG and City rates were experienced post-approval of the MYFIN 2020.

Considering the changes associated with the funding envelope, the Urban Mobility Directorate undertook a process of remodelling the 2020 MYFIN with the updated and reduced funding envelope, as explained above, as departure point. This provided significant deficits in the model when compared to the outcome of the 2020 MYFIN. While it is acknowledged that the MYFIN is intended to be a strategic document and should provide for a sustainable outcome as it relates to the funding of integrated public transport, the current economic uncertainty provides challenges in modelling future outcomes, especially when forecasting a 15-year horizon.

The MYFIN 2021 includes a series of scenarios and sensitivities that were tested, and allowed for comparison based on the assumptions made. The outcome of the analysis resulted in the selection of what is termed the **2021 MTREF Balanced Scenario,** which indicates the most likely financial outcome for the 2021/22 MTREF period – if the strategies described in the MYFIN are implemented.

The financial plan costed the IPTN implementation over the MYFIN period of 15 years, which includes Phase 1, N2 Express, Metro South East corridor and Citywide infrastructure. However, due to the funding challenges, the MYFIN 2021 forecasts significant deficits after the 2021/22 MTREF period. This deficit is due to approximately R3,7 billion in capital expenditure, and R2,6 billion in operating expenditure.

The MYFIN proposes various levers to address these deficits. However, the aim of the MYFIN 2021 is not to quantify the financial impact of introducing these strategies outlined below, but rather to establish the basis for discussion now on the interventions required.

The key levers to address the capital expenditure deficit included the following:

a) Increasing the BFI funding in line with escalation.
b) Reduction and rationalisation of capital requirements and budgets.

c) Alternatives to bus acquisition to reduce the capital costs of purchasing fleet.

The remaining R2,6 billion of the projected R6,3 billion deficit is due to operating expenditure. The growth in the operating deficit is largely due to the expansion of the Metro South East corridor services that is not matched by an increase in operating subsidies.

The key levers to address the operational expenditure deficit include the following:

a) Increasing the PTNG funding to align with spending and project outcomes as the Metro South East corridor is expanded.
b) Improving efficiencies in Phase 1 services.

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

There are broadly five main modes of transport within the City's integrated public transport network, namely: MyCiTi BRT services, Dial-a-Ride (DaR) services, quality bus services (QBS), minibus taxi (MBT) services, and passenger rail.

The MYFIN considers the long-term strategies for the abovementioned modes and the costs associated with each. However, the City is the contracting authority for the MyCiTi and DaR services, which are gross contracts where the City is responsible for their operations and the revenue risk. The financials of the MYFIN are thus focused on the long-term financial implications of operating these two services specifically, as well as their capital requirements. The MYFIN 2022 was also the first MYFIN to include DaR services in the long-term financial projections.

Concerning the other IPTN services, the City's focus is on improvement of integration of modes, rather than the operation of each mode itself, and thus has costed strategies to improve integration (although the MYFIN does not provide a complete view of all the IPTN-related strategies).

Two key changes in the financial environment compared to MYFIN 2021 was (i) the inclusion of the PTNG incentive funding[39] for the entire MYFIN period, and (ii) more favourable interest terms for bus financing, both of which had a favourable impact that significantly improved the financial outlook.

The MYFIN 2022 addresses the shortfall identified after the 2022/23 MTREF period as reported in the MYFIN 2021 recommended scenario (called the MTREF Balanced Scenario). It also quantifies the cost reduction strategies recommended in the MyCiTi Business Plan Update 2022–2037, which is anticipated to serve before Council within the first quarter of 2022/23.

Several scenarios have been tested that allow for comparison based on different assumptions made over the fifteen-year MYFIN period. In the development of the scenarios, each subsequent scenario builds on the previous one to highlight the cumulative impact of each new scenario as different risks or strategies are added. A brief overview of each scenario is provided below:

a) Scenario 0 is the baseline scenario, which presents the system as it currently is without any interventions.
b) Scenario 1 presents the system as it currently is with MYFIN 2021 strategies applied after the MTREF.

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

c) Scenario 2 indicates the savings that can be achieved if the strategies from the MyCiTi Business Plan are implemented.
d) Scenario 3 indicates potential costs that could arise within the MTREF in order to understand risk in the medium term.
e) Scenario 4 applies the same assumptions but indicates the impact if PTOG for section 46 services are replaced by MyCiTi and the section 46 contracting authority is assigned to the City in 2025/26.
f) Scenario 5 includes the same assumptions as scenario 4, but assumes the N2 Express would continue beyond 2024/25.
g) Scenario 6 provides a high-level estimate of replacing the vehicles with an alternative-energy, low-carbon emission option.

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

As was seen in MYFIN 2021, there is still a significant deficit over the MYFIN period 2021/2022 to 2035/2036. After the 2022/23 MTREF, on an escalated basis the MYFIN 2022 Scenario 1 records a deficit of R3,84 billion, driven largely by capital costs, although operating costs are also a factor. Although MYFIN 2022 represents an improvement from the R6,3 billion deficit projected in MYFIN 2021, it still indicates that further cost savings or funding sources are required.

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

Levers to address the capital expenditure deficit:
1) Application for increased BFI.
2) Reduction and rationalisation of capital requirements and budgets.

Levers to address the operational expenditure deficit:
1) Improving efficiencies in Phase 1 services.
2) Increasing the PTNG funding to align with spending and project outcomes.
3) Assignment of the contracting authority and PTOG for services replaced by MyCiTi.

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

a) Scenario 1 approved the recommended scenario for approval.
b) The MyCiTi Business Plan Update, which sets out the detailed strategies reported in scenario 2, be submitted to Council for its consideration within the first quarter of 2022/23 that, once adopted, will supersede scenario 1.
c) Scenario 3 reports on underfunded items during the MTREF; risks in this regard have to be managed by the Urban Mobility Directorate. Since February 2022 when the MTREF budget was being finalised and this report was being drafted, there is an increased likelihood that the modelled costs will be higher than what is anticipated in this report. The reasons for this include unfavourable arbitration outcomes for the City, as well as increases in the fuel price over and above the assumptions made in February 2022, due to global and national factors out of the control of the City. These factors could potentially result in a larger deficit, which may require consideration through in-year budget adjustments in 2022/23.
d) As identified in scenario 4, the City should continue to pursue the urgent reallocation to the City of the portion of the PTOG related to the subsidy that was paid for scheduled bus

services relevant to NLTA section 46 that were replaced by MyCiTi Phase 1 services, and that will be replaced by the Metro South East corridor services, as a funding source for implementation of the IPTN, as well as the assignment of the section 46 contracting authority to the City.

e) Continuation of the N2 Express service from January 2025 would require significant additional funding as shown in scenario 5, in addition to appropriate contractual arrangements and supply chain processes. This issue will be further pursued, and if significant progress is made in this regard, a follow-up report will be submitted to Council.

f) The City has commenced an assessment of low- and zero carbon technologies for its public transport fleet, including their lifecycle costs. A partial proxy for such costs is reported by way of scenario 6, which indicates that additional funding is likely to be required to achieve a zero-carbon outcome.

The MYFIN 2022 was approved by Council on 28 July 2022.

13.5 CITP Action Plan Matrix and prioritisation strategy

The Action Plan Matrix links the Urban Mobility Directorate's objectives with the strategic actions for the various departments. From this, the actions are translated into projects that are then prioritised. The Action Plan Matrix takes a longer-term view for the strategic actions in the Urban Mobility Directorate and from this list the project identification is done for the three-year budget cycle. The figure below illustrates the overall project process flow with the Action Plan Matrix just below the strategic and long-term programmes Block. Appendix 1 contains the Action Plan Matrix for this CITP.

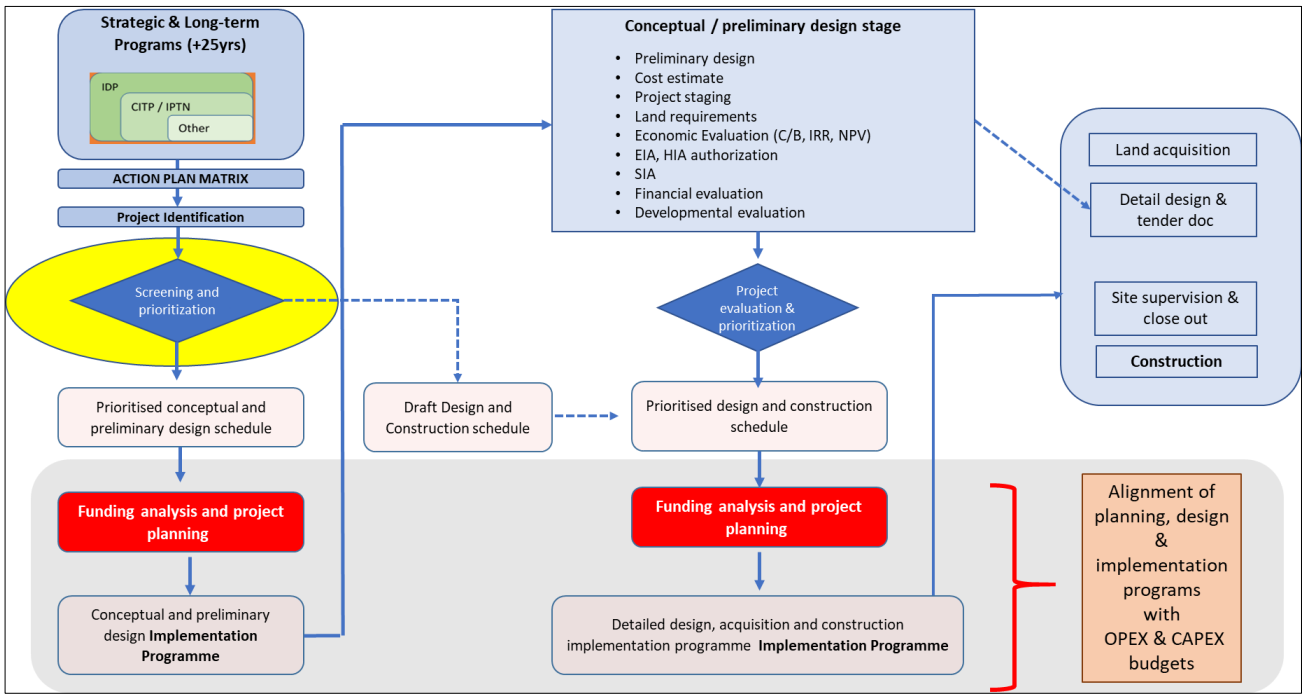


Figure 13-1: Project process flow diagram

The proposals and programmes summarised in appendix 2 align with Cape Town's IDP and form the sectoral transport component of the IDP as required by section 31 of the Act.

All actions identified in the strategies and plans are subject to a process of prioritisation and allocation of available funds in accordance with the transformational priorities identified in the IDP, the vision, objectives and long-term strategy (detailed in chapter 2) and the spatial vision, policy parameters and development priorities for Cape Town identified in the MSDF.

Given the number of projects and the extent of the city (in terms of area), the execution of projects is usually in accordance with departmental implementation plans, procurement procedures and availability of resources, but can occur concurrently.

Phasing of capital projects is only considered when they are planned or required to run over several years or if there are projects that require other executive processes to occur. Financial aspects of such projects are still reported over the City's three-year budgetary reporting cycle but prioritised provision is made for ensuring requirements are met.

All projects and programmes are planned based on available funding and should therefore be realistic and achievable in terms of the City's anticipated budgetary constraints.

13.6 Transport Capital Programme

During the development of the Transport Sector Plan, a longer-term view was taken on the capital programmes and projects that support the achievement of the Urban Mobility Directorate's objectives. Sector Plans are defined in the City of Cape Town as 20-year development plans for each large capital sector. The capital programmes form the Programme Infrastructure Implementation Programme (PIIP) that is divided into the following categories:

a) Public transport (BRT, PTIs, etc.).
b) Roads (new, expansion, road infrastructure congestion alleviation measures, etc.).
c) Roads infrastructure maintenance programme.
d) Transport systems management (freeway management systems, etc.).
e) Non-motorised transport (footways, cycle tracks, etc.).
f) Safety (traffic calming measures, etc.).
g) Service support requirements (upgrading of facilities that incur capital expenditure etc.).

Each of these broad categories are divided into programmes that support the department in achieving its CITP objectives and priorities such as congestion alleviation, road rehabilitation, the timeous completion of the Metro South East corridor and the upgrade of depot facilities to satisfy requirements needed to deliver the Urban Mobility Directorates' functional mandate.

The following tables summarise the Urban Mobility Directorate's PIIP 2020/21 to 2039/40

The following points require noting.

a) Provision of rail services is not a function that is performed by the Urban Mobility Directorate, hence there is no capital programme supporting rail, although the decline of rail services is a priority that is considered in planning transport for the City.
b) Certain road maintenance activities such as resealing road surfaces are not listed in this chapter as those activities are operating costs rather than capital expenditure.

This Transport Sector Plan 2020 includes those projects that are currently under way or planned, but these may change in subsequent Transport Sector Plans to reflect the strategic intent more closely, or to reflect new considerations.

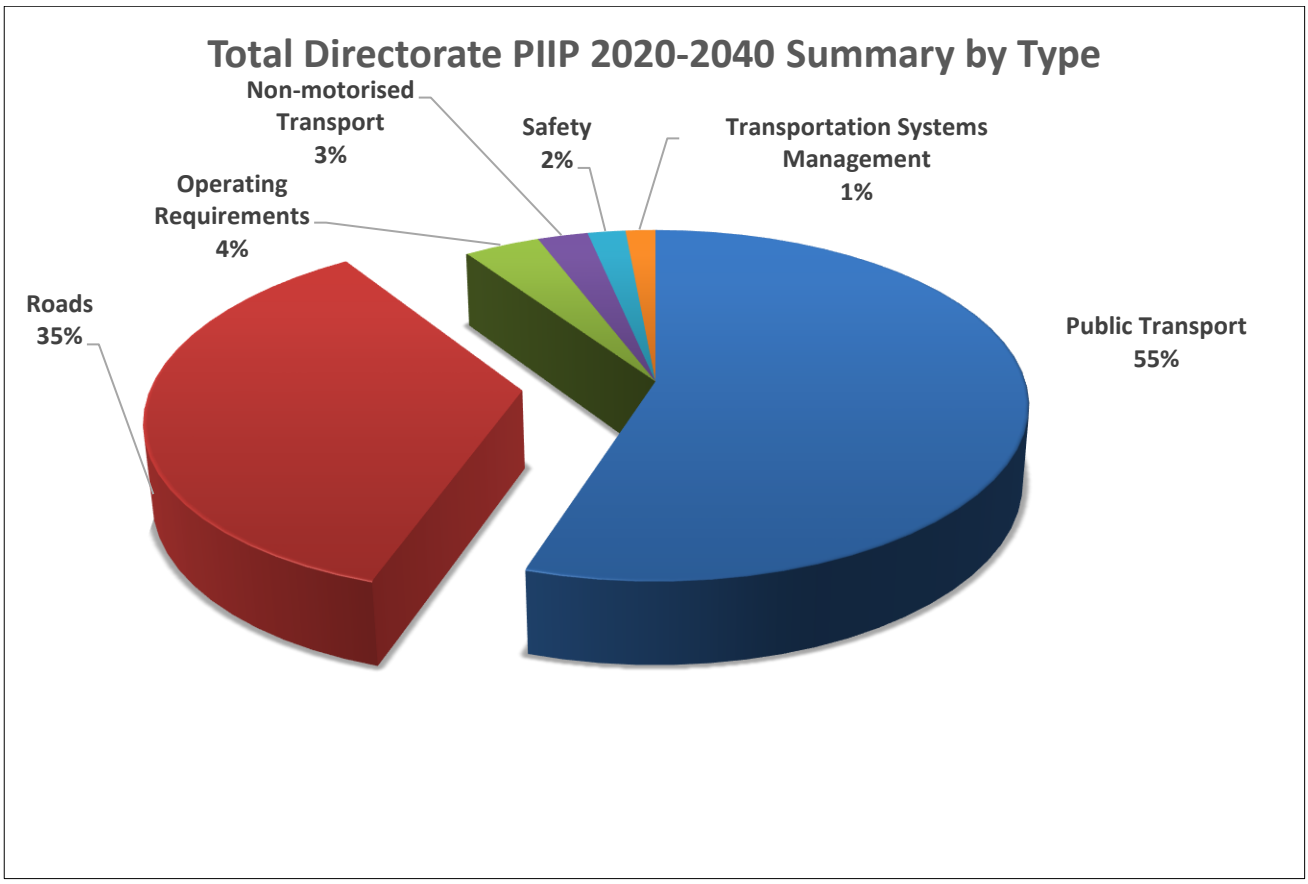


Figure 13-2: Overview of capital spending

Table 13-5: Summary of capital spending 2021 - 2040

PROJECT PIPELINE – CATEGORIES	NUMBER OF PROJECTS	TOTAL PROJECT COST
Public Transport	**61**	**11 514 498 849**
BRT/IRT Programme	34	10 240 403 741
Public Transport Interchange Programme	21	1 177 995 109
Public Transport Infrastructure	6	96 100 000
Roads	**72**	**7 429 061 107**
Congestion Relief Programme	38	5 886 430 000
Metro roads: reconstruction (Capex)	16	766 079 232
Catalytic Land Development Support Programme	4	536 570 000
Human Settlements Support Programme	2	125 740 000
Traffic Signal Infrastructure Implementation	3	45 406 875
Intelligent Transport Systems Infrastructure	4	36 000 000
Roads: structures (Capex)	5	32 835 000
Operating requirements	**10**	**785 112 613**
RIM: depot upgrade programme	8	650 012 589
Roads infrastructure maintenance: plant, vehicles and equipment	2	135 100 024
Non-motorised transport	**29**	**522 097 039**
Non-motorised transport (NMT) programme	29	522 097 039
Safety	**20**	**391 825 000**
Rail level crossing elimination programme	4	356 330 000

Traffic Calming Programme	16	35 495 000
Transportation Systems Management	**15**	**307 399 486**
Maintenance of traffic signal infrastructure	7	211 449 486
Transport Systems Management Programme (TSM)	8	95 950 000
GRAND TOTAL	**207**	**20 949 994 094**

13.7 Implications of the strategic plan

The strategic intent (or purpose) of the CITP 2023–2028 is to deliver on the vision. Based on the three paradigm shifts that need to be addressed in order to achieve the vision, the key priorities are the following:

13.7.1 Incremental public transport and access reform to maximise benefit for the user and minimise risk

a) Formulate a prioritisation programme of **incremental improvements** to road-based public transport metrowide.
b) Continue to drive and resource the minibus taxi Industry transition business plan and the transport operating company (TOC) model as a **partnership building process**, and as regulatory levers to improve the quality of these services for commuters.
c) Embark on an active programme to support industry partners in the **incremental formalisation** of minibus taxis services, and interoperability with other transport modes.
d) **Review the IPTN** on the basis of temporal modal appropriateness on key corridors and routes, including the role of rail and transport operating companies (TOCs).
e) Implement **modal layers of the IPTN** as a realistic means of spatial transformation and TOD stimulation over time.
f) Continue to push for innovative and effective **travel demand management**, including new strategic approaches to triple access considerations (mobility-based access, proximity-based access, and digital access).
g) Partner with the IT sector on how **affordable digital access** can assist with reducing the demand to travel for high-cost times and purposes.

13.7.2 Leverage the control that the City has over roads as a platform for economic recovery

a) Continue with implementation of **critical missing links in the network** as part of the congestion reliëf programme.
b) Explore the **reprioritisation of road assets** to provide speed advantages for public transport services.
c) Continue to develop and **implement transport responses to increasing informality** through the provision of basic access, emergency services access and access for future layouts for the reorganisation of informal settlements.
d) **Review the NMT strategic approach**, including walking and cycling strategies and emerging technologies such as micromobility.
e) **Improve safety and security** on public transport services, as well as personal safety issues when accessing the services while walking or cycling (the 'first and last mile').
f) Implement transport actions of the **Climate Action Plan**, including pedestrianisation and tactical urbanism for carbon-free streets.

13.7.3 Advocate for greater partnership for long-term and climate resilience

a) **Pursue grant reform** options with National Government to expand the use of the IPTN Grant to wider public transport improvements.

b) Advocate for the **revitalisation of the rail network** and investigate options for the improvement of rail services.
c) Pursue transitional mechanisms for alternative, **low-carbon fuels for public transport fleet.**
d) Continue to develop, refine, and implement **road and bridge maintenance programmes**, and address critical backlogs, with a focus on climate hazard resilience.

13.8 Budget per project and programme

Appendix 2 (Funding Strategy for Projects: Prioritisation, Programme and Budget) sets out for each project, programme and strategy in the CITP a budget and programme for three years of the five-year period of the CITP. Implications per project and programme.

14 PUBLIC PARTICIPATION PROCESS

14.1 Introduction

In terms of section 17 of the Local Government: Municipal Systems Act, Act 32 of 2000, the public and interested parties or groups should be given the opportunity to submit comments, recommendations or input to the Comprehensive Integrated Transport Plan.

Being a new-term-of-office CITP, an expanded public engagement process above the minimum requirements was planned, as illustrated below. A two-stage engagement process was undertaken, which recognised the need for stakeholders to be given two opportunities to engage (i.e. at the beginning and end of the process), while the general public would only comment on the draft document. This involved the following steps:

1) An initial visioning process, before the CITP drafting process began, to guide the drafting of the CITP in a way that would reflect the direction set by the internal and external stakeholders.
2) The drafting process, which would include internal stakeholder engagement
    - Once the CITP was in draft form, a formal public participation process for stakeholders and the general public.
3) Edits to the draft document based on the comments.

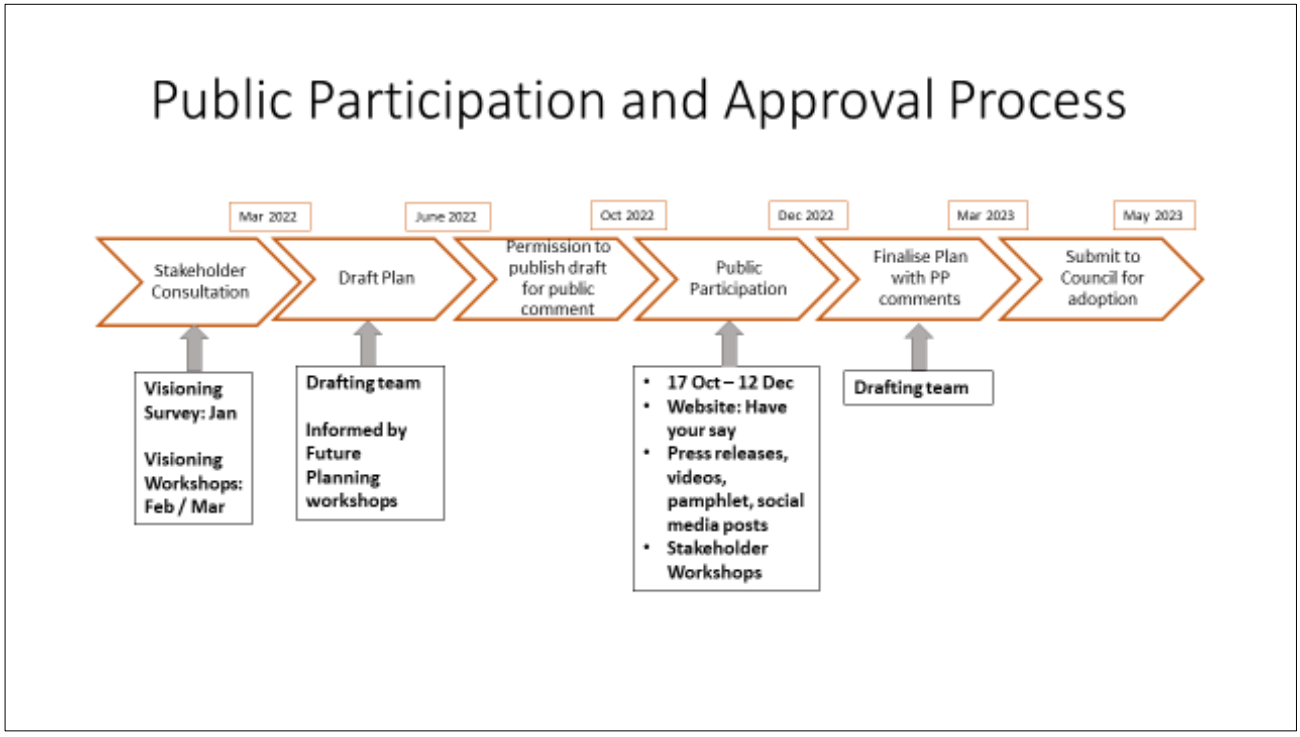


Figure 14-1 Public engagement process for drafting the CITP

The stages of engagement are expanded on in the following sections.

14.2 Stakeholder consultation on the CITP vision

Transport stakeholders include those responsible for providing transport services, and those responsible for planning, providing, managing and enforcing the various aspects of the transport network (addressing the 'supply' of transport services). Their purpose is to continuously improve the full transport service for the users/beneficiaries of public, private and freight transport (the 'demand' for transport services).

Most 'supply-side' stakeholders sit on the Land Transport Advisory Board structure (set up in terms of the NLTA) and the associated Intermodal Planning Committee (IPC) and subcommittees. The Cape Chamber of Commerce and various other bodies were identified as representing the (demand-side) users/beneficiaries, recognising that this group would also be reached in the main public participation process, where civil society is represented through multiple structures.

Two stakeholder engagement processes were conducted in the visioning phase: A broader one reaching all the stakeholders, and then a more focused one involving the minibus taxi (MBT) associations.

14.2.1 IPC and other stakeholders' visioning process

The first process was a purely online process because it took place between January and February 2022, before Covid-19 restrictions were lifted. It included the relevant IPC subcommittee members, businesses, NGOs, academics, operators, other government departments. It involved a two-stage process: A structured online survey in order to elicit input into a vision statement, and a workshop in order to unpack the vision based on the same stakeholders' perspectives, concerns, interests and ideas. Approximately 80 stakeholders attended and it was facilitated independently.

The top five primary future aims were generated in order to explore aspects of the proposed vision statement:

1. Safer and more secure travel
2. Improve access to work/education
3. More reliable travel
4. Provide more affordable travel
5. Improve mobility (faster, easier travel)

Each group concluded by generating their vision statement

Draft vision statements generated by the five groups
Wanting to ensure access to the city in a safe and dignified way so that everyone, including the most vulnerable, enjoys a safe and dignified, reliable travel experience, and access to a range of goods and services. The spatial structure of the city supports mobility as well as access for people to meet their needs.
Innovative transport solutions that provide options for all to move around in a safe and dignified manner for all. Universal access to highlight disability and gender concerns.
A prioritised public and non-motorised transport system with appropriate capacity and dedicated transit enforcement to monitor and respond to both needs of the commuter and the protection of services/operations.

Draft vision statements generated by the five groups
Further reliability would be gained through working with industry and employers to allow for flexible working hours and increased use of public transport (such as through a voucher system), as well as supporting a decentralisation of economic opportunities to decrease the need for travel into central Cape Town.
Seamless integrated transport system that creates economic prosperity (spatial equity and affordability) for all players: government, providers, business and users as part of an audacious vision with required land use plans, budgets and subsidies.
Anybody in the city, no matter where they live, would be able to go anywhere they wanted to in the city, SAFELY, using any mode, at any time, on equal basis with everyone else, without massive disparity in cost, through inclusive development and governance.

The workshop was very constructive in developing a shared sense of responsibility and a need to work cooperatively to achieve the emerging vision. Stakeholders embraced the incremental approach, but also pushed for solutions that were as inclusive for all users and potential users as possible.

A word cloud (shown below) was developed in the workshop that informed two draft vision statements that were further refined in the MBT workshops.

14.2.2 MBT workshops[40]

The second process was a series of association-based MBT workshops. This was to do a 'deeper-dive' than was possible through their representation on the IPC, and recognised the difficulty of different associations meeting in one event. There was a range of responses, with two workshops postponed because they coincided with the massive MBT strike action on 24 March 2022. Some workshops were reduced to information-sharing sessions. However, the discussions held were highly constructive. The events, and the main outputs, are listed below.

Regional associations	Date	Number of attendees	Comment
Northern region	23 March 2022	43	9:30 to 12:00
Two Oceans	23 March 2022	21	13:30 to 16:00
Codeta	11 April 2022	39 combined	Postponed from 24 March due to strike action
Greater Cape	11 April 2022		Postponed from 24 March due to strike action, but joined meeting with Codeta
CATA	14 April 2022	4	Local associations did not come with a mandate, but an information-sharing session was held and associations were contacted by e-mail
Mitchells Plain	14 April 2022	6	Local associations did not come with a mandate, but an information-sharing session was held and associations were contacted by e-mail

The main take-home messages from these sessions are listed below:

PUBLIC TRANSPORT PROVISION

a) The MBT industry wants to continue to play a major role in public transport provision (they are currently the major service provider)
b) The MBT industry is concerned about competition with the MyCiTi bus service
c) Many issues raised about operating licences were noted for the OLP process

INCREMENTAL APPROACH AND FORMALISATION

a) The MBT industry is keen to formalise, through its regional structures, as demonstrated through the Blue Dot initiative
b) The MBT industry is the only PT service that is not directly subsidised
c) Aspects of the e-hailing model could be included, to be more demand responsive
d) Introduce driver training through an accredited system

[40] Since the workshops, there have been provincial and national association elections, resulting in many changes to the regional leadership and thus the representation on the IPC. This resulted in some lack of continuity in the public participation process.

INFRASTRUCTURE PROVISION

a) Plan for improvements to facilities at taxi ranks in conjunction with the formal taxi associations
b) There is a need for dedicated public transport lanes
c) New ranks are needed in some locations

ECONOMIC OPPORTUNITIES

a) The MBT industry is keen to pursue opportunities in the forward and backward linkages of the industry (e.g. fuel supply, spares)
b) Subsidies should be provided to scholars and pensioners to access the MBT service

LAW ENFORCEMENT

a) Law enforcement officers dealing with MBT infringements need better training to deal with MBTs
b) Illegal operators must be dealt with more harshly than the legal operators if formalisation is wanted
c) Criminality within the industry needs to be dealt with

SAFETY AND SECURITY

a) Crime is one of the biggest threats to the MBT industry
b) City needs to assist their passengers through ensuring safer first- and last-mile NMT travel

The draft vision statement developed from these processes is a distilled version of all the relevant ideas that emerged from the workshops in both processes:

"***All people should have access to a range of opportunities in a manner that is sustainable and provides dignity***". This is expanded on in chapter 2 above.

14.2.3 Future planning

Further internal stakeholder engagement took place to capacitate City officials from the Urban Mobility and other relevant directorates in the new way of thinking around long-term planning and strategic navigation as outlined in chapter 2.

14.3 The formal public participation process

The draft new term-of-office CITP document was ready for the formal public participation process in October 2022. This ran from 17 October to 31 November, which was later extended to 11 December 2022 at stakeholders' request. The intention was to make the process as accessible as possible to maximise public input.

The following platforms were utilised to advertise the draft document to the public and communicate the methods of submitting comments.

14.3.1.1 Mechanisms for inviting comments

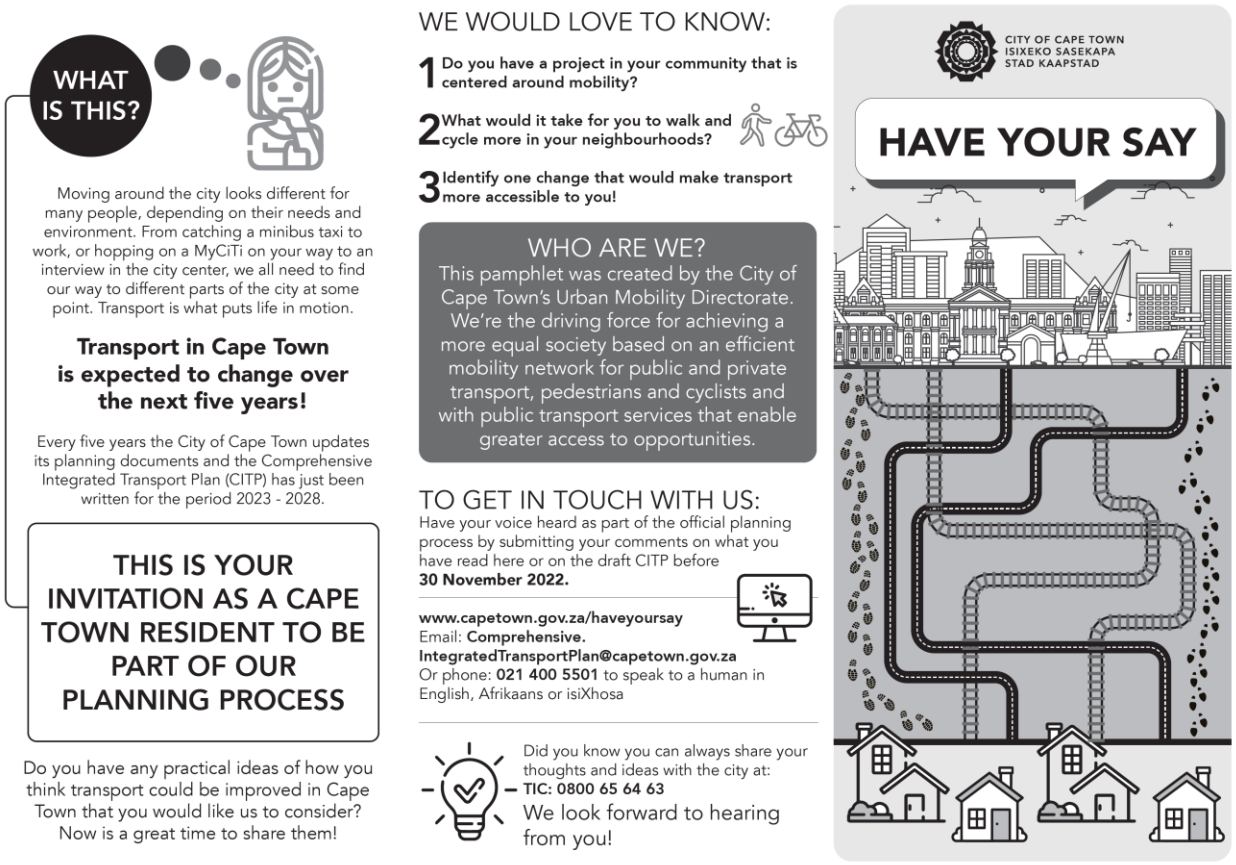
Advertising platforms:

1) City of Cape Town 'Have Your Say' website
2) Advert placed in eight local newspapers

3) Advert and document were made available at the subcouncil offices and City libraries.

Additional platforms for inviting comments:

1) All the City's social media platforms
2) A set of videos in all three official languages posted on the 'Have Your Say' website, giving access to those who cannot read and write
3) A set of 'stills' in all three official languages was displayed on television monitors in City cash halls
4) To better reach ordinary members of the public, 10 000 copies of an easy-read pamphlet with illustrations were distributed at PTIs, clinics, cash halls and housing offices. A copy of the pamphlet is shown below.



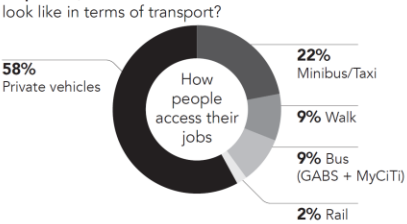
All people should have access to a range of opportunities in a manner that is sustainable and provides dignity.
This is the vision that drives the Urban Mobility Directorate at the City of Cape Town.

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

The CITP is the City's way of sharing its vision of how transport can work in Cape Town and how it plans to achieve it with all residents, businesses, investors and operators. We believe that a **city that is better connected will be more productive and create more economic opportunities**.

City of Hope - **"A city that shows the best of what South Africa can do when we work together"** Mayor Geordin Hill-Lewis

To turn Cape Town into South Africa's City of Hope, the **City must provide the foundation necessary to improve people's life chances** and **use the public resources to co-create a city that is more caring, more inclusive, more prosperous, more united, more respectful, more safe** and **more free**. What could this look like in terms of transport?



Up to 58% commuters use private vehicles, 22% use minibus taxis, 9% bus (GABS + MyCiTi), 9% walk and only 2% use the train. The decline of Metrorail service has had a big impact on commuters since 2012 forcing you to choose an alternative. **We know the impacts of the current ways people move around the city** - traffic congestion at peak hours, high carbon emissions, delays and frustration and it costs a lot to move around the city too! This is unsustainable and the CITP describes ways the City plans to address these challenges with the help of others. One of the ways we hope you will like is to make the City more friendly to walking and cycling!

Over the past few years Capetonians have experienced many challenges – the drought, raging fires on Table Mountain National Park and in our informal settlements, Covid-19, and loadshedding. Now, more than ever, we know that the future is uncertain, and plans change, so the team took a new approach to writing this draft CITP.

Over the year that it has taken to consult with stakeholders and write this report in a way that aligns to the City's new Integrated Development Plan (2022) and Spatial Development Framework (2022), there are **three key things** that have changed in the way we have approached this transport planning:

1 Transport provides access - but moving someone from A to B is not the only way. That's why we are partnering with others to reduce the need to travel far by bringing opportunities closer to home either through spatial land use planning or providing more access to good digital connections.

2 With the transport system under pressure, the way to improve the safety, convenience, reliability and quality of public transport services for the greatest number of commuters as soon as possible is to make smaller phased improvements to the infrastructure.

3 We can plan today, and things will change tomorrow. We have planned for uncertainty and considered multiple scenarios for what the future may reveal - our ability to adapt these plans will improve the City's resilience.

The City commits to making these changes in a way that is sustainable (environmentally, socially and financially) and this new approach will see a shift towards a transport system that feels like it has been designed for you - a transport system that is more inclusive, equitable and offers a dignified service at a lower cost.

Forty-three engagements (face-to-face and online) were hosted by the City as per the table below.

STAKEHOLDERS	MEETINGS
IPC	1
IP subcommittees	10
Subcouncils	18
Subcouncil activity days	3
Taxi associations	7
Meeting with VOCs	1
Meeting with academics	1
Meeting with NPOs	1
WCG Air Quality meeting	1
TOTAL	**43**

Activity was also generated by the City's social media platforms.

Social media responses to CITP – 14 to 28 November 2022					
No		**LinkedIn**	**Twitter**	**Facebook**	**Instagram**
1	Messages	5	5	0	0
2	Videos	0	0	10	10
3	Average impressions	250	298	401	166
4	Average likes	9	5	6	5
5	Average shares	6	10	3	3
6	Comments	1[41]	0	0	0

During the comment process, the question was raised as to why there were not public (community-based) meetings or open days. This was considered with the PPU, but it was felt that there were more effective ways of reaching a broader public, such as the pamphlet, the information boards, and social media (including the videos). These went above and beyond the legal requirements.

In addition, the City had recently hosted public meetings on the DSDFs, the OLP, and the MyCiTi Metro South East plans. It would have been overload to expect people (the public, councillors and officials) to attend more meetings. Meetings and open days are expensive in terms of time and resources compared to the additional outreach platforms that were used, with minimal additional value. Because the OLP is a document under the CITP, comments related to the CITP received during that process were included into this comment database.

14.3.1.2 Responses received in the commenting process

There were various methods for submitting comments:

1) Emails to a dedicated Comprehensive Integrated Transport Plan email address
2) Directly online through the City of Cape Town 'Have Your Say' website
3) Personal assistance for those who cannot read or write
4) Hard copy submissions could be dropped at the Cape Town Civic Centre, subcouncil offices and City libraries.

The report was presented for noting by all the subcouncils at their October meetings. Three subcouncil requested its presentation at activity days for more in-depth discussion. All comments made at subcouncil meetings were included in the comment database.

The Intermodal Planning Committee (IPC) structure and its subcommittees were also used as a platform to engage intergovernmentally and engagements with the minibus taxi industry and other non-governmental stakeholders took place. In total, 22 external engagements were held where the draft document was presented and comments received.

A total of 78 submissions were received through the official Have Your Say platform: 32 were from individuals and 46 from organisations. Including the comments provided in meetings, 690 individual

[41] Comment received:

comments were received and have been responded to. The table below shows the sources of comments and the number of submissions:

Engagements	Number of submissions
Email	28
Have Your Say	50
Meeting with academics	3
MBT OLP consultation	78
Intergovernmental meetings	9
NPO meeting	3
Subcouncils	12
MBT associations	7
TOTAL	**187**

All comments were considered and, where relevant, the document has been edited and corrected. Some comments that could not be accommodated will be held over for the first annual review. The full database of comments and responses can be found in appendix 5.

Some compliments and praise received in support of the draft document:

Individual	This sounds like an excellent initiative. The current thrust, as far as I understand is on devolution of infrastructure to put it under municipal control… PS: I really appreciate the focus on cycling as a cost effective and healthy alternative to congested road traffic that also reduces the need for parking space considerably.
NPO	The document appears informative, coherent and well-constructed – the responsible officials have clearly worked hard to make it readable and to edit it properly. The process of developing the document is described in Chapter 14, and shows how the content was informed by a range of stakeholders.
Consultant	I would like to commend the city team for a comprehensive report. Herewith my high level comments: 1. I fully support (and like) the triple access principle.
Our Future Cities	We hope this email finds you well. On behalf of Our Future Cities please see comments on the City of Cape Town's draft Comprehensive Integrated Transport Plan 2023–2028 below. We applaud the CITP's emphasis on accessibility rather than just mobility, as this represents a significant philosophical shift in the role of a city government in utilising transport and mobility to serve a broader range of needs, beyond just getting from A to B.
Individual	5. The City sets itself an admirable goal: Through the City's role as the transport planning authority as well as the contracting authority for Bus Rapid Transport (BRT) services, support the restoration, rehabilitation and expansion of the rail system to a carrying capacity of 30% above 2010 levels by 2030.
Academic	It's really nice to see a plan first of all that's been written by a municipality. It is the most integrated transport plan that I have seen. The incremental approach seems like a really great idea.

The public participation process added great value and resulted in edits throughout the document. The final document, once approved by Council, wil be submitted to the relevant MEC for comment, and to the NDOT for noting with regard to the rail component. Once received, the MEC's comment will be addressed in the first annual update of the CITP.

APPENDIX 1 – ACTION PLAN MATRIX

Objective 1: A customer-focused transport system that is inclusive for all people. An integrated efficient transport system that provides safe and affordable travel options for all.

ID	Timeframe 2023 CITP	Priority programme or project	Lead	TP&NM (Transport Planning and Network Management)	PT (Public Transport)	Transport Infrastructure Implementation (TII)	RIM (Roads Infrastructure Management)	TSS (Transport Shared Services)	F (Finance)
1.1	A	Continually review and update the CITP for the furtherance of City's transport vision and objectives, as well as ensuring that the CITP is within the national and provincial strategic directives (National Development Plan, PLTF, etc.)	TP&NM	✓	✓	✓	✓	✓	✓
1.1.1	A	Incrementally implement freight management strategy as per implementation plan	TP&NM	✓					
1.1.2	A	Finalise the S33 process, conclude the kerbside parking management and monitoring contracts, commission and oversee the operation of the parking management system	TP&NM	✓					
1.2	A	Update the Integrated Public Transport Network (IPTN) and develop IPTN implementation mechanisms (Incremental Public Transport Reform Programme)	TP&NM	✓					
1.2.1	A	Draft document on the screening of IPTN scenarios	TP&NM	✓	✓				
1.2.2	A	Congestion Relief Programme: Koeberg Nuclear Power Station Evacuation Simulation Transport model	TP&NM	✓					
1.2.3	A	Undertake an investigation enabling the City of Cape Town to support the restoration and sustainability of passenger rail services that align with the City's CITP	TP&NM	✓					
1.3	A	Draft a Road Safety Strategy	TP&NM	✓					
1.4	A	Investigate how the City can support emerging micromobilities	TP&NM	✓					
1.5	B	Expedite process of releasing abandoned road schemes and invest the proceeds in the maintenance and management needs of transport	TP&NM						✓

Objective 2: Quality services delivered in an equitable, inclusive and fiscally sustainable manner. Safe and quality roads for pedestrians, cyclists and vehicles.

ID	Timeframe 2023 CITP	Priority programme or project	Lead	TP&NM (Transport Planning and Network Management)	PT (Public Transport)	Transport Infrastructure Implementation (TII)	RIM (Roads Infrastructure Management)	TSS (Transport Shared Services)	F (Finance)
2.1	B	Rollout of contracting authority function assignment and integration with all other vehicle operator contracts across the City	PTO					✓	✓
2.2	B	Fully functional and mandated contracting authority	PTO						
2.2.1	B	Development of operational contracts	PTO					✓	
2.2.2	B	Develop regulatory unified mechanisms in respect of contract operations	PTO		✓			✓	
2.2.3	B	Consolidated penalty system	PTO					✓	
2.2.4	B	Financial management of operational contracts	F		✓				
2.3	B	Draft report on strategic framework for integrated ticketing	PTO		✓			✓	✓
2.5	C	Approval and rollout of the City's Comprehensive Universal Access Policy	TP&NM						
2.5.2	A	Review and development of new Universal Access Infrastructure Standards (UDAP)	TII	✓	✓		✓		
2.5.3	A	Rollout of various universal assess contracts (e.g. DAR X2, etc.)	PTO			✓	✓	✓	

ID	Timeframe 2023 CITP	Priority programme or project	Lead	TP&NM (Transport Planning and Network Management)	PT (Public Transport)	Transport Infrastructure Implementation (TII)	RIM (Roads Infrastructure Management)	TSS (Transport Shared Services)	F (Finance)
2.5.4	A	Ensure all contracts include universal access parameters	PTO			✓		✓	
2.7	A	Finalise the Report on Transport/Taxi Operations Company (TOC) of the Minibus-taxi Transformation Model	PTO		✓				
2.7.1	A	Percentage establishment of transport/taxi operating companies (TOCs)	PTO		✓				
2.8	B	Operation of automated number plate recognition (ANPR) cameras	TP&NM				✓		
2.9	A	Approved Metro South East corridor feeder route network	TP&NM		✓				
2.10	A	Develop an implementation plan for Klipfontein corridor project for a fully integrated scheduled public transport system along the Klipfontein corridor	TP&NM		✓				
2.11	A	Number of NMT projects for which the planning and preliminary design have been finalised	TP&NM						
2.12	A	Implemented kilometres of non-motorised transport (NMT) improvements across the City – NMT Infrastructure expansion initiative	TP&NM		✓				
2.13	A	Bus shelter programme: Commence with implementation of standardised designs of bus stops and bus shelters across Cape Town	TP&NM		✓				
2.14	A	Percentage construction of IRT Metro South East corridor project	TII		✓				
2.14.1	A	Implemented construction project of the IRT Metro South East corridor project – construction work at Jan Smuts IRT route continues	TII		✓				

ID	Timeframe 2023 CITP	Priority programme or project	Lead	TP&NM (Transport Planning and Network Management)	PT (Public Transport)	Transport Infrastructure Implementation (TII)	RIM (Roads Infrastructure Management)	TSS (Transport Shared Services)	F (Finance)
2.14.2	A	Percentage construction of IRT Metro South East corridor project – IRT depot enabling completed	TII		✓				
2.15	A	Percentage public transport infrastructure constructed or upgraded at Du Noon, Retreat and Makhaza	TII		✓				
2.15.1	A	Percentage public transport interchanges constructed or upgraded at Du Noon	TII		✓				
2.15.2	A	Percentage public transport interchanges constructed or upgraded at Retreat	TII		✓				
2.15.3	A	Percentage public transport interchanges constructed or upgraded at Makhaza	TII		✓				
2.16	A	Kilometres of non-motorised transport (NMT) improvements across the City (TR1.21 – length of NMT paths built)	TP&NM		✓				
2.16.1	A	Number of non-motorised transport (NMT) (km) constructed – Blaauwberg North NMT	TII		✓				
2.16.2	A	Number of non-motorised transport (NMT) (km) constructed – Edgemead/Bothasig NMT	TII		✓				
2.16.3	A	Number of non-motorised transport (NMT) (km) constructed – Eerste River NMT	TII		✓				
2.16.4	A	Number of non-motorised transport (NMT) (km) constructed – Wooden Bridge at Woodbridge island	TII		✓				
2.17.1	A	Number of passenger journeys per kilometre operated [AT]	PTO						
2.17.2	A	Total number of passenger journeys completed on MyCiTi on an annual basis	PTO						

ID	Timeframe 2023 CITP	Priority programme or project	Lead	TP&NM (Transport Planning and Network Management)	PT (Public Transport)	Transport Infrastructure Implementation (TII)	RIM (Roads Infrastructure Management)	TSS (Transport Shared Services)	F (Finance)
2.17.3	A	Total number of passenger journeys completed on Dial-a-Ride	PTO						
2.17.4	A	Develop a business plan for the expansion of Dial-A-Ride services within the City of Cape Town	TP&NM						
2.18	B	Increasing public transport driver training and exploring an incentive mechanism to encourage good driving	PTO					✓	
2.19	B	Providing more NMT facilities at public transport interchanges (bike racks, park-and-ride and bike share, including e-bikes)	TP&NM		✓			✓	
2.20	B	Exploring the use of new generation services and technology to increase access to public transport, incentivise its use, reduce congestion and reduce the overall cost to the wider transport system	TP&NM		✓			✓	
2.21	A	Public Transport Priority Measures Programme: Road Schemes Review	TP&NM		✓				
2.22	A	Number of school traffic calming projects implemented (50)	TP&NM		✓				
2.23	A	Number of road safety assessments completed on arterials (4 arterials)	TP&NM						
2.24	A	Implement improvement projects at thee hazardous locations	TP&NM						
2.25	A	Number of road traffic crash report forms captured onto IPAS (84 000)	TP&NM						
2.26	A	Number of traffic signal upgrade initiatives (40)	TP&NM						
2.27	A	Number of fibre optic cable installations (8)	TP&NM						

Objective 3: Agile implementation for an improved transport system that is robust and financially sustainable.

ID	Timeframe 2023 CITP	Priority programme or project	Lead	TP&NM (Transport Planning and Network Management)	PT (Public Transport)	Transport Infrastructure Implementation (TII)	RIM (Roads Infrastructure Management)	TSS (Transport Shared Services)	F (Finance)
3.1	A	Percentage construction of IRT Metro South East corridor project	TII		✓				
3.1.1	A	Implemented construction project of the IRT Metro South East corridor project – construction work at Jan Smuts IRT route continues	TII		✓				
3.1.2	A	Percentage construction of IRT Metro South East corridor project – IRT depot enabling completed	TII		✓				
3.2	A	Wynberg: Detail design/documentation in progress Chris Hani PTI: Detail design/documentation in progress Nonqubela PTI: Detail design/documentation in progress Manenberg PTI: Preliminary design complete/detail design in progress	TP&NM	✓					
3.3	A	Durbanville PTI: Detail design in progress Wesbank PTI: Procurement of contractor in progress	TP&NM	✓					
3.4	A	Kilometres of non-motorised transport (NMT) improvements across the City (TR1.21 – length of NMT paths built)	TP&NM		✓				
3.4.1	A	Number of non-motorised transport (NMT) (km) constructed – Blaauwberg North NMT	TII		✓				
3.4.2	A	Number of non-motorised transport (NMT) (km) constructed – Edgemead/Bothasig NMT	TII		✓				
3.4.3	A	Number of non-motorised transport (NMT) (km) constructed – Eerste River NMT	TII		✓				
3.4.4	A	Number of non-motorised transport (NMT) (km) constructed – Wooden Bridge at Woodbridge island	TII		✓				

ID	Timeframe 2023 CITP	Priority programme or project	Lead	TP&NM (Transport Planning and Network Management)	PT (Public Transport)	Transport Infrastructure Implementation (TII)	RIM (Roads Infrastructure Management)	TSS (Transport Shared Services)	F (Finance)
3.5	A	Number of passenger journeys per kilometre operated [AT]	PTO						
3.6	A	Total number of passenger journeys completed on MyCiTi on an annual basis	PTO						
3.6.1	A	Total number of passenger journeys completed on Dial-a-Ride	PTO						
3.6.2	A	Develop a business plan for the expansion of Dial-A-Ride services within the City of Cape Town	TP&NM						
3.7	B	Providing more NMT facilities at public transport interchanges (bike racks, park-and-ride and bike share, including e-bikes)	TP&NM		✓			✓	
3.8	B	Exploring the use of new generation services and technology to increase access to public transport, incentivise its use, reduce congestion and reduce the overall cost to the wider transport system	TP&NM		✓			✓	
3.9	A	Congestion Relief Programme: Development of preliminary designs for six road congestion relief projects	TP&NM	✓					
3.10	A	Continue with the Freeway Management System project	TP&NM						

Objective 4: A well-maintained infrastructure network along with related facilities that are appropriately managed as the City's largest asset.

ID	Timeframe 2023 CITP	Priority programme or project	Lead	TP&NM (Transport Planning and Network Management)	PT (Public Transport)	Transport Infrastructure Implementation (TII)	RIM (Roads Infrastructure Management)	TSS (Transport Shared Services)	F (Finance)
4.1	A	Specify, establish and make operational Transport's IS&T system	TP&NM						
4.1.1	A	Make operational Transport's Information Management System	TP&NM	✓	✓	✓	✓	✓	✓
4.1.2	A	Develop and implement Transport's centralised databank	TP&NM						
4.1.4	A	Design Transport's Performance Management mechanism	TSS						
4.1.5	A	Create and populate Transport's website and app (MyCiTi)	TSS	✓	✓		✓	✓	✓
4.2	B	Develop detailed norms and standards of the infrastructure network, e.g. road, stormwater, non-motorised transport and how they relate to and interface with rail	TII					✓	
4.3	B	Establish and rollout a system by which all vehicle operators are managed through a performance-driven accountability mechanism that is available to the public and published on Transport's website	PTO			✓			
4.4	C	Establishment of a new investment-driven infrastructure system	TII						
4.4.1	A	Develop a new Pavement Management System (PMS), Bridge Management System (BMS) and Load Management System (LMS)	RIM					✓	
4.4.2	A	Manage the new PMS, BMS and LMS	RIM				✓		
4.4.3	B	Create and manage a comprehensive new asset management register for all road, stormwater and public transport infrastructure	RIM				✓		✓
4.4.4	B	Create and maintain a comprehensive register of moveable assets, plant and equipment	RIM						✓

Objective 5: Comprehensive communication and stakeholder management to ensure responsible service delivery in partnership with all industry role players.

ID	Timeframe 2023 CITP	Priority programme or project	Lead	TP&NM (Transport Planning and Network Management)	PT (Public Transport)	Transport Infrastructure Implementation (TII)	RIM (Roads Infrastructure Management)	TSS (Transport Shared Services)	F (Finance)
5.1	A	Establish and operate the Land Transport Advisory Board and the Intermodal Planning Committee	TSS	✓	✓	✓	✓	✓	✓
5.2	A	Rollout of appropriate wayfinding methodology (e.g. app, signage, website)	TSS	✓	✓	✓	✓	✓	✓
5.3	A	Develop and roll out a comprehensive marketing and communication strategy for Transport that covers its operational, corporate, functional, national and international mandate	TSS	✓	✓	✓	✓	✓	✓
5.4	A	Develop and implement a memorandum of action with the role players in Cape Town that is focused on responsive service delivery and building capacity within that sector	TSS	✓	✓	✓	✓	✓	✓
5.5	D	Establish and roll out a transport model for events that addresses movement, safety, convenience, interrelated costs and promotion	TSS		✓	✓		✓	✓

APPENDIX 2 – FUNDING STRATEGY FOR PROJECTS: PROGRAMME AND BUDGET

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Finance: Transport	UM contingency provision – insurance	REVENUE	2 Revenue: Insurance	R200 000	R0	R0
Finance: Transport	UM contingency provision – insurance	REVENUE	2 Revenue: Insurance	R0	R200 000	R0
Finance: Transport	UM contingency provision – insurance	REVENUE	2 Revenue: Insurance	R0	R0	R200 000
Finance: Transport	UM contingency provision – insurance	REVENUE	2 Revenue: Insurance	R0	R0	R0
Public Transport	IRT: Fare collection	CGD	4 NT PTNG	R10 384 650	R14 360 000	R21 296 000
Public Transport	IRT: Fare collection	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Public Transport	IRT: Control Centre	CGD	4 NT PTNG	R24 428 865	R12 500 000	R15 542 678
Public Transport	IRT: Control Centre	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Public Transport	Transport facility upgrades	CGD	4 NT PTNG	R8 053 428	R0	R0
Public Transport	Transport facility upgrades	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Public Transport	Transport facility upgrades	CGD	4 NT PTNG	R0	R5 000 000	R0
Public Transport	IRT station/bus door control system	CGD	4 NT PTNG	R6 377 500	R0	R0
Public Transport	Transport facility upgrades	CGD	4 NT PTNG	R0	R0	R5 000 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Public Transport	Transport facility upgrades	CGD	4 NT PTNG	R0	R0	R0
Public Transport	IRT Phase 2A	CGD	4 NT PTNG-BFI	R10 810 000	R9 000 000	R9 500 000
Public Transport	IRT Phase 2A	EFF	1 EFF	R0	R0	R0
Public Transport	Integrated Bus Rapid Transit System	CRR	3 CRR: IRT BusInsura	R0	R0	R0
Public Transport	Integrated Bus Rapid Transit System	CGD	4 NT PTNG	R10 000 000	R15 000 000	R15 000 000
Public Transport	Integrated Bus Rapid Transit System	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Public Transport	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R13 000 000	R70 000 000
Public Transport	IRT Phase 2A	CGD	4 NT PTNG-BFI	R6 500 000	R8 000 000	R8 500 000
Public Transport	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R10 550 589	R24 000 000
Public Transport	IRT Phase 2A	CGD	4 NT PTNG	R0	R0	R0
Public Transport	IRT Phase 2A	CRR	3 CRR: IRT PH2A	R0	R0	R93 852 317
Public Transport	IRT Phase 2A	EFF	1 EFF	R0	R0	R80 000 000
Public Transport	IRT Phase 2A	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Informal settlements road upgrading	CGD	4 NT USDG	R4 045 000	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Rehabilitation – minor roads	EFF	1 EFF: 2	R5 633 506	R0	R0
Roads Infrastructure Management	Unmade roads: residential	EFF	1 EFF: 2	R3 594 784	R0	R0
Roads Infrastructure Management	Roads: rehabilitation	CGD	4 NT USDG	R13 000 000	R44 174 000	R20 162 460
Roads Infrastructure Management	Roads: rehabilitation	CGD	4 NT USDG	R526 462	R10 796 000	R2 622 640
Roads Infrastructure Management	Roads: rehabilitation	EFF	1 EFF	R0	R25 728 835	R0
Roads Infrastructure Management	Roads: rehabilitation	EFF	1 EFF: 2	R14 703 231	R0	R0
Roads Infrastructure Management	Roads: rehabilitation	CGD	4 NT USDG	R13 000 000	R18 800 000	R0
Roads Infrastructure Management	Roads: rehabilitation	CGD	4 NT USDG	R1 600 000	R500 000	R500 000
Roads Infrastructure Management	Roads: rehabilitation	CGD	4 NT USDG	R1 620 000	R500 000	R13 325 500
Roads Infrastructure Management	Roads: rehabilitation	CGD	4 NT USDG	R0	R1 300 000	R1 000 000
Roads Infrastructure Management	Roads: rehabilitation	CGD	4 NT USDG	R924 210	R0	R0
Roads Infrastructure Management	Roads: rehabilitation	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Roads Infrastructure Management	Mfuleni urban node	CGD	4 NT USDG	R4 200 000	R2 000 000	R30 000 000
Roads Infrastructure Management	Roads: rehabilitation	CGD	4 NT USDG	R2 000 000	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Roads: rehabilitation	EFF	1 EFF: 2	R4 501 000	R0	R0
Roads Infrastructure Management	Roads: rehabilitation	CGD	4 NT PTNG	R2 900 000	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF	R0	R48 000 000	R10 000 000
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF: 2	R750 000	R0	R0
Roads Infrastructure Management	Road structures: construction	EFF	1 EFF: 2	R5 019 582	R600 000	R0
Roads Infrastructure Management	Road upgrade: CTICC FW de Klerk Blvd	EFF	1 EFF: 2	R6 515 000	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF	R0	R52 420 000	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF: 2	R14 960 000	R0	R0
Roads Infrastructure Management	Rehabilitation – minor roads	EFF	1 EFF	R0	R5 600 000	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF	R0	R500 000	R16 603 227
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF: 2	R750 000	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF	R0	R16 300 000	R88 400 000
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF: 2	R1 505 573	R0	R0
Roads Infrastructure Management	Unmade roads: residential	EFF	1 EFF	R0	R10 500 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF: 2	R905 000	R0	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF: 2	R830 010	R0	R0
Roads Infrastructure Management	Road structures: construction	EFF	1 EFF: 2	R1 183 593	R0	R0
Roads Infrastructure Management	Acquisition vehicles and plant additional	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF: 2	R2 063 614	R0	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF: 2	R945 100	R0	R0
Roads Infrastructure Management	Acquisition vehicles and plant: additional	EFF	1 EFF: 2	R23 483 698	R0	R0
Roads Infrastructure Management	Furniture, fittings, tools and equipment: additional	EFF	1 EFF: 2	R274 411	R0	R0
Roads Infrastructure Management	Furniture, fittings, tools and equipment: additional	EFF	1 EFF: 2	R161 542	R0	R0
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF: 2	R900 000	R0	R0
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF: 2	R3 570 439	R0	R0
Roads Infrastructure Management	Furniture, fittings, tools and equipment: replacement	EFF	1 EFF: 2	R488 110	R0	R0
Roads Infrastructure Management	Furniture, fittings, tools and equipment: replacement	EFF	1 EFF: 2	R192 612	R0	R0
Roads Infrastructure Management	Upgrading: HO, depot and district buildings	EFF	1 EFF	R0	R3 483 425	R2 618 575

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Upgrading: HO, depot and district buildings	EFF	1 EFF: 2	R97 650	R0	R0
Roads Infrastructure Management	Plant, tools and equipment: additional	EFF	1 EFF: 2	R3 760 658	R0	R0
Roads Infrastructure Management	Plant, tools and equipment: additional	CRR	3 Assets Sale	R1 521 209	R0	R0
Roads Infrastructure Management	Plant, tools and equipment: additional	EFF	1 EFF: 2	R635 409	R0	R0
Roads Infrastructure Management	Upgrading: HO, depot and district buildings	EFF	1 EFF	R0	R0	R8 780 308
Roads Infrastructure Management	Upgrading: HO, depot and district buildings	EFF	1 EFF: 2	R3 843 836	R2 260 699	R0
Roads Infrastructure Management	Upgrading: HO, depot and district buildings	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF: 2	R5 000 000	R0	R0
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF: 2	R9 353 177	R0	R0
Roads Infrastructure Management	General stormwater projects	CRR	3 BICL SWater: Tyg N	R0	R0	R0
Roads Infrastructure Management	Furniture, fittings, tools and equipment: additional	EFF	1 EFF	R0	R100 000	R0
Roads Infrastructure Management	Furniture, fittings, tools and equipment: replacement	EFF	1 EFF	R0	R400 000	R0
Roads Infrastructure Management	Informal settlements road upgrading	CGD	4 NT USDG	R0	R5 000 000	R0
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF: 2	R0	R500 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF: 2	R0	R2 000 000	R0
Roads Infrastructure Management	Acquisition vehicles and plant: additional	EFF	1 EFF	R0	R37 089 960	R0
Roads Infrastructure Management	Acquisition vehicles and plant: additional	EFF	1 EFF	R0	R5 618 000	R0
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF	R0	R4 000 000	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF	R0	R1 575 000	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF	R0	R1 575 000	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF	R0	R1 575 000	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF	R0	R1 575 000	R0
Roads Infrastructure Management	Plant, tools and equipment: additional	EFF	1 EFF	R0	R9 658 000	R0
Roads Infrastructure Management	Plant, tools and equipment: additional	EFF	1 EFF	R0	R590 000	R0
Roads Infrastructure Management	Furniture, fittings, tools and equipment: replacement	EFF	1 EFF	R0	R100 000	R0
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF	R0	R4 000 000	R0
Roads Infrastructure Management	Road structures: construction	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Road structures: construction	EFF	1 EFF	R0	R3 000 000	R1 000 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Furniture, fittings, tools and equipment: additional	EFF	1 EFF	R0	R200 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R100 000	R0	R0
Roads Infrastructure Management	Upgrade stairways - Clifton	CRR	3 CRR: Ward Allocation	R125 000	R0	R0
Roads Infrastructure Management	Fencing	CRR	3 CRR: Ward Allocation	R111 720	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF	R0	R700 000	R500 000
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF	R0	R12 351 165	R700 000
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF: 2	R2 714 050	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	CGD	4 NT USDG	R29 285 950	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF	R0	R0	R500 000
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF	R0	R0	R1 000 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Road structures: construction	EFF	1 EFF	R0	R0	R3 000 000
Roads Infrastructure Management	Road structures: construction	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Greenpoint precinct road upgrades	EFF	1 EFF: 2	R32 375 488	R0	R0
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF	R0	R0	R150 000
Roads Infrastructure Management	Metro roads: reconstruction	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Rail-based park-and-ride facilities	CGD	4 NT PTNG	R0	R0	R500 000
Roads Infrastructure Management	Rehabilitation – minor roads	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Rehabilitation – minor roads	EFF	1 EFF	R0	R0	R5 600 000
Roads Infrastructure Management	Rehabilitation – minor roads	EFF	1 EFF	R0	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Unmade roads: residential	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Unmade roads: residential	EFF	1 EFF	R0	R0	R10 600 000
Roads Infrastructure Management	Unmade roads: residential	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Furniture, fittings, tools and equipment: additional	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Furniture, fittings, tools and equipment: additional	EFF	1 EFF	R0	R0	R212 000
Roads Infrastructure Management	Furniture, fittings, tools and equipment: additional	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Furniture, fittings, tools and equipment: additional	EFF	1 EFF	R0	R0	R81 000
Roads Infrastructure Management	Acquisition vehicles and plant: additional	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Acquisition vehicles and plant: additional	EFF	1 EFF	R0	R0	R5 955 080
Roads Infrastructure Management	Acquisition vehicles and plant: additional	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Acquisition vehicles and plant: additional	EFF	1 EFF	R0	R0	R25 175 358
Roads Infrastructure Management	Acquisition vehicles and plant: additional	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Acquisition vehicles and plant: additional	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Pedestrianisation	EFF	1 EFF: 2	R0	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Pedestrianisation	EFF	1 EFF	R0	R0	R4 000 000
Roads Infrastructure Management	Informal settlements road upgrading	CGD	4 NT USDG	R0	R0	R5 000 000
Roads Infrastructure Management	Informal settlements road upgrading	CGD	4 NT USDG	R0	R0	R0
Roads Infrastructure Management	Plant, tools and equipment: additional	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Plant, tools and equipment: additional	EFF	1 EFF	R0	R0	R8 658 000
Roads Infrastructure Management	Plant, tools and equipment: additional	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Plant, tools and equipment: additional	EFF	1 EFF	R0	R0	R625 000
Roads Infrastructure Management	Plant, tools and equipment: additional	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Plant, tools and equipment: additional	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF	R0	R0	R885 000
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF	R0	R0	R885 000
Roads Infrastructure Management	Provision of PT shelters, embayments and signage	CGD	4 NT PTNG	R0	R0	R4 000 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Provision of PT shelters, embayments and signage	CGD	4 NT PTNG	R0	R0	R500 000
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF	R0	R0	R2 226 000
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF	R0	R0	R2 226 000
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF	R0	R0	R885 000
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF	R0	R0	R885 000
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	General stormwater projects	EFF	1 EFF	R0	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Traffic calming citywide	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF: 2	R0	R0	R0
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF	R0	R0	R2 200 000
Roads Infrastructure Management	Road structures: construction	EFF	1 EFF	R0	R14 489 735	R0
Roads Infrastructure Management	Road structures: construction	EFF	1 EFF: 2	R120 500	R0	R0
Roads Infrastructure Management	Road structures: construction	EFF	1 EFF: 2	R52 500	R3 371 727	R0
Roads Infrastructure Management	Congestion relief projects	CRR	3 BICL T&Roads: Oos	R0	R0	R0
Roads Infrastructure Management	Congestion relief projects	CRR	3 BICL Roads: SWest	R0	R25 000 000	R15 000 000
Roads Infrastructure Management	Congestion relief projects	CRR	3 CRR: CongestRelief	R0	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R175 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R65 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R33 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R90 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R60 000	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R105 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R130 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R44 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R111 886	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R160 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R45 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R45 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R100 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R362 992	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R30 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R140 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R560 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R270 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R500 000	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R200 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R130 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R110 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R200 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R70 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R91 429	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R150 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R155 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R100 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R380 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R200 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R100 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R240 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R155 000	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R300 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R110 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R25 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R130 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R50 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R60 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R365 428	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R176 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R330 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R130 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R290 267	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R120 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R150 000	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R150 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R100 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R245 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R250 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R130 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R100 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R200 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R200 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R1 000 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R517 445	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R450 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R200 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R200 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R195 000	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R150 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R500 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R600 000	R0	R0
Roads Infrastructure Management	Upgrade roads	CRR	3 CRR: Ward Allocation	R125 000	R0	R0
Roads Infrastructure Management	Upgrade roads	CRR	3 CRR: Ward Allocation	R130 000	R0	R0
Roads Infrastructure Management	Upgrade roads	CRR	3 CRR: Ward Allocation	R50 000	R0	R0
Roads Infrastructure Management	Upgrade roads	CRR	3 CRR: Ward Allocation	R94 920	R0	R0
Roads Infrastructure Management	Upgrade roads	CRR	3 CRR: Ward Allocation	R225 000	R0	R0
Roads Infrastructure Management	Upgrade roads	CRR	3 CRR: Ward Allocation	R222 460	R0	R0
Roads Infrastructure Management	Vehicle-activated signs	CRR	3 CRR: Ward Allocation	R100 000	R0	R0
Roads Infrastructure Management	Vehicle-activated signs	CRR	3 CRR: Ward Allocation	R60 000	R0	R0
Roads Infrastructure Management	Kipling Street – parking	CRR	3 CRR: Ward Allocation	R230 000	R0	R0
Roads Infrastructure Management	Saxon Street – road reserve fencing	CRR	3 CRR: Ward Allocation	R75 000	R0	R0
Roads Infrastructure Management	Upgrade paving – Strand CBD	CRR	3 CRR: Ward Allocation	R120 000	R120 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Langa road reserve reconfiguration Ph1	CRR	3 CRR: Ward Allocation	R1 145 969	R0	R0
Roads Infrastructure Management	Road and prohibition signage – Ward 74	CRR	3 CRR: Ward Allocation	R40 000	R0	R0
Roads Infrastructure Management	Fox Plane Court – courtyard tarring	CRR	3 CRR: Ward Allocation	R200 000	R0	R0
Roads Infrastructure Management	Bollards	CRR	3 CRR: Ward Allocation	R50 000	R0	R0
Roads Infrastructure Management	Bollards	CRR	3 CRR: Ward Allocation	R50 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R90 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R150 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R135 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R70 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R465 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R350 000	R0	R0
Roads Infrastructure Management	Sidewalk construction – Hadley Street	CRR	3 CRR: Ward Allocation	R190 000	R0	R0
Roads Infrastructure Management	Pedestrianisation	EFF	1 EFF	R0	R9 000 000	R0
Roads Infrastructure Management	Pedestrianisation	EFF	1 EFF: 2	R6 448 407	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	General stormwater projects	CRR	3 BICL SWater: Parow	R4 511 148	R1 368 904	R0
Roads Infrastructure Management	General stormwater projects	CRR	3 BICL Roads: Parow	R0	R1 961 270	R0
Roads Infrastructure Management	General stormwater projects	CRR	3 BICL SWater: Tyg N	R0	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R200 000	R0	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R400 000	R0	R0
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF	R0	R0	R550 000
Roads Infrastructure Management	Guard rails and fencing	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Provision of PT shelters, embayments and signage	CGD	4 NT PTNG	R0	R0	R0
Roads Infrastructure Management	Provision of PT shelters, embayments and signage	CGD	4 NT PTNG	R0	R0	R0
Roads Infrastructure Management	Pedestrianisation	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Rail based park-and-ride facilities	CGD	4 NT PTNG	R0	R0	R0
Roads Infrastructure Management	Plant, tools and equipment: replacement	EFF	1 EFF	R0	R6 000 000	R0
Roads Infrastructure Management	Plant, tools and equipment: replacement	EFF	1 EFF	R0	R0	R6 000 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Plant, tools and equipment: replacement	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Plant, tools and equipment: replacement	EFF	1 EFF	R0	R100 000	R0
Roads Infrastructure Management	Plant, tools and equipment: replacement	EFF	1 EFF	R0	R0	R100 000
Roads Infrastructure Management	Plant, tools and equipment: replacement	EFF	1 EFF	R0	R0	R0
Roads Infrastructure Management	Traffic calming – Ward 45	CRR	3 CRR: Ward Allocation	R23 423	R0	R0
Roads Infrastructure Management	Traffic calming – Ward 45	EFF	1 EFF: 2	R42 000	R0	R0
Roads Infrastructure Management	Construction of sidewalks	CRR	3 CRR: Ward Allocation	R430 000	R0	R0
Roads Infrastructure Management	Construction of sidewalks	CRR	3 CRR: Ward Allocation	R500 000	R0	R0
Roads Infrastructure Management	Pedestrian infrastructure – Ward 77	CRR	3 CRR: Ward Allocation	R120 000	R0	R0
Roads Infrastructure Management	Sidewalk and embayment construction – Ward 55	CRR	3 CRR: Ward Allocation	R706 587	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R38 255	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R180 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R140 000	R0	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R250 000	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R60 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R35 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R71 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R120 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R105 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R35 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R530 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R150 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R90 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R30 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R30 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R75 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R200 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R300 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R25 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R90 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R175 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R325 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R125 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R44 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R140 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R100 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R50 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R150 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R60 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R60 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R120 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R100 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R35 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R70 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R70 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R70 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R255 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R100 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R135 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R135 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R40 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R156 000	R0
Roads Infrastructure Management	Fencing	CRR	3 CRR: Ward Allocation	R0	R280 000	R0
Roads Infrastructure Management	Fencing	CRR	3 CRR: Ward Allocation	R0	R170 000	R0
Roads Infrastructure Management	Fencing	CRR	3 CRR: Ward Allocation	R0	R15 000	R0
Roads Infrastructure Management	Fencing	CRR	3 CRR: Ward Allocation	R0	R25 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Fencing	CRR	3 CRR: Ward Allocation	R0	R195 000	R0
Roads Infrastructure Management	Taxi embayments – Westlake Drive	CRR	3 CRR: Ward Allocation	R0	R50 000	R0
Roads Infrastructure Management	Valley Road – non-motorised transport	CRR	3 CRR: Ward Allocation	R0	R500 000	R0
Roads Infrastructure Management	Footpath construction – Edgemead	CRR	3 CRR: Ward Allocation	R0	R80 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R50 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R300 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R710 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R100 000	R0
Roads Infrastructure Management	Fencing	CRR	3 CRR: Ward Allocation	R0	R162 460	R0
Roads Infrastructure Management	Fencing	CRR	3 CRR: Ward Allocation	R0	R30 000	R0
Roads Infrastructure Management	Cycle lane installation – Campground Rd	CRR	3 CRR: Ward Allocation	R0	R100 000	R0
Roads Infrastructure Management	Erin Road subway – paving	CRR	3 CRR: Ward Allocation	R0	R185 000	R0
Roads Infrastructure Management	Langa Road reserve reconfiguration Ph2	CRR	3 CRR: Ward Allocation	R0	R500 000	R0
Roads Infrastructure Management	Jenner Gardens – courtyard tarring	CRR	3 CRR: Ward Allocation	R0	R350 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Embayment construction – Cradock Road	CRR	3 CRR: Ward Allocation	R0	R300 000	R0
Roads Infrastructure Management	Embayment construction – Sullivan Street	CRR	3 CRR: Ward Allocation	R0	R95 000	R0
Roads Infrastructure Management	Tipper truck – Subcouncil 9	CRR	3 CRR: Ward Allocation	R0	R1 825 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R100 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R250 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R100 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R70 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R90 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R150 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R200 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R55 000	R0
Roads Infrastructure Management	St George's Mall – furniture	CRR	3 CRR: Ward Allocation	R0	R136 000	R0
Roads Infrastructure Management	Fencing	CRR	3 CRR: Ward Allocation	R0	R340 000	R0
Roads Infrastructure Management	Fencing	CRR	3 CRR: Ward Allocation	R0	R72 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R206 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R165 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R200 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R70 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R240 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R120 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R90 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R195 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R140 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R125 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R70 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R300 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R150 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R400 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R250 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R570 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R690 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R157 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R120 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R350 000	R0
Roads Infrastructure Management	Subway lane closure – Farndon Crescent	CRR	3 CRR: Ward Allocation	R0	R30 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R170 000	R0
Roads Infrastructure Management	Sidewalk construction	CRR	3 CRR: Ward Allocation	R0	R70 000	R0
Roads Infrastructure Management	Road Signage – Ward 84	CRR	3 CRR: Ward Allocation	R0	R50 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R78 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R50 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R50 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R50 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R200 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R80 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R150 000	R0
Roads Infrastructure Management	Traffic calming	CRR	3 CRR: Ward Allocation	R0	R150 000	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R5 500 000	R600 000	R1 000 000
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG-BFI	R9 000 000	R3 000 000	R1 000 000
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT INT	R0	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R37 500 000	R25 000 000	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	EFF	1 EFF: 2	R3 500 000	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG-BFI	R8 675 000	R100 000	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R200 000	R200 000	R500 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R200 000	R200 000	R500 000
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R565 285	R1 500 000	R7 000 000
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL Roads: SWest	R0	R20 150 000	R150 000
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R52 720 608	R11 541 717	R0
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL Roads: SWest	R0	R9 200 000	R0
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R2 600 419	R26 940 361	R47 060 000
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R1 006 637	R1 200 000	R14 700 000
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL Roads: SWest	R0	R0	R15 000 000
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R20 711 349	R2 417 055	R27 511 349
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R20 847 300	R20 837 209	R47 803 032
Transport Infrastructure Implementation	IRT Phase 2A	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R43 000 012	R19 953 488	R22 626 652
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R17 807 000	R19 363 698	R20 897 315

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R11 000 000	R4 000 000	R0
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL Roads: Plumst	R0	R5 600 000	R13 600 000
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R3 075 062	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R9 368 257	R100 000	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R6 503 156	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG-BFI	R1 761 000	R500 000	R18 000 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R1 456 865	R500 000	R21 400 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R750 000	R5 000 000	R22 000 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R1 399 475	R5 000 000	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R1 437 510	R500 000	R3 015 497
Transport Infrastructure Implementation	Non-motorised Transport Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R1 112 801	R500 000	R9 000 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R8 500 000	R455 830	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R2 594 125	R1 500 000	R5 000 000
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL Roads: Plumst	R500 000	R2 000 000	R11 400 000
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R1 045 149	R0	R11 900 000
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R4 928 667	R3 900 000	R2 400 000
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R12 188 061	R10 630 000	R400 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R0	R500 000	R18 000 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R871 037	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R3 435 402	R21 000 000	R21 000 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Gugulethu concrete roads	EFF	1 EFF: 2	R2 000 000	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL Roads: SWest	R0	R15 033 918	R0
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R47 746 105	R920 000	R150 000
Transport Infrastructure Implementation	Property acquisition	EFF	1 EFF: 2	R4 195 520	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CRR	3 CRR: IRT PH2A	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 Private - Orio	R2 000 000	R14 000 000	R13 437 247
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R219 252 541	R138 516 945
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG	R135 280 183	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CRR	3 CRR: IRT PH2A	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R100 350 206	R127 133 282
Transport Infrastructure Implementation	IRT Phase 2A	CRR	3 CRR: IRT PH2A	R0	R0	R48 643 155
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG	R0	R48 812 777	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R37 000 000	R123 897 396	R179 213 072
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Infrastructure Implementation	IRT Phase 2A	CRR	3 CRR: IRT PH2A	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 Private – Orio	R0	R3 344 160	R30 667 860
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R64 059 600	R104 847 661	R169 118 725
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG	R0	R42 192 339	R0
Transport Infrastructure Implementation	IRT Phase 2A	CRR	3 CRR: IRT PH2A	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R57 000 000	R40 000 000
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG	R20 000 000	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CRR	3 CRR: IRT PH2A	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R0	R150 453 604
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R17 727 010	R106 470 235
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG	R56 967 835	R91 504 884	R10 143 472

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Infrastructure Implementation	IRT Phase 2A	CRR	3 CRR: IRT PH2A	R0	R0	R22 504 528
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R49 752 165	R88 430 000	R200 100 000
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R15 338 609	R4 404 924	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R1 500 000	R869 565	R9 000 000
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R4 200 000	R1 739 130	R36 000 000
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R2 000 000	R869 565	R4 000 000
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R1 180 418	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R4 180 748	R10 523 827	R90 936 837
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 Private – Orio	R1 911 000	R6 208 985	R10 525 807
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 Private – Orio	R1 830 000	R1 678 718	R7 809 272

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R5 224 890	R3 207 868	R14 502 933
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 Private – Orio	R971 450	R1 192 312	R5 624 650
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R3 475 520	R2 422 367	R10 445 778
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R4 200 935	R31 969 065	R2 230 000
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL Roads: Krfntn	R42 800 000	R0	R4 800 000
Transport Infrastructure Implementation	Property acquisition	EFF	1 EFF	R0	R4 500 000	R0
Transport Infrastructure Implementation	Integrated Bus Rapid Transit System	CGD	4 NT PTNG	R750 000	R13 740 000	R27 105 950
Transport Infrastructure Implementation	Integrated Bus Rapid Transit System	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R1 949 891	R1 000 000	R15 000 000
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R3 687 891	R3 744 295	R53 004 528
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R3 750 000	R9 400 000	R32 700 000
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: IRT Stats Ins	R0	R5 000 000	R18 002 253

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R2 347 021	R2 000 000	R20 000 000
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R200 000	R500 000	R9 000 000
Transport Infrastructure Implementation	Public Transport Interchange Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R10 865 000	R11 781 396	R12 665 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0	R0	R0
Transport Infrastructure Implementation	Integrated Bus Rapid Transit System	CRR	3 CRR: IRT Stats Ins	R0	R0	R0
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R0	R0	R0
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R0	R0	R0
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL Roads: Athlon	R0	R0	R0
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL Roads: Plumst	R0	R0	R0
Transport Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	R500 000	R1 000 000	R500 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R1 349 571	R500 000	R7 000 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R1 349 571	R500 000	R3 000 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R1 339 491	R500 000	R3 000 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R841 923	R0	R7 000 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R0	R500 000	R19 500 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R0	R500 000	R12 500 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R708 607	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R1 312 975	R4 000 000	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R750 000	R5 000 000	R22 000 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG-BFI	R0	R500 000	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R1 754 975	R0	R23 000 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Infrastructure Implementation	Catalytic Land Development Support Programme	EFF	1 EFF	R0	R0	R0
Transport Infrastructure Implementation	Catalytic Land Development Support Programme	EFF	1 EFF: 2	R0	R0	R0
Transport Infrastructure Implementation	Catalytic Land Development Support Programme	EFF	1 EFF	R0	R0	R0
Transport Infrastructure Implementation	Catalytic Land Development Support Programme	EFF	1 EFF: 2	R0	R0	R0
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL Roads: Plumst	R0	R0	R0
Transport Infrastructure Implementation	IRT Phase 2A	CGD	4 NT PTNG-BFI	R0	R6 371 560	R9 116 590
Transport Infrastructure Implementation	Property acquisition	EFF	1 EFF: 2	R0	R0	R0
Transport Infrastructure Implementation	Property acquisition	EFF	1 EFF: 2	R0	R0	R0
Transport Infrastructure Implementation	Property acquisition	EFF	1 EFF	R0	R0	R2 000 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0	R0	R0
Transport Infrastructure Implementation	Rail Level Crossing Elimination Programme	EFF	1 EFF: 2	R0	R0	R0
Transport Infrastructure Implementation	Rail Level Crossing Elimination Programme	EFF	1 EFF	R0	R4 514 526	R1 400 000
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0	R0	R0
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 BICL T&Roads: Oos	R0	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Infrastructure Implementation	Congestion relief projects	CRR	3 CRR: CongestRelief	R215 000	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0	R0	R0
Transport Infrastructure Implementation	Non-motorised Transport Programme	CGD	4 NT PTNG	R0	R0	R0
Transport Planning and Network Management	Traffic signal and system upgrade	EFF	1 EFF: 2	R900 000	R0	R0
Transport Planning and Network Management	Traffic signal and system upgrade	EFF	1 EFF: 2	R2 308 033	R0	R0
Transport Planning and Network Management	Traffic signal and system upgrade	EFF	1 EFF: 2	R1 700 000	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R599 315	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R1 177 983	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R5 564 243	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R1 947 516	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	CRR	3 BICL Roads: Parow	R488 852	R0	R0
Transport Planning and Network Management	Public Transport Systems Management projects	CGD	4 NT PTNG	R30 289 477	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Planning and Network Management	Public Transport Systems Management projects	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Planning and Network Management	Public Transport Systems Management projects	CGD	4 NT PTNG	R13 834 777	R0	R0
Transport Planning and Network Management	Public Transport Systems Management projects	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Planning and Network Management	Public Transport Systems Management projects	CGD	4 NT PTNG	R7 330 816	R0	R0
Transport Planning and Network Management	Public Transport Systems Management projects	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Planning and Network Management	Traffic signal and system upgrade	EFF	1 EFF	R0	R2 300 000	R0
Transport Planning and Network Management	Traffic signal and system upgrade	EFF	1 EFF	R0	R1 700 000	R0
Transport Planning and Network Management	Traffic signal and system upgrade	EFF	1 EFF	R0	R900 000	R0
Transport Planning and Network Management	Public Transport Systems Management projects	CGD	4 NT PTNG	R0	R9 800 000	R0
Transport Planning and Network Management	Public Transport Systems Management projects	CGD	4 NT PTNG	R0	R18 200 000	R0
Transport Planning and Network Management	Public Transport Systems Management projects	CGD	4 NT PTNG	R0	R7 000 000	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R0	R600 000	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R0	R2 400 000	R0
Transport Planning and Network Management	Transport Systems Management projects	CRR	3 BICL Roads: Parow	R0	R6 000 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R0	R4 000 000	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R0	R700 000	R0
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF	R0	R0	R1 500 000
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF: 2	R0	R0	R0
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF	R0	R0	R500 000
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF: 2	R0	R0	R0
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF	R0	R0	R2 000 000
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF: 2	R0	R0	R0
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF	R0	R0	R990 000
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF: 2	R0	R0	R0
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF: 2	R0	R0	R0
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF	R0	R0	R900 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF	R0	R0	R551 250
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF: 2	R0	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R0	R0	R700 000
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R0	R0	R3 500 000
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R0	R0	R1 250 000
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF: 2	R0	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R0	R0	R570 000
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R0	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Transport Systems Management projects	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Public Transport Systems Management projects	CGD	4 NT PTNG	R0	R0	R9 800 000
Transport Planning and Network Management	Public Transport Systems Management projects	CGD	4 NT PTNG	R0	R0	R7 000 000
Transport Planning and Network Management	Public Transport Systems Management projects	CGD	4 NT PTNG	R0	R0	R18 200 000
Transport Planning and Network Management	Road signs construction: citywide	EFF	1 EFF	R0	R0	R910 000
Transport Planning and Network Management	Road signs construction: citywide	EFF	1 EFF: 2	R0	R0	R0
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Upgrade traffic signal systems	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Upgrade Intelligent Transport systems	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Rail-based park-and-ride facilities	CGD	4 NT PTNG	R0	R500 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Planning and Network Management	Rail-based park-and-ride facilities	CGD	4 NT PTNG	R500 000	R0	R0
Transport Planning and Network Management	Road signs construction: citywide	EFF	1 EFF	R0	R1 000 000	R0
Transport Planning and Network Management	Road signs construction: citywide	EFF	1 EFF: 2	R1 254 852	R0	R0
Transport Planning and Network Management	Provision of shelters, embayments and signage	CGD	4 NT PTNG	R0	R3 000 000	R0
Transport Planning and Network Management	Provision of PT shelters, embayments and signage	CGD	4 NT PTNG	R0	R450 000	R0
Transport Planning and Network Management	Provision of PT shelters, embayments and signage	CGD	4 NT PTNG	R4 509 621	R0	R0
Transport Planning and Network Management	Provision of PT shelters, embayments and signage	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Planning and Network Management	Provision of PT shelters, embayments and signage	CGD	4 NT PTNG	R400 000	R0	R0
Transport Planning and Network Management	Provision of PT shelters, embayments and signage	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Planning and Network Management	Road signs construction: citywide	EFF	1 EFF	R0	R0	R0
Transport Planning and Network Management	Public Transport Systems Management projects	CGD	4 NT PTNG	R0	R0	R0
Transport Planning and Network Management	Public Transport Systems Management projects	CGD	4 NT PTNG	R0	R0	R0
Transport Planning and Network Management	Public Transport Systems Management projects	CGD	4 NT PTNG	R0	R0	R0
Transport Shared Services	Transport Registry System	EFF	1 EFF: 2	R6 800	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF: 2	R3 049 709	R0	R0
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF: 2	R1 568 883	R0	R0
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF: 2	R500 000	R0	R0
Transport Shared Services	Public Transport Systems Management Programme	CGD	4 NT PTNG	R10 000 000	R10 000 000	R5 000 000
Transport Shared Services	Public Transport Systems Management Programme	EFF	1 EFF: 2	R6 575 839	R0	R0
Transport Shared Services	Public Transport Systems Management Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Shared Services	Public Transport Systems Management Programme	CGD	4 NT PTNG	R18 000 000	R15 000 000	R10 000 000
Transport Shared Services	Public Transport Systems Management Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Shared Services	Public Transport Systems Management Programme	EFF	1 EFF: 2	R2 000 000	R0	R0
Transport Shared Services	Public Transport Systems Management Programme	CGD	4 NT PTNG	R2 000 000	R0	R0
Transport Shared Services	Public Transport Systems Management Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Shared Services	Public Transport Systems Management Programme	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Shared Services	Public Transport Systems Management Programme	CGD	4 NT PTNG	R7 234 882	R5 000 000	R0
Transport Shared Services	Public Transport Systems Management Programme	CGD	4 NT PTNG	R0	R0	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF	R0	R1 500 000	R0
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF	R0	R300 000	R0
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF	R0	R100 000	R0
Transport Shared Services	Furniture, fittings, tools and equipment: replacement	EFF	1 EFF	R0	R0	R212 000
Transport Shared Services	Furniture, fittings, tools and equipment: replacement	EFF	1 EFF: 2	R0	R0	R0
Transport Shared Services	Furniture, fittings, tools and equipment: replacement	EFF	1 EFF	R0	R0	R106 000
Transport Shared Services	Furniture, fittings, tools and equipment: replacement	EFF	1 EFF: 2	R0	R0	R0
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF	R0	R0	R160 000
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF: 2	R0	R0	R0
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF	R0	R0	R0
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF	R0	R0	R0
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF	R0	R0	R0
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF: 2	R0	R0	R0
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF	R0	R0	R1 000 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF: 2	R0	R0	R0
Transport Shared Services	Computer equipment and software: additional	EFF	1 EFF	R0	R0	R100 000
Transport Shared Services	Smart technologies at PTIs	CGD	4 NT PTNG	R35 000 000	R0	R0
Transport Shared Services	Smart technologies at PTIs	CRR	3 CRR: CGD Rollovers	R0	R0	R0
Transport Shared Services	Smart technologies at PTIs	CGD	4 NT PTNG	R0	R40 000 000	R0
Transport Shared Services	Smart technologies at PTIs	CGD	4 NT PTNG	R0	R0	R20 000 000
Transport Shared Services	Smart technologies at PTIs	CGD	4 NT PTNG	R0	R0	R0
Transport Shared Services	Furniture, fittings, tools and equipment: replacement	EFF	1 EFF	R0	R0	R0
Transport Shared Services	Furniture, fittings, tools and equipment: replacement	EFF	1 EFF	R0	R0	R0
Transport Shared Services	Furniture, fittings, tools and equipment: additional	EFF	1 EFF	R0	R0	R0
Transport Shared Services	Furniture, fittings, tools and equipment: additional	EFF	1 EFF	R0	R0	R0
Transport Shared Services	Computer equipment and software: replacement	EFF	1 EFF: 2	R0	R0	R0
Transport Shared Services	Computer equipment and software: replacement	EFF	1 EFF	R0	R0	R0
Transport Shared Services	Computer equipment and software: replacement	EFF	1 EFF	R0	R500 000	R0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2022/23	TABLED BUDGET 2023/24	TABLED BUDGET 2024/25
Transport Shared Services	Computer equipment and software: replacement	EFF	1 EFF	R0	R0	R0
Transport Shared Services	Computer equipment and software: replacement	EFF	1 EFF	R0	R0	R0
Transport Shared Services	Computer equipment and software: replacement	EFF	1 EFF	R0	R700 000	R0

APPENDIX 3 – LIST OF ANNEXURES

Appendix 3 is the list of annexures to this CITP. These can be found on the City's website http//www.TCT.gov.za at the URLs provided.

NO	DESCRIPTION	URL
1.	Land Transport Advisory Board Terms of Reference	https://www.tct.gov.za/en/about-us/governance-structure/land-transport-advisory-board/
2.	Intermodal Planning Committee Terms of Reference	https://www.tct.gov.za/en/about-us/governance-structure/intermodal-planning-committee/
3.	Transport Development Index 2015	https://www.tct.gov.za/en/resources/indices/indices/
4.	PRASA – TDA Memorandum of Action 2015	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/
5.	Road Safety Strategy 2013	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
6.	TDA – Safety and Security Directorate Memorandum of Understanding 2015	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/
7.	IPTN 2032 Network Plan 2014	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
8.	IPTN Operational Plan 2032	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
9.	Traffic Calming Policy, 2016	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
10.	Universal Access Policy 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
11.	Metered Taxi Strategy 2014	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
12.	Memorandum of Understanding: Western Cape Department of Public Works and Transport for Cape Town 2014	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/
13.	Memorandum of Understanding: Western Cape Department of Public Works,	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/

NO	DESCRIPTION	URL
	Transport for Cape Town and Golden Arrow Bus Services 2014	
14.	Fare Management Policy for Contracted Road-based Public Transport as amended 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
15.	Category 4 and 5 Roads Minimum Standards 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
16.	Minibus Taxi Transformation Plan 2015	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
17.	Phase 1A, 1B and N2 Express Business Plan Review 2015	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
18.	Operating Licence Strategy 2013	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
19.	Parking Policy 2020	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
20.	Development Charges Policy 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
21.	Security Huts Policy 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
22.	Freight Management Strategy 2016	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
23.	Transit-oriented Development: From Planning to Implementation	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
24.	Scholar Transport Guide 2016	https://www.tct.gov.za/en/resources/information-guides/information-guides/
25.	Congestion Management Strategy for Cape Town: Roads within a Sustainable Transport System	Should be approved during June/July cycle of meeting
26.	IPTN Business Plan 2017	

NO	DESCRIPTION	URL
27.	Rail Business Plan	https://tdacontenthubfunctions.azurewebsites.net/Document/1386

APPENDIX 4 – MEC APPROVAL LETTER

Western Cape Government

Ministry of Mobility
Daylin Mitchell
Minister of Mobility
Mobility.Ministry@westerncape.gov.za | Tel: 021 483 2430

REFERENCE: COCT ITP 2022

The Executive Mayor
City of Cape Town
Podium Block
Civic Centre
12 Hertzog Boulevard
CAPE TOWN
8001

(**For attention:** Mayor Geordin Hill-Lewis)

APPROVAL OF THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP) 2018 – 2023 (2021 UPDATE) FOR THE CITY OF CAPE TOWN BY THE MEC IN TERMS OF SECTION 36(4) (A) TO (H) OF THE NATIONAL LAND TRANSPORT ACT (NLTA), 2009 (ACT NO 5 OF 2009)

Correspondence directed to my Department from the Executive Director: Urban Mobility has reference.

Please be advised that the update of the CITP of the City of Cape Town (CoCT) has been approved in terms of Section 36(4) (a) to (h) taking cognisance of Section 32 and 36(1) of the National Land Transport Act (Act 5 of 2009).

The Department of Transport and Public Works (DTPW) notes the City of Cape Town's request for continued support and welcomes these opportunities. It should however be noted that no financial commitment will be made by the Department of Transport and Public Works, other than those for which agreements are already in place.

The City of Cape Town is to note the following:

1. **Transport Vision and Objectives**
   Province notes and supports the City's objective to achieve a fully integrated transport system, including integrating ticketing. The Department would welcome the opportunity to

work together to achieve this objective and would particularly like to discuss potential solutions for an integrated ticketing system.

The Department supports the City's efforts to implement MyCiTi Phase 2A, and welcomes the opportunities for intergovernmental collaboration that this presents. We propose that Province and the City should continue to engage on Phase 2A, especially on matters relating to industry transition. The Department has established good working relationships with the industry through the Blue Dot initiative, which could be beneficial in the industry engagement process leading up to the roll out of Phase 2A.

2. Transport Needs Assessment

Minibus Taxi Industry Transition and Transformation

The Department has implemented the highly successful Blue Dot Taxi pilot project and aims to continue to expand the project across the Western Cape. Noting the City's Minibus Taxi Transformation Strategy, plans to integrate minibus taxis as feeders to MyCiTi 2A and the planned establishment of Taxi Operating Companies, there are significant opportunities for collaboration between the Department and the City with respect to minibus taxi improvement and integration. It is our belief that the respective approaches complement each other well.

Therefore, the Department strongly supports collaboration with the City, which would allow for the development and implementation of an aligned, joint approach to minibus taxi improvement in Cape Town and beyond. As such, the Department proposes further engagement with the City on this matter.

3. Public Transport Plan

The City outlines a three-pronged approach to the "sustainable assignment of urban rail." While the Department and the City share the goal of restoring rail to its rightful place as the backbone of transport in the city, we propose that further engagement is required to align on the approach to rail restoration and assignment. The Department's position is that rail should be assigned to the province, with a substantial role for the City given that rail operates across several municipalities. The Department would like to work collaboratively with the City on efforts to support PRASA in restoring rail and in progressing the assignment process, including a joint feasibility study regarding assignment of rail.

The City proposes that the management of the contract with the subsidised bus operator and the associated management of the PTOG should be devolved to the City as soon as possible. However, the Department's position is that this function should remain with the Department for the time being for several reasons, including that the transition process would risk disrupting these vital services at a time when public transport is already struggling to fill the gap left by rail.

The City also proposes that the PTOG funding in respect of GABS services which is replaced by MyCiTi should be assigned to support direct MyCiTi operating costs, regardless of the contracting authority. The PTOG Framework refers to the transfer of grants linked to operator contracts that may be transferred from Provincial Government to a Local Authority. However, it must be noted that in the case of a partial transfer, there may not be any surplus PTOG available for transfer, given that the DTPW receives insufficient PTOG to cover all the operations currently under management.

The Department would welcome engagement with the City on these matters to progress towards an aligned approach for improving and integrating subsidised bus services.

Public Transport Priority Measures Programme

The Department strongly supports the introduction of public transport priority measures for bus and minibus taxi services and would be willing to work collaboratively with the City to implement these initiatives. This includes the proposed introduction of "queue jumping infrastructure and dedicated bus and minibus taxi lands (BMT) where feasible."

4. Travel Demand Management

The Department supports the City's efforts to "lock in the benefits of changed travel behaviour due to the impact of the COVD-19 pandemic". The pandemic demonstrated the potential of travel demand management to reduce congestion on the city's transport network. The Department supports these initiatives and stands ready to collaborate.

5. General Comments

The Department of Transport and Public Works (DTPW) acknowledges the ongoing conversation between the CoCT and DTPW on road devolution and realises that this matter is being dealt with. The outcome is to be reflected in the subsequent review of the CITP.

Although the bus enforcement unit project is in pre – implementation phase with the MOA undergoing vetting: Golden Arrow Bus Services (GABS), with the support of the Western Cape Department of Transport and Public Works (DTPW), is seeking to obtain enforcement support to improve commuter safety by making a financial contribution towards the deployment of Law Enforcement Officers to ensure efficient and effective law enforcement services on GABS high risk routes. The Parties intend to enter into an agreement, which shall delineate the terms and conditions of, amongst others, the provision of enforcement support, improvement of commuter safety and the efficient and effective law enforcement services on GABS as well as MyCiTi Dial-a-Ride high risk routes. The progress of this project should reflect in the subsequent review of the CITP.

A meeting with the CoCT is requested to take the Provincial Regulatory Entity and the Office of the Provincial Registrar through the ITP to raise questions and any concerns that they may have.

The Department of Transport and Public Works would like to thank the City of Cape Town and the Urban Mobility Directorate for its work in the development of this CITP update. The Department of Transport and Public Works looks forward to continuing to partner with the City of Cape Town in working towards a sustainable city that enables citizens to access affordable and safe transportation options.

Kind regards

D MITCHELL
MINISTER OF MOBILITY
DATE 11/11/2022

APPENDIX 5 – PUBLIC PARTICIPATION RESPONSES

Organisation type	Comment	Chapter	Response	Change to document
NPO	Integrated transport plans are great, and I appreciate the ideas that are being put forward here, however I am well aware of the death grip the taxi industry has on the country, and the lengths they will go to to prevent a successful transport system from 'stealing their business'. Personally I believe that personal, independent transport is vital. Visiting any eastern country, the sheer volume of scooters and small motorbikes is astounding. Those countries empower their people by ensuring a supply of low-cost vehicles and streamlining the licensing process. Everyone there has their own transport and can get to better job opportunities than they would otherwise have had to stay with. I strongly suggest CCT investigates empowering their people with personal transport in addition to the current initiatives.	11	This may well happen, especially as the range of personal e-mobilities increase, and they become more affordable	New section on personal e-mobilities added.
Personal capacity	MyCiTi isn't affordable, especially travelling on a daily basis. Sibanye is much cheaper. Did you check the accident statistics. If you want to collapse the passenger rail, as well as opening the stations, people need to be educated first because I've seen too many people who crossed the street when robots are green.	11	Affordability data provided in chapter 5. It is actually comparable with other modes, and generally cheaper than MBTs (see Fig 3.23)	No change
Personal capacity	I have just returned from Spain and they have a cycle/electric scooter lane in between the outgoing and incoming lane, which was absolutely amazing. This separated them from the car and bus traffic and made it so much safer. I think something like this would definitely work in certain areas in Cape Town and a lot more people would use that dedicated lane feeling safer. They also had bike racks with bicycles all over the city. It was app-based, which you needed to download. Once downloaded and paid via the app, the bike unlocks and you can ride it to any other bike rack stop. Motorcycles were the majority on the roads in both Madrid and Barcelona. All ages, males and females, were riding. I personally ride a motorcycle and think that we need to adapt a motorcycle-safe attitude and get many more people riding and onto bikes. This will definitely decrease congestion and costs for the individuals. Cape Town has so much potential and I am excited to see where we go in the next 5 years.	3, 7, 11	3. Need to add personal mobilities (reflecting PPP) - to be considered in future CITPs 7. Supported, but first requires legislative clarity on where different e-mobilities can operate in the road space. Speed controls may enable various mobilities to co-exist without dedicated lanes, where space is limited. Will need to be further investigated to meet local needs. Bicycle racks provided at Park and Rides related to demand. 8.The application of micromobility (e.g. e-scooters) still has legal implications at National level. However, the integration of these modes will be part of the Non-motorised Transport Plan, and the IPTN with regard to first- and last-mile travel. 9. An NMT Strategic Framework needs to be developed to provide direction for various NMT modes: walking, cycling and micro-e-mobilities. 11. Legislative changes are needed to accommodate micro-e-mobilities. The safety thereof can be addressed at a network level, when a certain mode has been adopted.	3. Add personal e-mobilities to modes when they become more significant 9. Add: Complete the NMT Strategic Framework (including the prioritisation strategy) as well as an NMT Network Plan (9.1) 11. Personal e-mobilities to be further investigated, as indicted in the new section
Personal capacity	We need a better transport system in the Northern suburbs. MyCiTi has been in place for years in the CBD and Southern suburbs, so why can't we enjoy that same benefits. We have 3 Higher learning institutions in one road but horrible public transport facilities. Please make life better and safer for people in Northern suburbs.	5	The IPTN Plan ultimately includes the northern suburbs as highlighted in chapter 6 of the CITP. The Rail Study will also address needs of this area	None needed
Personal capacity	When the MyCiTi was initially rolled out, it was said that it will take another 15 years to be rolled out to the northern suburbs. It has been almost 15 years and I do not see it happening soon. In the Subcouncil 2 & 7 areas, which include Durbanville and Kraaifontein, there have been numerous new developments, with no improvement of public transport. The rollout of the MyCiTi service to the abovementioned areas should be prioritised and considered.	5	Covered. See 4.3.	No change
Personal capacity	Can you please add T02 buses till 11am for weekdays; there is endless after peak and also a lot of people go to town during the week.	5	Local issue - to be referred	No change
Personal capacity	As black Communities, we vehemently reject this bill because it takes away business from the taxi associations who feed thousands of people from owning; taxi operators who work for these taxis feed families as well. The integration is always favouring white areas; we still don't have a MyCiTi in all the areas of black Communities. So a question arises, which is: Who is this integration for because the poor is not catered for. This bill is anti-poor, a typical DA liberal policy which is pro-white. We reject this bill. We don't want an integrated transport that will take away business from our black taxi community.	2, 6	6. The Industry Transition Business Plan for Phase 2A is the basis on which engagement with the MBT industry is taking place. 2. The intention of the incremental approach is to ensure that the existing services are included and enhanced as a corridor is developed: see 2.4.2 re 'partnering'. 6. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN Update.	6. Add these points in Lessons learnt from phase 1 section

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	Integrated, if it means one card viz. MyCiTi and to be used on all other means, it could work. I hope it means discount for pensioners. I also hope it means improved transport, minibus limited seating like 25 seater for long distance, roadworthy licensed vehicles on the road. Close down of PRASA, rotten trip that one.	6	6. The multimodal integrated public transport approach includes: passenger rail service; bus rapid transit (BRT) and quality bus services and MBT services. An updated fares policy and fare system and structure have been developed to improve integration between public transport modes and services.	No change
Personal capacity	This sounds like an excellent initiative. The current thrust, as far as I understand is on devolution of infrastructure to put it under municipal control. This may be a very involved and lengthy process. Is the City also considering putting its own rail infrastructure in place for new high-volume routes? It might be a financially competitive option which avoids a lengthy negotiating process whose outcome is unknown. PS: I really appreciate the focus on cycling as a cost effective and healthy alternative to congested road traffic which also reduces the need for parking space considerably.	9	9. Thanks for the support	9. No change
IPC Metered Taxi Subcommittee	Appreciate your communication Sir. Reading through the notes attached, sadly there is an impression that our mode has been purposely excluded from the Integrated Transport Plan which creates confusion for me as we are suppose to be the last mile home. I feel this should be on agenda for discussion at the next IPC meeting as it will provide guidance on the issuing of future meter taxi operating licences when the moratorium is lifted. Kind regards Rashaat Dreyer	3	3. Metered taxi (including e-hailing services) info has been and will be expanded on in this and future editions as information becomes available	An updated discussion on metered taxis, including e-hailing services, has now been included in the CITP under section 3.4.1.5
Personal capacity	The Broad Road and Brisbane Road intersection in Wynberg is utter chaos in the early morning (6.30 am). The minibus taxis just do their own thing, with no regard for the law, public safety and other road users. At times it is almost impossible to turn left into Brisbane Rd to proceed to Ottery Rd.	5	Local issue - to be referred	No change
Consultant	I would like to commend the City team for a comprehensive report. Herewith my high level comments: 1. I fully support (and like) the triple access principle. However, to effectively address this principle requires action not just from the Urban Mobility Directorate but the broader City departments. While Transport and Spatial Planning have always engaged, this document introduces an important dimension of digital access which brings information technology and systems to the fore. Are these departments on board and are they aligning their strategies to enable the City's transport plan? Who will be driving the digital access dimension?	8	8. Linkages with IS&T Directorate are being strengthened to increase digital access. The review of the TDM Strategy will explore how digital access can be promoted	8. Strengthen the reference to digital access
Consultant	2. Current transport data is critical for problem definition. I see lots of references to the National Household Survey (2020). Please clarify whether this was the main source for data collection or whether this was supported by actual transport data collected by City?	3	Full explanation given in chapter 3.2.1 on how the national HH travel survey has been augmented	No change
Consultant	3. Through the document I don't see a thread from the vision to the objectives, to the goals, to the targets, to programmes, and finally to the projects. How does the programmes and projects enable, support, and drive the vision? How does these projects enhance the targets?	2	This is not explicit: but implicit Sector Plan will address this in future M&E to assist? SDBIP - major projects	2. Add the link between priorities, and projects/programmes for chapter 6, 7, 8, 9, 10 and 12
Consultant	4. I noticed that the Phase 2A plan has been designed for 65% of total demand and I have gleaned from Table 6.2 that on average the Phase 2A corridor will only provide 3 buses per hour. Is this correct? Phase 2A infrastructure provision is significant (red roads, stations, grade separation, depots, etc.) – and let me add well warranted – but to eventually (2027) only provide 3 buses per hour defeats the purpose (in my opinion) for the infrastructure provision. Please clarify? Also, what is the plan to respond to the unmet demand in a manner that have similar level of service experienced by the '65% of users'?	6	6. The financial model makes provision for serving, on average, 65% of the Phase 2A demand. Therefore, in implementing the Phase 2A system, the operations plan was adjusted to match this lower demand number. The remaining demand (35%) would need to be served by existing services. Re: the 3 buses per hour headway. There are multiple trunk routes and multiple direct routes/services and many of the routes and services overlap. Table 6-2 indicates the average headway per route and therefore the actual headways along the routes are significantly lower.	No change
Consultant	5. I really like the introduction of the PT priority projects (sec. 7.4.4/ fig 7-27). City should accelerate the designs and implement these swiftly. Also will these be aligned with ultimate PT plan to avoid abortive work (if any) in future.	6	6. Compliment for Public Transport priority projects is noted. The suggestion to expedite the implementation of the projects will be considered. There will be alignment with the Public Transport Plan.	No change
Consultant	6. Please clarify whether this plan provides a prioritised implementation plan covering projects that if implemented enable the plan's vision. Table 13-5 provides an overarching R21bn plan till 2040 and Appendix 2 provides a mixture of programmes and projects over the first 3 FYs. Do we have a list of projects for the life span of the plan that is prioritised accordingly with budget and source of funding.	13	13. No, this is a high-level document that gives an idea of priorities. This table shows how the budget reflects those priorities. Details of planned spend per project are provided in other documents such as the MyFin and the Transport Sector Plan.	13. Appendix 2 will be updated to reflect the tabled Budget. Budget is only approved three years in advance

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	1. The Blouberg-CBD corridor has improved over the years, but remains below standard. With the continued growth, and ever-increasing popularity in the area (from both tourists and residents), there remains opportunity for development in public transport. Some suggestions: a) More direct bus services from major points (as done with trains in Europe, where certain minor stations are skipped in order to create an 'express' or 'semi-express service).	6	6. The MyCiTi Phase 1 System Plan update sets out the proposed interventions for the next 15 years, regarding immediate improvements in operation as well as medium -term plans for the growth of the MyCiTi Phase 1 network to accommodate the predicted growth in land use.	No change
Personal capacity	b) Similar to point a, there needs to be a few services a day, especially during peak hours, that connect Melkbosstrand, Big Bay, Blouberg with the main CBD area without having to change at Bayside Mall (this is currently a massive inconvenience that adds a lot of unnecessary travel time).	6	6. The MyCiTi Phase 1 System Plan update sets out the proposed interventions for the next 15 years, regarding immediate improvements in operation as well as medium-term plans for the growth of the MyCiTi Phase 1 network to accommodate the predicted growth in land use. The City constantly monitors demand patterns to amend services accordingly.	No change
Personal capacity	c) Similarly, a boat-taxi service connecting Blouberg to the V&A Waterfront area would be extremely popular, given the population growth in the Blouberg area, and drive two-way tourism and commerce alike. There could also be some bus services offering this route in the interim.	6	6. The City's focus is on land-based public transport.	No change
Personal capacity	2. a) All City-run links should be using a common payment/ticketing system, similar to the 'Oyster Card' system used by Transport for London in the UK.	6	6. An updated fares policy and fare system and structure have been developed to improve integration between public transport modes and services. This policy simplifies the fare system for passengers and creates more options to access the system. The proposed updated policy allows better integration with other modes.	No change
Personal capacity	b) Similarly, all transportation (particularly MyCiTi buses) should already have contactless payment systems in place for those who do not have a MyCiTi bus card or, as often happens, have run out of credits on their card and still wish to travel at that point in time. They could easily pay with their Visa, MasterCard contactless debit/credit card as is already happening across the whole of Europe.	6	6. The City is developing a ticketing solution to include alternate value loading options as well as alternate payment mechanisms including bank cards.	No change
Personal capacity	c) There should be more (self-service) terminals, especially at bus stations, where passengers can top-up their travel cards. This would make using transport a lot easier and attractive to non-users who don't like the existing 'hassle' of topping up and buying travel cards from select vending locations.	6	6. The City is developing a ticketing solution to include alternate value loading options as well as alternate payment mechanisms including bank cards.	No change
Personal capacity	d) Similarly, top-up locations should be increased to small vendors too who can purchase an online terminal to top up riders' cards. This could potentially increase jobs as potential vendors could buy from the online terminal and offer top-up services near unserviced stations.	6	6. The City is developing a ticketing solution to include alternate value loading options as well as alternate payment mechanisms including bank cards.	No change
Personal capacity	d) In line with the times, riders should also be able to top-up their cards online or through an app.	6	6. The City is developing a ticketing solution to include alternate value loading options as well as alternate payment mechanisms including bank cards.	No change
Residents' / Ratepayers' Association	The draft CITP 2023 is a very verbose document that seeks to update transport planning in the Greater Cape Town Area (GCTA) under some changed circumstances, namely, the continuing decline in rail usage, climate change and as some move towards remote working. It contains reams of useful statistics about the transport system in GCTA, demographics, income distribution etc. It also discusses the link between the CITP and the Spatial Development Framework (SDF). However, it fails to focus on the essence of transport in the GCTA, in that :	6	6. This is part of a larger comment that mentions support for strategies to engage PRASA and the MBT operators to improve the overall transport system. The City is busy with a study to look at options regarding the devolution of rail.	No change
Residents' / Ratepayers' Association	1. 89% of transport in GCTA is by road (58% private, 22% Minibus-taxi (MBT), 6% Golden Arrow Bus Services (GABS), 2-3% Bus Rapid Transit (BRT)), 2% by rail (with rail being a decrease of 95% in 10 years), 9% pedestrian and cycle.	2	_	
Residents' / Ratepayers' Association	2. The CITP prioritises; i. Negotiations with Passenger Rail Agency of South Africa (PRASA) concerning restoring the rail service; ii. Extending the BRT to the South East of the City at huge capital investment;	6	6. This is part of a larger comment that mentions support for strategies to engage PRASA and the MBT operators to improve the overall transport system. The City is busy with a study to look at options regarding the devolution of Rail.	No change
Residents' / Ratepayers' Association	iii. Improving pedestrian and cycle facilities;	9	9. There is a Citywide programme to select and prioritise NMT facilities to provide and improve: this will be rolled out during this CITP.	9. No change
Residents' / Ratepayers' Association	iv. Transit Oriented Development (TOD) to match the SDF densification strategy;	12	Agreed: it will be matched	Realign chapter 12 to implementation

Organisation type	Comment	Chapter	Response	Change to document
Residents' / Ratepayers' Association	v. Remote working; and	8	8. The City has Remote Working Guidelines (approved in June 2022.) While this programme is internal to the City, it aims to lead by example in the hope that other Cape Town employers will follow suit. The City will also support and promote remote working with other large employers.	8. Explicit reference to be made to City's Remote Working Guidelines in section 8.4.
Residents' / Ratepayers' Association	vi. Regulating and cooperating with MBT service providers.	13	13. This is covered in chapters 6 and 13	No change
Residents' / Ratepayers' Association	3. The CITP identifies weaknesses/threats in the transport system:		–	
Residents' / Ratepayers' Association	i. Deterioration of the state of the roads from 75% to 66% unless the maintenance budget is increased from R450 million to R1,3 billion p.a.;	7	7. Capacity to spend increased budgets first needs to be increased. This will be addressed through internal processes	No change needed
Residents' / Ratepayers' Association	ii. Greatly increased congestion on the roads;	6	Addressed in chapter 2, 7	No change
Residents' / Ratepayers' Association	iii. Lack of support by MBT service providers for rail and bus transport;	5	Yes, identified as a threat	No change
Residents' / Ratepayers' Association	iv. The deplorable state of PRASA; and	3	Agreed: data provided in chapter 3	No change
Residents' / Ratepayers' Association	v. Very poor utilisation of the BRT service.	3	3. Satisfaction survey covers users and informs improvements to the service	No change
Residents' / Ratepayers' Association	The Fish Hoek Ratepayers and Residents Association (FHVRRA) supports strategies such as engaging with PRASA and MBT operators, regulating the MBT industry, improving pedestrian access, encouraging remote working, staggering working hours, etc. However, the return on investment of both money and effort will be limited.	6, 8	6. The CITP aims to provide information regarding the state of rail in CCT. However, both PRASA and MBT operators are not under the control of the CCT and agreements from all parties are needed to ensure that public transport is improved holistically. 8. Appreciate the support for TDM measures. The return on investment for these is very high. For example, when people shift to more sustainable transport options such as public transport; non-motorised transport or travel less due to flexible working options, this results in less traffic on the roads, which can prolong the lifespan of the roads, saving the City millions in maintenance and repair work. In addition, it saves the individual commuter money on travel costs. There are significant benefits in terms of less air pollution, thereby improving people's quality of life.	8. TDM strategy review will continue to pursue various flexible working options (remote working; flexi-time etc..)
Residents' / Ratepayers' Association	SUMMARY The major investment of money and effort for the foreseeable future must be the 89% road transport that depends on the road infrastructure, so:	13	13. Currently, as the City has no mandate over rail, 100% of the City's capital spend in transport is on PROW	No change needed
Residents' / Ratepayers' Association	• Increase the maintenance budget to R1,3 billion p.a.;	13	7. Capacity to spend increased budgets first needs to be increased.	No change needed
Residents' / Ratepayers' Association	• Make small fixes to the road system (eg Royal Road, Union Road through Newlands) are welcome but not enough.	7	7. A TSM programme is in place per district that responds to need, safety and capacity restrictions: data being generated to highlight intersection inefficiencies. Capacity for interventions should be significantly increased.	No change (7)
Residents' / Ratepayers' Association	Cape Town has more bottlenecks than almost any other city in SA. Major upgrades (some examples below) are needed even at the cost of other capital investments, such as the BRT:	7	7. All these projects are on the prioritisation plan, and will be implemented when resources become available	7. No change

Organisation type	Comment	Chapter	Response	Change to document
Residents' / Ratepayers' Association	◦ N1 to Sea Point interchange; ◦ R300 to R310 connection; ◦ M3 through Newlands - flyovers at Rhodes and Paradise; ◦ M3 to Glencairn Expressway tunnel (Fish Hoek Northern Bypass)	7	7. These are accommodated in the Congestion Management Strategy (2017). Implementation is dependent on resourcing	7. No change
Residents' / Ratepayers' Association	◦ N2 through Somerset West (Sanral).	7	7. This is a SANRAL project that is supported by the City	7. No change
Personal capacity	I would love to share my idea on what I think the City can do to make transportation more effective and generate more income to the City.	11	This is the platform to make suggestions, but none forthcoming	No change
Personal capacity	1. The creation of a High-Speed Rail concession between Cape Town International Airport to the City Centre (Civic Centre) is a vital component of any integrated transportation network. Much like the Gautrain, this should seek to link the Atlantic Seaboard, City Bowl and much of the Hospitality Locales to maximise the output on tourist and business traveller demand. This will not only reduce congestion on our highway system during peak times, it will drive further tourist arrivals through the perception of modernity, ease of access and most importantly safety. It has been well documented that many tourists have been followed in vehicles from the airport and then attacked or hijacked and this will address that risk directly.	5	5. Public transport needs for tourist movement are assumed to be covered by existing overall travel demands. Tourists do have a demand for a higher standard of quality and security of a PT service, but this is not measured specifically. Last-mile needs of tourists can be addressed through metered taxis/e-hailing, which is not easily measured	No change
Personal capacity	2. It will also revitalise the inner city and create desirability, and it will also perfectly and seamlessly integrate with the significant densification that is occurring in the Foreshore Precinct. In terms of upper-end LSM, which subsidise the majority of the City's programmes in lower LSM areas, this would also strike a balance between the need to revitalise commuter rail and the need to provide a fast and efficient form of transportation to the corporate and upwardly mobile districts in the confines of the city. This will create a significant amount of jobs in the build-phase, drive desirability in the vicinity of each route stop, and also create many secondary jobs as co-benefits of enhanced transport efficiencies that will lead to new economic growth areas due to ease of access and integration.	5	5. Needs assessment is not disaggregated between choice and captive users	No change
Personal capacity	1. I would like to voice my suggestion about the stretch of road at the lower part of Govan Mbeki Road, next to the Fezeka Municipal Rent Office. I travel this road everyday from our house at Steve Biko Drive to Newlands to take my son to school. This stretch of road has become very congested and dangerous as taxis turn it into a 2-way lane by forcibly pushing other cars close to one another; or drive onto the pedestrian walking path. Coming back in the afternoon is also a nightmare as traffic gets very congested in this section of the road. We have a big piece of unused land between traffic going and coming back from Claremont.	7	7. This route will be covered by the MyCiTi Metro SE corridor that will enable a shift of commuters to buses and NMT hence making the roadway more efficient for all	7. No change
Personal capacity	2. My suggestion is that the Transport Team utilise this unused land to create one or more lanes to alleviate traffic congestion on this road. A bicycle lane for cyclists and a jogging lane for joggers if possible, would also be a good idea. Regards, Mzukisi Booi (Resident Erf 7972 Gugulethu)	9	9. The Metro SE Corridor of IRT is being rolled out and will cover Govan Mbeki Drive. Full NMT facilities will be provided to support this, and provide first- and last-mile facilities	Table 9.2 shows projects in E region supporting BRT
Personal capacity	I welcome the commitment to non-motorised transport, and in principle the plans look very good indeed. In reality, however, the implementation is the most critical part, and I believe the plan must also include mechanisms for following-up and evaluating if the existing NMT projects are working satisfactorily, and to adjust plans and designs as needed.	9	9. Monitoring and evaluation require an asset register, and this is being developed. This will enable condition assessments to enable maintenance as part of road maintenance. The planning does include surveys of existing facilities to inform future plans.	No change
Personal capacity	Experience in other parts of the world show that it is necessary to be nimble when developing NMT infrastructure. Although some of us use Cape Town's post-2010 cycle paths daily, it does not look as if the designers themselves have returned to evaluate how well these work in practice, and to make modifications where necessary.	9	9. Modifications are made in response to complaints	No change needed
Personal capacity	An approach that involves continuous experimentation is used successfully in some cities, but the draft plan does not make provision for such an approach. An approach that involves 'closing the loop' on how well the infrastructure is actually working in practice needs to engage with the users, in this case pedestrians and cyclists, to get feedback.	9	9. Modifications are made in response to complaints	No change needed
Personal capacity	I believe that this needs to be included in the plan, in sufficient detail. To summarise – as welcome as the cycle paths are, those who use them know that there are some serious problems. The plan needs to make provision for evaluating the existing infrastructure, learning from the findings, making changes and taking those lessons forward to the next phases.	5, 7, 9	5. No response 7. Cycle routes should be included into the PMS when database completed 9. Evaluation of the previous plans, as well as surveys, desktop investigations, as well as feedback from user groups, inform the next phase of plans.	7. No change

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	Bicycle paths need to be SAFE. Bike-jackings are a daily occurrence leaving bicycle commuters with no option to cycle on highways.	9	9. Security issues affect all types of transport. Increased cycling use will create 'safety in numbers': until then, 'cycling buses' could be encouraged. Increased law enforcement and security systems for transport are needed	No change
Personal capacity	1. The question should be how do we improve access to RELIABLE forms of public transport. As a user of public transport of all forms in the past – it was an easy decision to make because of three overriding factors: safety, reliability and only then affordability.	5	5. Priority needs with regard to PT are tracked through household travel surveys (2003, 2013, 2020) that need to be undertaken in the next 5 years.	5. Mention the intention to do travel surveys in future in 5.6
Personal capacity	2. We cannot use public transport which is unsafe and unreliable. With the status quo, given the choice – I will not continue to use public transport if I have to risk my safety each day and I do not know if the transport I am taking will get me to my destination in the desired time.	6	Accepted: the CITP outlines all efforts to improve PT	No change
Personal capacity	3. The glaring fact that the next best public transport option (by a margin) is to take a minibus taxi – with other alternatives somehow continually sabotaged – needs to be dealt with more thoroughly.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	
Personal capacity	4. The under-regulation of the taxi industry is alarming and the fact that other forms/alternatives are being held to ransom does not inspire any confidence that any other viable and reliable alternatives will emerge for the masses the way buses and trains once were to Cape Town's population.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	
Personal capacity	5. I am well aware that the City of Cape Town does not control how public transport is serviced to its population, but surely, if it is this obvious that Capetonians would rather pay more money and spend more time in their commutes – something drastic will have to be done to affect change.	6	6. This is noted and will be considered in the IPTN plan update.	
Personal capacity	6. I am also aware it is not as simple as providing more options and spending more resources, but therein lies the rub – no matter how much money and resources are used to provide or even improve access – if the options are not safe nor reliable – they will not be utilised in an intended manner.	6	6. This is noted and will be considered in the IPTN plan update.	
Personal capacity	7. Taxis are magically sprouting up by the dozen every single time I drive past any rank in Bellville, Mitchell's Plain and the City Centre, yet we constantly hear of trains being set alight, MyCiTi bus terminals being burned down and Golden Arrow buses being targeted and drivers attacked. Nothing will improve around public transport as long as taxis are allowed to rule the roost and the only safer alternative is your own (if you are privileged enough) or someone else's private vehicle.	6	6. As part of the CITP 2023–2028, the Operating Licences Plan (OLP) for minibus taxis has been updated. This provides the regulating framework for MBT operations.	
Personal capacity	1. Transport is not gender-neutral. Transport is a traditionally male-dominated sector, both from an employment point of view and for the values it embodies. Women and men have different mobility needs and patterns, which transport policies need to acknowledge. These differences are grounded in the gender-based division of labour within the family and community. Evidence from both developed and developing countries is showing that men and women have different patterns in travelling and accessing public spaces.	5	5. Differing travel needs are addressed through the HH travel surveys that could be analysed at a gender level where confidence levels allow	5. No change, as the CITP explicitly caters for all 'vulnerable users'
Personal capacity	2.Women typically walk longer distances than men and make frequent, shorter trips with more stops to combine multiple tasks. Men, by contrast, tend to follow more direct and linear patterns. Females engage in more non-work-related travel than males and are more likely to be accompanied by children or elderly relatives. They are also more reliant on public transport.	5, 9	5. Demand modelling is gender neutral as it is at the household level. Gender differentiated surveys are difficult - it is best to cater for women as 'vulnerable users' 9. Universal access does recognise women and children as vulnerable users, and the UDAP does make proposals for design to include their needs	9.9 Universal Design Access Plan (2022) included
Personal capacity	3. Inadequate transport systems can restrict women's access to education, economic opportunities and healthcare. Time poverty is a key issue in transportation policy because, especially for low-income individuals who are paid hourly, each hour of commute time and care mobility time add to an already difficult schedule and ultimately widen the gender pay gap. And due to transportation and many other factors, the gender pay gap is even worse for Hispanic women, African American women, and other racial minorities.	5	5. Differing travel needs are addressed through the HH travel surveys that could be analysed at a gender level where confidence levels allow	5. No change, as the CITP explicitly caters for all 'vulnerable users'
Personal capacity	4. The car-dominated society increases this problem by making it more difficult to complete errands by public transportation in a short amount of time. More generally, when a woman has inefficient transportation options but must accomplish multiple errands such as chauffeuring children to school, going to the store, and going home, she has less time, less money, less mobility, and less overall access. Transport can also make a big difference in increasing women's productivity and promoting gender equality.	5	5. The triple access approach supports some needs being accessed through spatial proximity or digital connectivity, thus reducing the need for vehicle travel	5. No change
Personal capacity	Specific comments on the strategy: The strategy does not make specific reference to gender or women, but broadly it is understood that women's concerns would be encapsulated in the overall vision. There is also a bias in the document toward economic development. Transport can also play a role in social development and urban health (for example air quality), these connections could come through more strongly in the document.	5	5. Differing travel needs are addressed through the HH travel surveys that could be analysed at a gender level where confidence levels allow	5. No change, as the CITP explicitly caters for all 'vulnerable users'

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	The strategy does not contain any gender sensitive data. This would be helpful to understand what types of trips women are making, and if it is in keeping with international norms that women are more likely to travel with children or the elderly. There is an opportunity for future iterations of the strategy to include gender sensitive data to better understand how women commune with the urban environment and what types of services they seek. Gender sensitive data would also assist with strengthening the evidence base which the transport register is built on.	5	5. Differing travel needs are addressed through the HH travel surveys that could be analysed at a gender level where confidence levels allow	5. No change, as the CITP explicitly caters for all 'vulnerable users'
Personal capacity	Triple Access The opportunity that exists here is to better understand that 'time tax' on women. Women, due to care-giving duties, tend to make shorter trips and are more likely to walk. Women also comparatively are less likely to have a driver's licence and are more reliant on public transport. This also creates a related opportunity to think about how and where non-motorised transport solutions can be introduced and moreover how women and children could contribute to building a cycling culture in the city.	5	5. Differing travel needs are addressed through the HH travel surveys that could be analysed at a gender level where confidence levels allow	5. No change, as the CITP explicitly caters for all 'vulnerable users'
Personal capacity	Public Engagement The structure of the engagement should allow for women to articulate their concerns especially around safety and sexual harassment. This could inform public transport safety campaigns. User surveys could also be used to identify the needs of the women on certain routes.	5	5. Differing travel needs are addressed through the HH travel surveys that could be analysed at a gender level where confidence levels allow	5. No change, as the CITP explicitly caters for all 'vulnerable users'
Personal capacity	Safety: Safety is mentioned in general terms and here a gendered lens should be applied. For example – reporting mechanisms for violence and harassment on transportation should be introduced. South Africa has one of the highest rates of violence against women and children and this issue also intersects with transport. Reducing sexual harassment and assault in public transportation systems should be a top priority. Not only is harassment and assault a broad issue of concern, it also adds to the 'time tax' of many women as women often avoid harassment and violence by stepping off a train car or bus after being harassed and wait for the next one.	5	5. Differing travel needs are addressed through the HH travel surveys that could be analysed at a gender level where confidence levels allow	5. No change, as the CITP explicitly caters for all 'vulnerable users'
Personal capacity	Golden Arrow should start their service from Hout Bay to Wynberg much earlier each day. They have many buses arriving very early every day but one is not allowed to take one of these buses on its return journey to Wynberg. Alternatively please expedite the implementation of the MyCiTi bus service between Hout Bay and Wynberg.	6	6. The next phase of the MyCiTi network that is being implemented is the Khayelitsha/Mitchells Plain to Wynberg/Claremont corridor.	
Personal capacity	RAIL: Would love to make use of the rail system all the way from Simon's Town into the CBD, on condition that it is SAFE for a woman like myself to travel alone and not be harassed or robbed or set on fire by taxi owners, and the train schedules to be 100% predictable and on time, give or take a few minutes.	5	5. Understood - needs to be addressed through the next HH travel survey	Added footnote to section 3.2.2
Personal capacity	We need a SAFE PARK AND RIDE to use public transport (Golden Arrow bus) from Durbanville CBD to Cape Town CBD weekly to go work at offices in the town instead of driving own cars on the road to be stuck in the heavy traffic flow daily.	7	7. A secure facility is in planning: implementation planned for 2025.	Added P&R for longer distance GABS services in 7.6.2
Personal capacity	Hi and To Whom It May Concern. With reference to the City Comprehensive Integrated Transport Plan, here goes…..	6	_	
Personal capacity	Why is an amazing empty opposite side highway unused during peak hours?	7	7. Road space allocation needs to be reconsidered on main corridors, in support of dedicated public transport	No change at this stage - starts with the IPTN
Personal capacity	1. I have long wondered why the City cannot create a bypass lane during peak hours for morning commuters coming in from Paarl side N1 south to travel on the opposite (unused) side of the northbound highway, into a single dedicated lane, thus using the outbound traffic unused highway RHS lane as a now dedicated right hand inbound lane parallel to the N1 South?	7	See above	No change
Personal capacity	2. The bypass incoming lane would be in counterflow to the lesser used, northbound traffic and must be cordoned off from say 05-30 to 09-00 using poles placed into pre-cut holes (say 50M apart) in the road surface, i.e. this bypass lane now becomes a dedicated inbound single lane, one-way on the other side of the highway straight into town.	7	See above	No change
Personal capacity	3. Then you can allow people coming in from the northern side (R300, Kraaifontein, Paarl, Stellenbosch) to cross over; say before Durban Road and take that now cordoned off lane all the way down past the N7 (or further) and throw them out using another suitable cross-over back onto the N1 south beyond all the unnecessary traffic.	7	7. Reversible lanes for public transport services may be investigated under one of the IPTN scenarios	No change
Personal capacity	4. Then in the afternoon from say 16-00 to 18-00, apply the reverse and use a dedicated cross-over lane in the opposite southbound (incoming) side to spit commuters out before Durban Road or the R300, i.e. parallel to the outbound N1 highway?	7	See above	No change
Personal capacity	5. Why is an amazing empty opposite side highway unused during peak hours?	7	See above	No change
Personal capacity	6. Europe does this and it works very well there. They also use this method for large events as well – inbound and outbound! Dedicated lane straight into the CTICC or for access to Waterfront and Stadium?	7	See above	No change

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	7. Law Enforcement would erect the poles early morning for inbound traffic, remove them after the rush hour and then install them in the afternoon for outbound traffic and then remove them thereafter. You can even split the highway cross-over sections better if you want to create more intervals using suitable merge lanes for improved rush hour traffic flows	7	See above	No change
Personal capacity	8. Same logic could be used on N2, Liesbeek interchange to Airport, mornings inbound and evenings outbound. I have not given too much thought to the M5 going past UCT through Rondebosch and Wynberg?	7		No change
Personal capacity	9. Rise to the challenge please? Please feel free to call me if I am vague?	7	See above	No change
Personal capacity	1. I consider the lack of safe, reliable and affordable public transport in Cape Town to be a human rights issue. This is because our Constitution gives citizens the right to work and earn a living (see Chapter 2 - the Bill of Rights). However if people cannot get to their place of work, how can they exercise that right?	2	2. Agree that access is a human rights issue. The CITP does expand access to not just physical mobility where this is a challenge 5. See above	Add Constitution to legislative list
Personal capacity	2. I suggest that persons and organisations who perpetrate taxi violence and prevent people from getting to work by means of intimidation should be prosecuted in terms of the above.	6	6. As part of the CITP 2023–2028, the Operating Licences Plan (OLP) for Public Transport has been updated. The importance of safety and security is recognised in the OLP. Safety and Security are continually monitored and inter-agency collaboration and agreements towards improved safety and security strategies and plans are being updated.	
Personal capacity	3. I recommend the establishment/enlargement of a Transit Police service at municipal level.	6	6. As part of the CITP 2023–2028, the Operating Licences Plan (OLP) for Public Transport has been updated. The importance of safety and security is recognised in the OLP. Safety and Security are continually monitored and inter-agency collaboration and agreements towards improved safety and security strategies and plans are being updated.	
Personal capacity	4. I am sensible to the fact that solutions from the developed world might not be effective in South Africa, however I wish to inform that in Perth, Australia, buses operating in the CBD run on hydrogen (since 2007 already) and are free to use within a specified zone. Frequent bus users are also eligible for a discount based on usage, monitored by an electronic tap-card system.	11	11. Alternative energies are covered in 11.1.3, Goal 20.	No change
Personal capacity	5. Also in Perth, the commuter railway line runs down the centre of the freeway, making intermodal transport possible. Secure bicycle lockers are also available at railway stations.	7, 9	7. and 9. Park-and-ride facilities at public transport interchanges do appropriately accommodate bicycles	No change
Personal capacity	6. In Istanbul, Turkey, commuters can purchase a single access card with pre-loaded fares, which allows them to use buses, trains, trams and ferries on an integrated ticketing tap-card system.	6	6. An updated fares policy and fare system and structure have been developed to improve integration between public transport modes and services. This policy simplifies the fare system for passengers and creates more options to access the system. The proposed updated policy allows better integration with other modes.	
Personal capacity	7. Also in Istanbul, minibus taxis are Mercedes-Benz, carpeted, air-conditioned and operated only by a driver (no 'guardtjie'). Similarly to ours, they only depart once filled to capacity with passengers.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	No change
Personal capacity	8. I suggest that Cape Town's harbour and airport also be included in the integrated plan in order to benefit international air and sea travellers who bring tourism revenue.	5	5. The demand is not significant enough at this stage - covered by overall transport needs assessment	No change
Personal capacity	9. Private sector organisations currently providing airport shuttle services, staff and student charters as well as e-hailing drivers should be invited to in-person discussions to give their input to the integrated plan.	14	14. There is a Bus SC (for contracted services) and a Metered Taxi SC (including e-hailing). Chartered services are not organised into an umbrella body, so are difficult to engage	No change
Personal capacity	10. In closing I also suggest that retired and previous transport industry workers should be drawn into discussion of your plan. Especially railway men - they are well-known in communities for being passionate about all things train-related. Thank you for the opportunity to comment. Feedback would be most welcome.	14	14. Anyone who is interested in and knowledgeable can comment on the CITP annually. The City cannot approach individuals to comment, only stakeholder organisations	No change

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	I think this initiative is essential to improving the economy in the Western Cape. I think the key issues that need to be resolved are: - Making rail transport a real option again - Improving traffic policing on highways, but also importantly within towns. There is almost no traffic policing in my town, which has led to an increase in people driving without licence plates, jumping stop streets, traffic lights, etc. There needs to be a conscious effort to let people know the law is enforced - Clamp down hard on taxi operators that think they own the road - Ensure there are consequences for people that don't pay fines - Ensure there is adequate security on public transport or no one will use it.	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update. Security and safety for public transport services are managed through the Land Transport subcommittee that report to the Intermodal Planning Committee (IPC).	
Personal capacity	PAULING' COURTESY TRAFFIC ROUNDABOUT Speed reduction is key to a good roundabout. By following the simple basic rules of the road and being patient and courteous, drivers can make PAULING COURTESY ROUNDABOUTS completely safe and virtually collision-free. Roundabouts force drivers to slow down and tend to have a better safety record which makes it safer for pedestrians. Drivers should be aware that this is a courtesy roundabout, and be sure to signal their intention before exiting. The success of a safe roundabout lies in the approach roads with narrower entries. Speed bumps or rough surfaces need to be installed to force drivers to slow down. This reduced speed almost eliminates collisions, with a greater chance of surviving them when they do occur. Drivers prefer to stay on the move, however slowly that may be, rather than facing the Red Devil at every intersection, every few blocks. … - List of Advantages of roundabout omitted - see attachment Rare fender-benders are less severe because all vehicles move in only one direction. Vehicles emerging from a one-on-one-roundabout, one at a time, reduce crowding on the road ahead, on their way to the next traffic light or roundabout. ZEBRA pedestrian crossings are made safer by raised platforms and steel protective frames in the middle, at the entrances to and exits from each roundabout. In instances where the roundabout is small, the three-lane arrangement aids the drivers of larger vehicles such as pantechnicons with trailers. PLAN CONSISTS OF THREE PAVED CIRCLES. The INNER circle around the central island aids larger vehicles and is an area mountable for heavy vehicles and articulated trucks, especially in smaller roundabouts. In emergencies this area may be made available to the Police, Rescue and Medical and Fire Departments and tow-away trucks. The MIDDLE circle is to be used by ALL vehicular traffic all the time, which makes overtaking within the roundabout impossible, ensuring greater safety. The OUTER circle to be used in emergencies only, but especially to allow traffic to keep flowing in the event of a collision, or to accommodate a stalled vehicle. Many road users are uncertain about exactly how to use a two-lane roundabout, and the confusion leads them to think that roundabouts cause more accidents than traditional means of managing intersections, or calming traffic. Because of the low speed, collisions in roundabouts rarely happen. This Pauling Courtesy Roundabout has only one main potential location for a possible fender-bender. One, when entering the roundabout — far fewer than a conventional intersection. In South Africa all roundabouts operate in a clockwise direction, and care should be taken when approaching them. You need to give way to the RIGHT, as those IN the circle have the right of way. Ease into the next safe gap in the traffic and then proceed along the circle. At the point of departure, signal your intention to exit the roundabout and proceed safely to your destination. The majority of traffic lights currently in use are of the old type operated by simple timing mechanisms with no consideration of the current traffic conditions. Drivers report that during blackouts the flow of traffic seems to ease noticeably and with courtesy prevailing, many arrive home up to ten minutes earlier than usual.	7	This idea will be referred to the relevant branch, but cannot be entertained as an unsolicited bid	No change
Residents' / Ratepayers' Association	As the executive summary is quite clear in that the new 5-year transport plan sets out what the Urban Mobility Directorate is committed to and is accountable for and how the Urban Mobility Directorate will set about the delivery of an integrated, intermodal, and interoperable transport system and its related road and rail network, we are happy to participate in this process given our history and intimate local knowledge and more particularly given the fact that the transport plan is informed by community needs and stakeholder engagements.	14	Noted with thanks.	No change
Residents' / Ratepayers' Association	Introduction: The Kensington – Factreton (Windermere) area situated along the busy Voortrekker Rd corridor is an urban growth point and has much potential to develop into a community conducive for family living, learning, working and socialising as per our vision. Voortrekker Road is also the only entry and exit to and from the Kensington and Factreton community and also used extensively as a thoroughfare.	4	Noted	

Organisation type	Comment	Chapter	Response	Change to document
Residents' / Ratepayers' Association	Kensington/Factreton has a fast growing population increasing by almost 20% between the last census conducted in 2011 and the previous one held in 2001. Now almost a decade later we expect that this trend has continued and may even have increased. However, infrastructural development has sadly not kept pace with this population increase (urbanisation) let alone address the inequity inherited by decades of Apartheid and its associated spatial planning. Spatial planning that is still very visible after more than 50 years. There is an absence of a vision and plan for the area with respect to the provision of infrastructure, amenities, economic prosperity, safety and security, improved social conditions, dignified housing and restorative citizenship of our residents living on the streets.	4	DSDFs have been developed, which should address the issues raised	4. None
Residents' / Ratepayers' Association	Given the above we wish for cognisance to be taken of the following comments and trust for an understanding that helps to identify the challenges our community faces that the City essentially needs to address:	-	_	
Residents' / Ratepayers' Association	• The world class Century City Station that we see today was a culmination of a collaborative effort between the Passenger Rail Agency of South Africa (Prasa), City of Cape Town, and the Century City Developer – Rabie Property Group. The station has been developed to cater for future passenger growth with a capacity to accommodate passengers during peak hour operations. In addition to servicing the Century City Development and surrounding residential areas like Kensington and Factreton, it is also a key transfer station for the northern growth corridor, which includes Montague Gardens, Milnerton, Blaauwberg, and Table View among others. It is envisaged that this will be achieved through the station's integration with road based public transport such as the MyCiTi services. To date this Century City Station remains incomplete with the park and ride facility on the residential side of the station completely abandoned yet the MyCiTi functions extremely well on the N1 side of the CC Station servicing and inter-connecting commuters as far as Du Noon. It must also be noted that the recent public participation process will see a proposed MyCiTi route extend from CC station (N1 side) to a MyCiTi transport hub established at the Maitland station. This proposal sadly does not include nor extend to the residential side of the CC Station.	-	Supported: a P&R should be formalised on the south side of the railway line at Century City Station	No change
Residents' / Ratepayers' Association	Interesting to note that section 7.3 (minor short-term congestion relief projects) of the transport plan is very clear that congestion relief is provided for the Goodwood community and motorists travelling along Jakes Gerwel Drive by extending Frans Conradie Dr - west extension from Jakes Gerwel to Sable Road with absolutely and painstakingly no indication of any meaningful traffic congestion relief inter-connecting for Kensington and Factreton.	7	It is planned that Aerodrome Rd (a new road next to 18th Ave), will have a connection to the extension of Frans Conradie Rd	No change
Residents' / Ratepayers' Association	A definite feeling of shame when it comes to the priority of inter-connections, inclusivity and addressing past inequities.	7	Prioritisation is based on need, not the history of the area. See above	No change
Residents' / Ratepayers' Association	• The short-term major congestion expansion type relief project for Berkley Road, Maitland, from Prestige Dr to the M5 must surely be welcoming but we note with much sadness that a new project (7.5 No 6) will now see Berkley Road extend from the M5 freeway directly across to Liesbeek Parkway, Observatory. Has the goalpost once again shifted for the KenFac community to accommodate and prioritise the contentious Two Rivers Urban Park project.	7	The western extension of Berkeley Rd (M5 to Liesbeek Parkway) is being funded by the developer of the old Riverclub site. The rest of the upgrade of Berkley Rd (to the east of M5) is unaffected by this.	No change
Residents' / Ratepayers' Association	• Prestige Dr extension: Voortrekker Road to new N1/Prestige Drive interchange. This new project has no construction time indicated, skirts and bypasses the Kensington community. Will there be an interconnection provided for meaningful relief and inclusivity for the residents of the KenFac community.	7	Yes, consideration will be given to this	No change
Residents' / Ratepayers' Association	• Twenty-three (23) brand new projects are listed and not sufficient indication of meaningful traffic congestion alleviation relief for the KenFac community. What has ever happened to all those projects over the many years that have been promised to provide traffic relief as well as to interconnect and include our community with world class public transport systems. No interconnectivity nor any alternative routes other than continued to be boxed in by one single critical arterial road, namely Voortrekker Road.	7	The congestion priorities projects will alleviate traffic congestion across the city.	No change

Organisation type	Comment	Chapter	Response	Change to document
Residents' / Ratepayers' Association	• The widening of Voortrekker Road from Salt River to Prestige Dr and further expansion to 12th Avenue, Kensington is welcomed but could create greater opportunity for higher volumes of thoroughfare through the KenFac community with little hope that traffic flow directly out of our Kensington/Factreton community will enjoy any relief.	7	Noted. The capacity improvements along Voortrekker Road is to alleviate current congestion experienced. Through traffic should be alleviated by the revival of the rail service	See table 7.1
Residents' / Ratepayers' Association	At a Subcouncil 15 joint ward committee meeting on the 10th of October 2022, the Mayor of Cape Town was extremely passionate about addressing past inequalities and confirming that the KenFac community will be a high priority with respect to inter-connectivity and inclusivity. Insufficient commitment is displayed nor demonstrated in this Comprehensive Integrated Transport Plan.	2	The CITP must consider the city as a whole in making its plans. Ken/Fac should be serviced by the rail system: the City is making every effort to enable the revival of rail	No change
Residents' / Ratepayers' Association	In conclusion, the City of Cape Town is rated both the ninth (9th) best city in the world and one of the best run municipalities in the country, but the question beckons, 'For whom?'. With the estimation that almost 70 percent of all populations will be living in and around cites by the year 2050, we undoubtedly applaud the ambitious and strategic attempts illustrated in this Comprehensive Integrated Transport Plan but reiterate our view that the Comprehensive Integrated Transport Plan shows little intention of developing a just, rehabilitative, restorative and inclusive community for the KenFac residents.	6	The Kensington area is currently served by GABS and future My Citi routes T17 and T19 are planned to the west and north of the area respectively.	No change
Personal capacity	The City should encourage lift clubs or people travelling together by giving them incentives. Less cars on the road, less carbon emissions and saving on high fuel costs in the process. Are plans in place to extend the MyCiTi service to areas like Somerset West/Firgrove/Croydon? There are lots of lifestyle estates there and people would use it (to commute to work) and leave cars at home in exchange for a reliable public transport system.	8	8. The City does promote lift clubbing, and is advocating that national legislation is changed to promote carpooling.	No change required
Personal capacity	I trust that you guys have already had negotiations with the taxi groups.	6	6. Phase 2A of MyCiTi linking the Metro South East area to Claremont and Wynberg is planned to come into operation through a negotiated contract, provided reasonable terms can be negotiated within a reasonable period with industry stakeholders.	No change
Energy Directorate	Considering the rapid so-called semigration of SA's population to the Western Cape and the rapid growth of suburban housing, I propose that land be set aside for railway lines before new suburbs are built.	4	4. Rail servitudes are in place. No new rail reserves to be identified on the periphery because growth should be internal. IRT trunks are equivalent to new rail	No change
Personal capacity	1. Please consider, add these to the planning and budgeting 1. Traffic circles/Speed bumps: 1.1 at corner of Weltevreden Road and Westpoort 1.2 the corner of Westpoort and Dagbreek 1.3 At the various roads along Weltevreden Parkway, especially from Westgate Mall to Highlands Drive. 1.4 At all turnoff roads along Baden Powell	5	To be referred to the relevant branch	No change
Personal capacity	2. Pedestrian walkway, running path 2.1 Along Jakes Gerwel on both sides … public has to walk in yellow lane, especially from Mitchells Plain towards Athlone 2.2 Along (Govan Mbeki) Lansdowne Road, from Hanover Park to Manenberg 2.3 A running path along Strandfontein Road/Spine Road 2.4 Similarly, in Mandalay area 2.5 Have a walkway that runs from Mnandi to Muizenberg 2.6 Pedestrian walkway/yellow lane on both sides of Govan Mbeki Road 3. Offramp/onramp 3.1 Can an off ramp be done from N2 onto the M5 (instead of having to go via Athlone)?	9	9. To be referred to NMT Section	No change
Personal capacity	All uniform Safety and Security staff, whilst travelling to and from their points of work, for consideration to be allowed free passage, as they are in all probability considered for their help and assistance when the need arises in the protection of life, health and safety of commuters. Specific reference to MyCiTi bus service.	6	6. An updated fares policy and fare system and structure have been developed to improve integration between public transport modes and services. This policy simplifies the fare system for passengers and creates more options to access the system. The proposed updated policy allows better integration with other modes.	No change
Personal capacity	Having spoken to my colleagues recently, one issue was highlighted. Whilst they appreciate the new trains and the new schedules, most were of the opinion that there should have been public participation first as many of the schedules that were changed now no longer line up with the old schedule, e.g. some colleagues who travel from the southern suburbs now have to arrive at the changeover station an hour earlier to catch their connecting train to travel to the northern suburbs to get to work on time	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of	No change

Organisation type	Comment	Chapter	Response	Change to document
			demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	
Personal capacity	1. To whom it may concern, I believe that as much as bus and taxi connectivity are important, so are maintaining the rights to privacy and a noise free environment in residential areas. In the past, taxi routes have been granted without consultation with either local traffic departments or residents associations/ ratepayers organisations.	6	6. The Operating Licences Plan (OLP) 2023–2028 describes the conditions under which operating licences for MBT vehicles are granted. These conditions govern the way in which the MBT operators should operate. Concerns regarding the operation of MBT should be laid with law enforcement regarding noise, etc. and speeding offences to the Transport Enforcement Unit (TEU). All the new MBT routes are gazetted to ensure public participation input is received.	
Personal capacity	2. Taxis do not comply with many road rules and are a law unto themselves. Law enforcement are also slow to enforce by-laws. In the case of Royal Ascot, as an example, a route was granted through the residential area, which has resulted in excessive hooting, a stop anywhere situation, and also the encouragement of informal traders on the pavements. It took 2 years to get 'no hooting' signs, which did not help, and a further 2 years, escalating requests all the way to province, to request the moving of the approved route to Racecourse Road. This has still not happened.	9	9. Informal traders on pavements: solutions to accommodate all needs on sidewalks are explored on a case by case basis. Informal traders, by nature, need to locate on sidewalks, and provide services to passing customers. 9. Informal trading will be addressed in the NMT Strategic Framework	No change
Personal capacity	3. All the while, the neighbourhood suffers with excessive noise, illegal stopping for extended periods, accompanied by hooting and shouting, and general disruption to traffic flow. Such uncontrollable inconsideration could be averted, by discussing planned routes with affected parties in areas where they wish to roll them out. Such interaction and participation can create considerate routes, where the needs of residents can be met, as well as the needs of passengers relying on public transport. Thanks a million.	6	6. The Operating Licences Plan (OLP) 2023–2028 describes the conditions under which operating licences for MBT vehicles are granted. These conditions govern the way in which the MBT operators should operate. Concerns regarding the operation of MBT should be laid with law enforcement regarding noise, etc. and speeding offences to the Transport Enforcement Unit (TEU).	
Personal capacity	I reside on Loxton Road in Milnerton, which over the past few years has been increasingly used by heavy container trucks travelling to Montague and Killarney Gardens 24 hours a day. There are a number of apartment blocks on the road that are affected by the noise and fumes from these trucks, and the condition of the road is deteriorating. In addition, drivers are reckless and deploy air brakes at all hours without consideration of the noise pollution this causes. The transport of goods (not for local delivery) through a residential area such as this should be addressed as part of the plan if the health and wellbeing of residents is to be maintained. Alternatives such as rail freighting should be utilised. In addition, national and regional roads (N1 and N7) rather than local roads should be used for this purpose.	5, 10	10. Unfortunately trucks do need to use local roads closer to their destination. 5. Managing noise and air pollution is the responsibility of Environmental Health: the use of air brakes will be referred to them. However, freight movement is the backbone to economic activity, and should not be significantly hindered. 10. The City is continuing to advocate for a shift of freight from road to rail.	Add: The environmental impact of road freight will need to be addressed in the review of the Freight Management Strategy to 10.8
Personal capacity	This is a 500 page document. Please consider a shorter summary version. Maybe an online version that can take you to the sections that you are interested in.	1	It is planned to develop a summary document once the CITP is finalised	No change
Personal capacity	1. Our residential estate is located alongside a minibus taxi route that was approved by the City of Cape Town in Royal Ascot a few years back. During this route approval process no engagements took place with the residents of our estate. The taxi route has resulted in a large number of taxis using the route and hooting and shouting excessively to attract potential customers walking along these roads. This is causing severe noise distress to our residents who have to listen to this touting every day of the week. From our own experience we have seen that measures to try and address the touting do not work.	6	Area specific: will be referred	
Personal capacity	2. No-hooting signs are ignored, Traffic Service enforcements only have an effect on the day of the enforcement and our complaints to the Provincial Taxi Registrar have yielded no results. Unfortunately taxi drivers are only concerned with attracting customers in the quickest way possible and have no regard for law and order, nor the local residents.	6	Area specific: will be referred	
Personal capacity	3. We therefore urge that in order to avoid this situation from happening to other residents in Cape Town, that the City's Transport Department ceases from approving taxi routes on roads that are located directly adjacent to residential properties. At a minimum, public participation should be conducted with potentially affected neighbourhoods during new route identification.	6	Area specific: will be referred	
Personal capacity	4. The growing need for public transport is fully understood but as a town planner myself, who is supposed to plan for liveable, healthy spaces for all residents, the approval of minibus taxi routes adjacent to residentially zoned properties cannot be supported and must be avoided.	6	Area specific: will be referred	

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	I feel it is important to look at decentralising the Central Business District to ease on the traffic congestion of the flow in and out of the City, and to encourage this by offering incentives to businesses to move out of the central business district to other business hubs in the suburbs. I also feel it would help the traffic flow issues tremendously if a wide ranging network school bus system was introduced (similar to overseas) that allowed children to travel to school safely and alleviated the huge influx of cars when parents travel to drop off their children.	4, 6, 12	4. The MSDF doesn't discourage growth of CBD, but encourages growth of other nodes 4. CBD recovery plan needs to address this: live-work-play-learn precinct; competition with V&A and Century City for A-grade 6. Scholar transport: is managed by WCG 10. Port expansion in Culemborg may further sterilise CBD with freight congestion and warehouse/storage land use adjacent to CBD 12. The CLDP supports this by focusing on developing the other nodes	No change
Personal capacity	1. The Edgemead Residents Association (ERA) has previously submitted a request for an intersection to be created at Bellvue Road to provide access from Bosmansdam Road into Edgemead. This request was tabled in the motion on the SC agenda 03SUB06082020. The request has to date not yet been executed and ERA hereby again submits this request as a matter of urgency. There is a significant safety risk for residents residing in the top section of Edgemead which borders Bosmansdam, Giel Basson and Monte Vista. The reason for this safety risk is that when emergency vehicles are called upon to assist in this area, the vehicles have to drive all the way down to Letchworth Drive and then back up Thomas Bowler Avenue.	5	Area specific: will be referred	No change
Personal capacity	2. This extended route for the emergency vehicles is time consuming which cannot be afforded in an emergency situation. Edgemead has in the last few months had to call upon the Fire Dept on three separate occasions, to assist with house fires at the top of Edgemead. The Eskom nature reserve is also extremely dry and with the vagrants lighting fires inside the reserve, this request needs to be expedited in the event that a fire should break out at the reserve and extend to residents homes and vehicles. An access point at Bellvue Road would reduce the above travel distance by 48%, from 2.36km to 1.22 km.	7	Area specific: will be referred	No change
Personal capacity	3. The emergency services which will be positively impacted by this change, are as follows: • Fire services • Medical services • Police services • Armed response company services • Neighbourhood watches, etc. The opening of Bellvue will also have a favourable impact on the traffic congestion currently being experienced in Edgemead. The access for parents driving into Edgemead from Bothasig to drop their children off at the Primary and High Schools, is limited to the entrance at Letchworth Drive.	7	Area specific: will be referred	No change
Personal capacity	4. The opening of Bellvue Road will de-bottleneck Letchworth Drive and will also provide residents of Edgemead an alternative entrance/exit point. This initiative was well supported by Cllr Carstens, who had site visits with the previous Mayor, Dan Plato, who was in favour of the opening and offered his support. The current Mayor, Geordin Hill-Lewis, also gave his support to the previous ward Cllr Helen Carstens. Helen engaged with NHW, SAPS, CPF, Ratepayers and EPS and they are all in support of this initiative.	7		
Personal capacity	5. The longer the request is delayed, the more funding will be required when it eventually does get opened. The remainder of Bosmansdam, extending to Giel Basson is also going to be dualled and will then include the proposal of the opening of Bellvue. This needs to be put on the IDP and needs to go on the Congestion Fund Programme. Degrees of congestion in the City – this did not feature on the Congestion Fund Programme as it is more a localised challenge even though part of a bigger network. This request cannot keep dragging on and we would like to see the opening of Bellvue included in the Draft Comprehensive Integrated Transport Plan 2023–2028.	7	Area specific: will be referred	No change
Personal capacity	Travelling from Ocean View to Claremont and back cost +- R100, I use taxi because they are available, but they are not safe. Taxi drivers drive like they on a racetrack. I would like to use the trains, but their times have change. They only available every hour. If they could have trains available every 20 minutes, because they more efficient and cost effective for the working person. They need to have law enforcement available at the train station too.	5	5. Supported	No change
Consultant	1. In light of the recent agreements between the WC and NC Premier to develop a green hydrogen hub - with particular interest in the Western SADC Green Hydrogen Corridor; the WC Premier spoke to a major opportunity for less reliance on a carbon fuel energy system and more focus on an alternate source of energy. The City's Urban Mobility objectives should include the potential creation, development and implementation of a Hydrail (Hydrogen powered mono/elevated rail) solution as part of Cape Town's integrated transport system/infrastructure as a direct solution to Cape Town's congestion problem (being classified as the most congested City in South Africa – Dec 2021). The City should investigate the potential of Hydrail as a new mode of transport, with particular interest along key movement corridors	11	11. Alternative energies: hydrogen as a transport energy source is still unaffordable: this could be considered in future CITPs	No change
Consultant	2. (1) Cape Town CBD – Big Bay, (2) Cape Town CBD – Bellville, and (3) Cape Town CBD – Muizenberg. The City should investigate the potential of less number of stations for this solution, looking at a station every 5-6km. The layout of the proposed routes and existing stations does not interfere with the existing transit accessible precincts (TAPS - ±500m radius around higher order public transport station) as indicated within the CITP 2018 -2023.	11	See above	

Organisation type	Comment	Chapter	Response	Change to document
Consultant	3. The layout of stations will reinforce these TAPS. The Hydrogen powered monorail is designed for non-electrified lines, and this should be a considered when determining the most appropriate routes. This solution is a clean energy conversion, with zero carbon and low noise emissions. It is important to note that this solution will plug into existing transport infrastructure as an elevated rail assisting and reinforcing other modes of PT used as partial feeders to the Hydrail stations. The Hydrail solution should not be seen as competition to the existing rail mode but rather as an ancillary/auxiliary mode of transport.	11	See above	
Consultant	4. The hydrogen powered monorail should target medium-high income groups as determined in the previous CITP 2018-2023; (1) To provide a reliable form of transport to commuters who have the choice to use their private vehicles, and (2) To combat the modal shift from PT to private transport. A local Case Study is the implementation of the Moloto rail corridor. A national Case Study is the implementation of Hydrail solution in Cairo, Egypt.	11	See above	
Personal capacity	Everyone has done a tremendous job and I congratulate you all. However, the 2028 CT plan, like so many city plans in SA and worldwide, reflects a way of thinking that rapidly becomes outdated. While it is nice to have long-term plans looking ahead to 2030, 2040 and 2050 it is also necessary to have clearly defined short-term measures in place. The world is changing fast, and from now on there can be little justification for 485 pages of unnecessary detail and repetition of wish lists that go back decades. While this may allow cities everywhere to tick some boxes, it cushions us all from the need for urgent action in the face of climate change and the need to use less energy for economic and environmental reasons. The Young Urbanists correctly describe such plans as no more than a list of 'opaque objectives in a document that gets renewed every five years'. (Page 386). Here are a number of areas CT should be fixing.	2	The contents of the CITP is legislated by the NPA. This CITP recognises the lessons learnt from past experience like Covid-19 pandemic and the collapse of rail. Therefore a new approach by planning for future uncertainties has been a new approach of the CITP.	See section 2.4
Personal capacity	I assume that 'envisaged quality bus services' refers to a standard roughly equal to those of MyCiTi. If so, we have a bizarre situation in Cape Town. On any yardstick of comparison – quality of service, frequency of service, hours of operation, number of trips per day, fare collection system, fare levels, days of operation, information such as maps and timetables, the contrast between the two operations could not be more glaring. There can be few, if any other cities in the world where there is such a bizarre difference between two formal, subsidised bus services - MyCiTi operating in one part of the city and GABS operating in the other. (Take comfort from the fact that Gauteng cities come close.) Yet both services fall under the ultimate control of the same political party! According to the master plan, GABS is under contract to the Western Cape Government. Your first priority should be to bridge the current inexplicable gulf between MyCiTi and GABS.	6	6. The City, as the Planning Authority, plans for an integrated transport system. Through the Intermodal Planning Committee, engagements take place with operators to improve the experience for public transport commuters.	No change
Personal capacity	Taking over rail services can wait. So can attempts to fix the minibus taxi situation, even acknowledging the recent mayhem caused by the suspension of the Blue Dot programme. Rather prepare yourselves for the taxi violence that will break out once MyCiTi and GABS get their respective acts together and start seriously cutting into taxi usage as well as car usage.	6	6. The City engages and consults with the MBT industry on a regular basis to work towards an integrated transport system.	No change
Personal capacity	GABS has been operating public transport in Cape Town since 1861. By now one would expect it to have at least a website that bears some similarity to that of MyCiTi. Unlike the MyCiTi site, which actually gives too much information, the GABS site is of little use. It requires would-be users to know first where they are and second where they want to go. They are then confronted with no less than 1 829 possible combinations of origin and destination to choose from. Many of these timetables are duplications and none of them give any indication of the actual routes followed. Most of the 200? 300? 400? GABS routes have less than ten trips a day. Once the would-be traveller has found a timetable s/he will find that the majority of routes operate only in the morning and afternoon peaks, with considerably reduced weekend services, if any. This is much like the provincial contract services in Gauteng, which are also laced with trips that simply disappear, where at least some of the buses should be rerouted to do more productive work through areas of high car ownership on the way to their destinations. When trips disappear like this it suggests a lot of dead kilometres. While some dead kilometres are unavoidable on weekdays when peak periods apply, it happens on weekends as well, which is unforgivable.	6	6. The CCT may become the Contracting Authority for citywide contracted bus services (e.g. current Western Province Golden Arrow Bus Services contract (GABS)). This will address most of these comments.	No change
Personal capacity	To make it more specific, I would repeat my offer to the mayor of Cape Town earlier this year to be given access to the GABS Sunday drivers rosters so that we can start cleaning things up. On Sundays, GABS operates 572 bus trips in one direction and 543 in the opposite direction on its 69 active routes. That alone should indicate a problem – there is a lot of dead km going on!	6	6. Operational decisions are made within the contract between Western Cape Province and GABS; please make contact with GABS directly to offer these services.	No change
Personal capacity	Your figure 6.3 on page 189 shows promising possibilities for GABS buses and should be implemented urgently. Sadly, figure 6.4 then fails to show the detail promised in para 6.5.2.3 which refers to a Hout Bay – Wynberg route. Start one immediately.	6	6. Figure 6.4 has been updated to show the link to Hout Bay.	Align 6.5.2.3 and figure 6.4
Personal capacity	Please get some through-ticketing going urgently. What 'further investigations' (page 372) do you need to conduct? Cape Town has not shown the capacity to fix the GABS/MyCiTi fiasco up to now, so focus on fixing this first and leave taking over the railway for a later date.	6	6. Rail is a critical component of the transport system and must be prioritised. The ticketing system is being addressed simultaneously.	No change

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Personal capacity	Finally for now, according to Cape Talk of 25 November 2022, GABS has discovered that 'an electric bus costs about three times as much as an internal combustion engine but the saving over time recoups that'. I know that they are talking about battery buses here (I am well aware of their antipathy towards overhead wires) but if GABS is serious about battery buses they will in any event have to clean up their messy route pattern as well as their unbalanced schedules, far in advance. How else will Cape Town plan for the optimal positioning of charging stations, substation capacity, slow or fast charging, depot or on-route charging etc. (Some under-used railway substations may come in useful).	6	6. The City will be considering all of this when they undertake a pilot project for electric buses for MyCiTi.	No change
Personal capacity	I know enough about public transport to know that this kind of salary can hardly be justified in relation to the work performed by 'management' at any level. Trying to absorb taxi people into BRT schemes significantly pushes up costs, with overblown salaries paid to so-called 'managers'. Your experience with Kidrogen bears this out. Taxi operators deserve to be rewarded for giving up their businesses, and it is going to cost money, but paying inflated salaries to former taxi kingpins is not the way to go.	6	6. The MyCiTi Industry Transition Business Plan for Phase 2A is the basis for engagement and consultation with the industry.	No change
Personal capacity	Rail transport is always nice to have, but every SA city has managed to get along without it for several years now. Using words such as affordable and cost-effective to describe railways is nonsense. The only way to serve the 'poorest of the poor' in South Africa is not to build more railways or even to renew existing assets, but to charge everyone the same fare on a minibus taxi and a bus that they would pay on a train.	6	6. Rail is a critical component of the transport system but the updated CITP recognised uncertain futures of which one would be without rail. Affordability for both user and provider relates to the level of demand: the mode should be aligned to the current and expected demand.	No change
Personal capacity	But here are some rail suggestions nevertheless.	6	6. Thank you for the suggestions that can be considered in the update of the IPTN. However the rail control still remains the responsibility of the rail authority although the City endeavours to support rail interventions as part of its IPTN Plan.	No change
Personal capacity	For how much longer South African cities will continue to tiptoe around the taxi industry remains to be seen, but the Western Cape Government already has more experience than any other province in addressing the question of formalising it, through the Go!George project. I am surprised that there seems to be no mention in the 2028 plan of extending the concept to other smaller towns in the Western Cape.	6	6. The CITP is for the City of Cape Town functional area, which includes the linkages to the neighbouring municipalities.	No change
Personal capacity	Where do the cars that choke up Hospital Bend and the N2 at Paarden Eiland actually start their journeys? The 2028 plan tells us very little. We need car ownership to be broken down to suburb level, which can then be compared with public transport usage from that suburb. We can then do some research into whether the good bus service in suburbs like Parklands (MyCiTi) results in higher public transport usage than, say the inadequate bus service in suburbs like Durbanville (GABS). If that is the case, the conclusion should be obvious – improve the bus and minibus taxi service everywhere.	5, 6	5. Significant data are used to understand the transport demand 6. The incremental approach addresses the improvements to all road-based PT services	No change
Company	GENERAL COMMENT: Golden Arrow Bus Services appreciates the City of Cape Town's focus on improving the lives of its citizens through the provision of reliable and safe public transport services. As the most reliable operator in Cape Town with unmatchable 161-year track record, we acutely understand the minutiae of what it takes to deliver a consistently highly rated service at an affordable cost.	6	6. Thank you for your comment.	
Company	Areas we wish to highlight within the Comprehensive Integrated Transport Plan (CITP) relate primarily to the continued lack of detailed information with regards to how the City plans to include Golden Arrow into its broader plans. Golden Arrow has more than 2 500 employees who want to know what the future holds for their company. We continue to invest billions of Rands into our fleet and have already taken the first steps towards moving entirely from internal combustion engines to electric vehicles. We do this with no guarantee of what will happen if transport management is devolved fully to the City of Cape Town.	6	6. This should be addressed through the Intermodal Planning Committee engagements.	No change
Company	In addition to this, there are concerns around how data was obtained and used within the report and the absence of fiscally sustainable and practical action steps to ensure that the City does not simply repeat the myriad mistakes made across all levels of the previous roll-out.	3, 6	3. Access to the GABS data will be appreciated to identify any discrepancies between data sources. 6. Lessons learnt from the MyCiTi Phase 1 will be applied in the next rollout.	No change
Company	Our specific comments are listed below with the accompanying references.	4	_	
Company	Page iv: In terms of the modal split, is the figure for taxis inclusive of unlicensed taxis operating illegally? Is the share allocated to rail accurate?	5	The modal spilt is determined from various transport data sources including cordon counts and rank surveys, etc. It would therefore include illegal MBT operations. The rail share is an estimate and based on current rail services and passenger volumes at stations.	No change

Organisation type	Comment	Chapter	Response	Change to document
Company	Page ix, third bullet point: It must be pointed out that Golden Arrow has remained a stable and reliable provider of public transport for more than 160 years and therefore carries a great deal of institutional knowledge.	6	6. Noted and agreed. The 'lack of integration among public transport modes' does not refer to the performance of each mode, but a need for their synchronisation to provide an integrated system for the user.	No change
Company	Page 8, Figure 2-1: Why is MyCiTi/BRT absent from the problem tree? It is disingenuous to claim that there are no shortcomings or issues associated with the system. Unfortunately, its lack of inclusion creates the impression that the CITP has been drafted to fit in with the narrative that the City is best placed to run all forms of transport and that BRT is somehow a panacea for all current challenges.	2	Accepted	Update figure 2.1 to show MyCiTi (show the footnote referred to in the heading)
Company	Page 12, Objectives: How does the inflated cost of the MyCiTi services, which cost more than three times what it takes to run Golden Arrow's service, factor into a financially sustainable transport system? If the Golden Arrow subsidy is moved over to MyCiTi how could it match the volume of services currently offered by Golden Arrow? In terms of infrastructure – it is apparent that MyCiTi's infrastructure is of a higher quality level than that offered by the City to other bus commuters – how will this be addressed?	6	6. The IPTN Business Plan will address these comments. However, the objective of the Public Transport Plan is to provide a quality transport system that will be the most cost effective with the integration of all modes.	No change
Company	Page 15, Table 2-3: The NLTA Amendment Bill does not support the devolution of existing contracts.	2, 6	2. The City welcomes the significant improvements in the most recent version of the National Land Transport Amendment Bill (Version F), after Version D was returned to Parliament by the President because of constitutionality concerns. The City recognises the challenges in devising constitutionally sound legislation aimed at achieving integrated public transport where the Constitution includes 'public transport' as a Schedule 4A function and 'municipal public transport' as a Schedule 4B function – and which must cater for different circumstances across the country. These differences include varying capacities across subnational government as well as varying correspondence between metropolitan boundaries and urban regions (such as Gauteng urban region consisting of three adjacent metros while Cape Town is a stand-alone metro). The City is largely comfortable with the latest version of the Bill, but has identified some small changes that it believes will improve consistency and address remaining constitutional concerns, including around national over-reach. These recommended changes have been submitted to Parliament to consider alongside the draft bill on the 8th of March 2023. The Constitution provides (in section 156) for the devolution of Schedule 4A functions to the municipal level. Indeed, this 'must' be done where a function is 'necessarily related' to municipal functions and the municipality has 'the capacity' to perform the function. However, there is no provision in the Constitution for 4B functions to be devolved upwards. Version F of the Bill therefore provides for two alternative mechanisms to achieve integration. The first option is to integrate services at municipal level. If there is any service that is deemed to be a 4A function, this can be devolved and integrated with the 4B municipal public transport services. Where one or more adjacent municipalities need to exercise functions jointly this can be done in terms of current legislation, including the establishment of municipal entities in terms of the Systems Act. This is provided for in terms of section 12(2) of the latest draft of the bill. The second option is to create a provincial entity, through which provinces and one or more	No change needed as the City does not regard the revised draft bill as precluding the devolution of contracted services to municipalities

Organisation type	Comment	Chapter	Response	Change to document
			municipalities perform their functions jointly. This does not require the shifting of municipal public transport functions to the provincial sphere – which the Constitution does not provide for – but, rather, it provides for them to be performed jointly through a provincial entity. This is provided for in section 12(1) of the latest draft of the bill. This latest draft strengthens the concept by adding sections 12(4), 12(5), 12(6) and 12(7). Meanwhile, the changes to the responsibilities of provincial governments as provided for in section 11(1)b that were introduced in Version D have been reversed. The City has included in its recommendations to NCOP a change to section 11(8)a to ensure consistency with this view.	
Company	Page 27, Table 3-3: Is it prudent to include estimations from 2020 – would the data not be distorted by COVID-19?	3	These are pre-Covid transport data (February 2020)	Add footnote to table indicating that figures are for February 2020
Company	Page 28: Does the BRT tap on tap off data from 2020 reflect a decrease as a result of City's inability to manage contracts and acquisition of parts/spares?	3	The BRT modal shared remained constant and did not report a decrease.	No change
Company	Page 35, Table 3-6: In terms of the satisfaction data for MyCiTi – what are the reasons for the almost across the board year-on-year decreases in customer satisfaction?	3	The bullets below table 3-6 provide observations from the Satisfaction Survey	No change
Company	Page 36, 3.2.2.2: It is suggested that MyCiTi enjoys the highest level of customer satisfaction - however the measuring tools are, as stated, not the same, and as such could one reasonably state that MyCiTi holds the highest satisfaction rating?	3	This is not an unreasonable statement, as MyCiTi is required to have high levels of service in terms of customer-orientation and universal access	This comment has been added to 3.2.2.2
Company	Page 74, Table 3-22: Golden Arrow Bus Services has not made use of clipcards since 2018 when our Automated Fare Collection System (AFC) system was implemented, replacing paper clipcards with smart cards.	3	Noted	Table 3-22 Change description of ticketing system to smartcard
Company	Page 76, Table 3-25: The fares displayed for Golden Arrow are not indicative of Golden Arrow's actual fares structure since off-peak fares are not displayed.	3	Noted	Table 3-25 Change title to peak fares per route
Company	Page 84: Are both GABS and MyCiTi numbers based on total capacity, rather than seated capacity? Is there a difference between average vehicle capacity as used in the MyCiTi survey and effective vehicle capacity as used in Golden Arrow's?	3	The theoretical capacity is calculated in both tables as the number of trips multiplied by the 'average' (MyCiTi) or 'effective' (GABS) vehicle capacity. Suggest to be consistent with table headings for effective and average capacity	No change
Company	Pages 84 and 85, Table 3-30: Where were the Golden Arrow figures sourced from?	3	Source is stated as the previous CITP.	No change
Company	Page 88, Table 3-22: There are concerns in terms of the veracity of this data – some of it dates back to 2008 – is there no current data available or is there cherry-picking involved? There is a concern that data is being skewed in favour of certain modes. Future transport plans cannot be based on old data that is up to 14 years old.	3	MBT transport data are a unique challenge due to the flexible nature of the operations. The data presented are a summary of on-board surveys that is continually updated. The only 2008 data refer to an origin with negligible utilisation	No change
Company	Page 98, 3.3.9.2: Golden Arrow has continuously raised concerns over the decrepit state of many facilities provided for our passengers – MyCiTi infrastructure offers its passengers far greater dignity and comfort and yet the City is responsible for all such infrastructure. Are there tangible plans to upgrade these facilities so that there is some semblance of parity or will they continue to be ignored?	3	Rail and MyCiTi stations are funded through national grants to the operators of those services. For MBTs and GABS, the City applies for national grants to build/upgrade PTIs and bus stops, and prioritises them according to need.	None

Organisation type	Comment	Chapter	Response	Change to document
Company	Page 99, 3.3.10.2: On pages 84 and 85 it was stated that the lowest capacity on a GABS bus was 90 passengers and yet the note related to Table 3-35 (pages 97 and 98) states that GABS vehicle capacity is not known and was estimated at 60 passengers. MyCiTi's figures were however consistent at around 70. How then can one arrive at any accurate conclusion in terms of overcrowding or indeed anything capacity related?	3	Table 3-30 calculated the effective capacity based on the number of trips surveyed and people boardings and alightings during peak hours. Table 3-35 estimated utilisation on the average capacity of all buses. MyCiTi data are probably more accurate as the data are known. Please provide more accurate data if available.	No change
Company	Page 117, 3.4.6.1: Golden Arrow, as a JV partner, has not been informed that negotiations for the long-term 12-year contract have commenced. We have not been party to any such negotiations.	3	Noted	Mogamat/Reggie: Review last sentence in paragraph 2 of the MyCiTi Phase 1 and N2 Express VOC
Company	Page 118, 3.4.6.1: Who are the best-performing operators? Have they been identified and if so, how have kilometres been awarded? Table Bay Area Rapid Transit has repeatedly requested clarity regarding the Most Compliant Operator Clause and has yet to receive clarity. This dates back to 2017.	3	The comment relates to a contractual issue that is dealt with by the Contract Management Branch. The outcome of the contractual provisions will be communicated directly to the vehicle operating companies when concluded.	No change
Company	Page 119, Table 3-44: The fleet age in this table is misleading as it comes from a 2015 Business Review. What are the actual ages of the fleet, seven years later?	3	Check with relevant branch	Updated
Company	Page 120, 3.4.6.3: The sale of operating licences within the MBT industry is a very lucrative business and the source of much conflict within the industry. As additional permits are issued to MBTs, the DORA allocation to the bus industry continues to decrease.	3	This could be addressed if the City were the Contracting Authority and the MRE	No change
Company	Page 124, 3.4.6.3: Reference is made to data from 2007, which estimates the number of illegal operators within the MBT industry. How can the City effectively seek to formalise the MBT industry if they do not have current or accurate data regarding the scope of the illegal operator problem.	3	Addressed by the OLP	No change
Company	Page 128, 3.4.8: Golden Arrow's experience of the condition of the City's roads is not congruent with the picture painted in figure 3-39. Many roads within our operational areas are becoming nearly unusable as a result of extensive potholes and poor maintenance, this not only causes a great deal of cost for Golden Arrow in terms of tyre longevity but poses a danger to all road users.	3	The PMS identifies roads for maintenance. However, human behaviour interferes with this. People dig 'speed holes/trenches', and dump rubbish in the road. Discharging soapy effluent corrodes the asphalt on the road	No change
Company	Page 153, 4.6: The correlation between a reduction in available parking and increased public transport use requires further elaboration.	4	The introduction of Public Transport Zones around large PTI zones has incentivised developments to provide less formal parking within the Municipal Planning By-law for parking requirements. This is to promote the usage of public transport services within these zones and reduce the demand of private vehicle usage	Added to section 12.4
Company	Page 170, 5.2.6: More information is required in terms of the City's public transport operations funding objectives and goals. What strategies are in place to address the fact that MyCiTi costs more than three times as much to run as Golden Arrow does. If the City seeks to use the funding currently allocated to Golden Arrow's passengers to fund MyCiTi, that would translate into the provision of only a third of Golden Arrow's service capacity. What new funding sources will be pursued beyond the current capped rates contribution? Very little is shared in terms of the City's actual devolution strategy and what it will mean for Golden Arrow and its passengers and employees.	5	Once the section 46 Contracting Authority is assigned to the City, the PTOG grant would also flow to the City and fund the services (as it currently does). Once assigned, the City could initially operate the contract as-is. The City does not intend to utilise any funds aside from the PTOG allocation to fund the service.	No change
Company	Pages 170 and 171, 5.2.8: More detail is required in terms of MBT industry formalisation and transition. How will this be implemented? How will this strategy be achieved? Where will the funding be sourced from? How will the City avoid repeating the mistakes from earlier phases, such as pirate operators and parallel service operation after licences have been given up?	5	Detail can be found in documents 'under' the CITP, in this case the MyCiTi Phase 2A Industry Transition Business Plan approved by Council in May 2021	No change
Company	Page 180, 5.4.2: It is stated that BRT systems can only remain financially viable if there are at least 10 passenger boarding's per kilometre, per day, per bus - how was this estimate arrived at?	5	This would have come from the IPTN business plan, based on international surveys	No change

Organisation type	Comment	Chapter	Response	Change to document
Company	Page 185, 6.2: What exactly is the envisaged role of the 'quality bus service'? Will Golden Arrow continue to render its current scheduled services? The vague manner in which this very important factor is discussed is very concerning.	6	6. Quality bus services refer to scheduled formal bus services with enhanced features including prioritisation measures for-road based public transport, which refer to queue jumping infrastructure and dedicated bus and minibus taxi lanes, where feasible. The features of the quality bus services will be articulated in more detail in the update and review of the Integrated Public Transport Network (IPTN) plan.	No change
Company	Page 190, 6.3.2: It is mentioned that minibus taxi services are the ideal option to provide services on feeder routes – does this mean that if the City takes over Golden Arrow's contract management from the Provincial Department of Transport that it will allocate the feeder routes on which Golden Arrow currently operates to the minibus taxi industry?	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider the appropriate level of vehicle size to be deployed for the demand.	No change
Company	Page 190, 6.3.2: As stated, the hybrid model makes predicting passenger numbers much more difficult. From the initial MyCiTi phases it should have been evident that it is a very bad idea to run parallel services without having any plan in place to regulate the number of operators and to enforce compliance. The provision of an optimal integrated public transport system requires precision and intensive planning.	6	6. Significant lessons have been learnt from the initial MyCiTi phases on which the Business Plan has been developed (refer to section 6.5.2.6). The update and review of the Integrated Public Transport Network (IPTN) plan will take these lessons into account.	No change
Company	Page 191, 6.4: Why is there such an impetus being placed on 'quality bus service'? Golden Arrow is a quality bus service and it has a proven track record of passenger satisfaction, whilst rendering its services at a third of the cost that MyCiTi is able to. Why does the City not recognise that Golden Arrow is already the best model for what a scheduled bus service should be? There is no need to reinvent the wheel in this case because it is evident that what has been produced thus far as a replacement is subsidy hungry.	6	6. Quality bus services refer to scheduled formal bus services with enhanced features, including prioritisation measures for road-based public transport, which refers to queue jumping infrastructure and dedicated bus and minibus taxi lanes, where feasible. The features of the quality bus services will be articulated in more detail in the update and review of the Integrated Public Transport Network (IPTN) plan.	No change
Company	Page 192, 6.4.2: It is correct to state that a plan for public transport is of limited use if it is not financially sustainable. Indeed, all of the figures from the MyCiTi project thus far have explicitly shown that BRT in its current form is not sustainable. The deterioration in service quality that is highlighted here is exactly what has happened to MyCiTi's current services. This is evident in the declining service ratings on page 35 of this report.	6	6. Yes, it is correct to state that the public transport system must be financially sustainable. The MyCiTi Business Plan highlights these issues and how to address them. The only decline in service satisfaction since 2019 is around fares/cost, which can be expected, despite the fact that MyCiTi fares are comparable with other services: see figure 3-23.	No change
Company	Page 195, 6.5.1.3: What is the incentive for the minibus taxi to operate services in the undefined 'relevant areas'? Where will the funds for the incentive be sourced from? Why would an incentive be required? Are these areas in which Golden Arrow already operates? Will Golden Arrow continue to operate on these routes?	6	6. The MyCiTi Industry Transition Business Plan for Phase 2A is the basis for engagement and consultation with the industry.	No change
Company	Page 196, 6.5.2.4: It is stated that "The financial model therefore makes provision for serving, on average, 65% of the Phase 2A demand. Therefore, in implementing the Phase 2A system, the operations plan was adjusted to match this lower demand number. The remaining demand (35%) would need to be served by existing services." What measures are being taken to ensure financial viability and how will this experiment affect Golden Arrow?	6	6. The MyCiTi Business Plan Update 2022 - 2036 provides more detail regarding measures for financial sustainability.	No change
Company	Page 199, 6.5.5: Whilst there is an acknowledgement here of the importance of lessons learnt, not enough gravitas is attached to the fact that, in practice, these issues are life and death for operators. Mistakes are not only costly for the City but can ruin existing operators.	6	6. Noted. Existing operators are represented at the Intermodal Planning Committee (IPC), which allows for engagement of these challenges to ensure an Integrated Public Transport System for all users.	No change
Company	Page 205, 6.6.4: Golden Arrow has already invested significantly in its own automated fares collection system. What form does the City envisage its proposed Integrated Ticketing Framework taking. How would that impact Golden Arrow, as a private company?	6	6. The Integrated Ticketing System Business Plan provides detail on benefits to different stakeholders, which includes public transport operators.	No change
Company	Page 207, 6.9.1.2: The N2 Express contract expires in June 2024, not December as incorrectly stated here.	6	6. Thank you, this has been corrected in the document.	Wording was changed
Company	Page 241, 7.4.2: Some completed facilities are not being utilised as a result of poor planning. What is being done to avoid repeating such wasteful expenditure?	7	A prioritisation exercise was undertaken	See 7.4.2

Organisation type	Comment	Chapter	Response	Change to document
Company	Page 244, Table 7-26: Golden Arrow operates from the Tollgate depot in Woodstock, which it owns. Which Tollgate Depot is being listed here as a project?	7	This project is the improvement of road access for buses to the depot, not inside the premises	No change
Company	Page 306, Table 13.1: The vehicle acquisition costs here appear to be underestimated. How has this amount been calculated?	13	Vehicle and plant relate to road maintenance only, not the acquisition of buses	No change
Company	Page 306, Table 13.1: On page 193 it is stated that a procurement strategy which incorporates low-carbon emission vehicles and carbon neutral technologies is being developed. How does the purchasing of new vehicles listed in the table, align with these goals? Are they electric vehicles?	13	The current tender advertised is for zero emission bus technologies. The tender for procurement in 26/27 is for alternate energy buses/zero emission buses. The plan is to run a pilot on electric buses to determine the financial implications as well as the practicality within routing and scheduling.	No change
Company	Page 307, Table 13.2: Historically MyCiTi calculations have understated expenditure and overstated income – what is being done to ensure that figures listed are accurate?	13	Table 13-2 is presenting approved and proposed budgets based on lessons learnt to date, and not actual expenditure and incomes.	No change
Company	Page 308, Table 13.3: It was stated on page 191 that Golden Arrow's existing services are not dissimilar to the 'quality bus services' that the City envisages. Here it is stated that the City aims to use the Public Transport Operators Grant funding currently allocated to Golden Arrow to transform our services into Quality Bus Services. What exactly does this entail? When will this intention be elaborated upon so that Golden Arrow has some idea of what the future holds should devolution occur?	13	The City has applied for Assignment of the NLTA section 46 contracting authority, in terms of the provisions of the Act and the Constitution. Hence, the City will pursue assignment of the function over the five-year CITP period, towards the goal of attaining assignment within the 2023 – 2028 CITP period. This will achieve much closer coordination and integration between GABS and MyCiTi, as well as more consistent policies across contracted road-based services. The assignment of the contracting function to the City does not mean that the City runs the bus service as an internal service. Once assignment occurs, the intention is to operate the current services 'as is' initially, with the view to tendering the services when appropriate.	No change
Company	Page 339, Appendix 2: What are these fare collection figures based on? How has the increase been calculated?	App 2	This comes from the Phase 2A MyCiTi Business Plan	No change
Company	Page 411: Reference is made to the existing contracts that end in 2025 and will go out to tender in the new phase, but the City has indicated that the current 3 contracts will be reduced to 2 contracts, which will impact on the current structure.	App 6: PTP	GABS will be advised in due course	No change
Company	Page 438, 4.5.1.3: What incentives will be offered to minibus taxi owners who surrender their operating licences?	App 6: PTP	6. The MyCiTi Industry Transition Business Plan for Phase 2A is the basis for engagement and consultation with the industry and provides more detail.	No change
Personal capacity	1. Thank you for the opportunity to comment on this document. I'm grateful to see that lessons learnt from the pandemic period are being taken into account and especially that the need for greater public transport reach (especially rail) and effectiveness and NMT infrastructure features prominently in the document. It is especially welcome that reducing private car dependence in the city appears to be seen as central to future sustainability and air quality. Developing NMT infrastructure around public transport facilities are also a very welcome proposal. My primary concerns relate to an apparent lack of specific proposals to address the safety of vulnerable (or non-protected) road users, a lack of clear and specific goals and targets related to traffic injuries and fatalities and a lack of consideration of NMT other than cyclists and pedestrians.	9, 11	9. NMT facilities are being provided to support public transport. The UDAP is specific about protecting vulnerable users. UDAP covers all types of NMT use, not just walking and cycling. 11. The revision of the Road Safety Strategy will continue to aim primarily at reducing road traffic fatalities and serious injuries on the road network. Its objectives are aligned to the global, national and provincial targets of reducing the road traffic trauma for motorists and pedestrians.	Section added on road safety in chapter 11

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	2. The method for the determination of an 'international benchmark' road fatality rate is not discussed and no mention is made of global efforts to achieve 'Vision Zero'. The apparent lack of detailed, spatially and demographically granular data available on safety is also a serious concern. The high proportion of NMT victims in relation to mode share, as determined from independent and international studies--in which Cape Town tends to perform poorly--should be highlighted and confronted. There also does not seem to be any discussion of the relationship between public safety and pedestrian access and thoroughfare, or undoing the damage caused by the widespread closing of pedestrian thoroughfares during lockdown, as a result of gated developments or closing of public spaces.	11	The road safety targets will be updated in the revised Road Safety Strategy. Road safety objectives should (amongst other things) be specific, measurable and, most importantly, realistic and attainable in terms of the current context and required resources. As such, the City's Road Safety Strategy is aligned with the Global Decade of Action and other national and provincial road safety strategies whose aim is to halve road deaths and injuries by 2030 and continuing on that trajectory towards total elimination for the following decades. Although completeness of crash data sources remains a concern, the fatality data produced by the Department of Health's Forensic Pathology Services are an invaluable resource of knowledge for fatal crashes.	Section added on road safety in chapter 11
Personal capacity	3. Such closures (pedestrian walkways) discourage walking, has not been demonstrated to be effective at reducing overall crime rates and increase conflicts between vulnerable road users and motor vehicles. In relation to the safety of vulnerable road users, there is clear global evidence that infrastructure to reduce speed and road design that is focused on NMT safety is critical and far more effective than traffic law enforcement. The fact that most traffic lights I come across in the city allow cars to drive while pedestrian signals are on is a particular personal concern, not considered in the report as far as I'm aware.	5, 9	5. Nothing to add 9. Many of the City's traffic signals still operate the parallel pedestrian crossing phase in which pedestrian are permitted to cross at the same time as the parallel vehicle movement. A substantial number of junctions have been converted to the serial crossing system in which all vehicles are kept stationary while pedestrian cross. All junctions are being converted to this system as the signal timing plan is reviewed. With upwards of 1 650 signals, this will take a number of years to complete. There is unfortunately no quick remedy and the signal plan must be completely re-designed and programmed.	No change
Personal capacity	4. . In general, class 3 and 4 cycle ways offer limited safety gains, but the lack of distinction between these and class 1 and 2 cycle ways limits the value of indicator TR1.2. Interventions that slow motorised traffic may appear to come at the cost of traffic flow, but evidence suggests that increasing NMT and public transport safety, accessibility and convenience is a far more effective and cost-effective long-term means of reducing congestion than road infrastructure expansion. Encouraging active and public transport also have public and individual health and environmental benefits.	7, 9	7. The incremental approach: Future work does need to consider maximising the use of the road space along corridors for all modes in support of not only greater equity in mobility, but also climate change imperatives 9. Supported, but NMT is only one of the road users and cannot always be prioritised. Traffic signal and infrastructure retrofits prioritise NMT in the CT CBD	No change: covered in chapter 2, chapter 7 and chapter 9
Personal capacity	5. . Further, I would personally suggest that changing perceptions of NMT users and education of motorists of risks they pose to other road users is essential. Aggressive, lawless and reckless driving by private motorists, especially in relation to pedestrians, should be regarded as a serious ethical breach. The culture of road violence should be seen as a component of the broader structural violence in the city and a contributor to inequality and injustice.	9, 11	9. Agreed: driver behaviour and road safety are fundamental to NMT use and should be addressed through the road safety strategy, traffic calming, road design and enforcement 11. The road safety strategy revision will take an integrated approach to road safety with role players from the engineering infrastructure, traffic enforcement and education of all road users.	2. Add Constitution to legal documents: NMT safety is a human rights issue 11. New section on road safety added
Personal capacity	6. The complete non-enforcement (in my experience) of pedestrian rights of way helps to engender a culture of impunity among motorists. Finally, the proposed plans to reduce congestion through adding lanes to, for example, the M3 past UCT seems like wasteful spending, since the costs will be high given the topography. Please rather provide better alternative transport means here. Removing the critical pedestrian link to Rosebank for this project is particularly concerning and shows a lack of regard for student safety.	7	7. Due consideration will be given to accommodating PT on the M3 upgrading, and of NMT at crossing points for safety	No change
NPO	1. The document appears informative, coherent and well-constructed – the responsible officials have clearly worked hard to make it readable and to edit it properly. The process of developing the document is described in Chapter 14, and shows how the content was informed by a range of stakeholders.	14	Thank you	No change
NPO	2. It is noted that the Executive Summary provides a good overview of the document and gives a sense of the strategic approach to the City's Transport Plan and the overall context of relevant aspects.	2	Thank you	
NPO	3. The vision of the CITP is noted as : "All people should have access to a range of opportunities in a manner that is sustainable and provides dignity" (page 8).	2	Noted	

Organisation type	Comment	Chapter	Response	Change to document
NPO	4. Importance of restoring the rail system is noted. In Chapter 10, under heading 10.6.1 - Road-to-rail planning (page 280 of the CITP; page 312 of the pdf) reasons for the City's ongoing advocacy for the shift of appropriate freight from road to rail are stated. The first is: a) Environmental sustainability: The use of rail greatly reduces carbon emissions and other air pollutants.	10	Agreed	No change
NPO	The restoration of the rail system is a recurring theme in the CITP. The demise of the railway network to provide affordable transport within the city is lamented and the City's efforts to revitalise the system are highlighted throughout. Apart from the socio-economic imperative that poor people should have ready access to the cheapest form of transport, the environmental aspect as expressed above is also of major importance. This is also emphasised in the issue following below.	6	Noted	
NPO	5. The contribution to the City's Climate Change Action Plan is very important. Chapter 11 deals with other transport-related strategies, with the focus on climate change and resilience in section 11.1. It is noted that the City adopted its first Resilience Strategy in July 2019 and a new Climate Change Strategy in May 2021. The City's targets regarding the reduction of greenhouse gas emissions for 2030 and 2050 have been embedded in the new Climate Change Action Plan. The different types of actions of the Action Plan and the goals set out are supported. A carbon-neutral approach to transport must be prioritised.	11	Noted	No change
NPO	As per the attached spreadsheet with further details per specific section:	2, 5	_	
NPO	All maps with no exception: Map resolution in the provided PDF was very poor and in many instances difficult or impossible to read with certainty.	_	Apologies: image quality was reduced to reduce document size. The final document will have quality, readable images	Improved image quality of maps
NPO	p. xi Role of the City - Partnership AND p.324 14.2.2 MBT Workshops: "Without having any defined role in the development or operations of the rail system, scheduled buses or minibus services, the City must partner effectively with these role players to support these travel modes to provide public transport that is accessible, safe, efficient and affordable for commuters". Given the role of the MBT industry, what attempts will be made to future consult with them, given the low numbers of people and groups that attended the MBT Workshops in early 2022.	14	The stakeholder workshops were not negotiating platforms. The MBT sector is fully engaged on issues directly affecting them, on different platforms, e.g. on MyCiTi rollout, and on the MBT Subcommittee of the IPC.	No change
NPO	p. 15 National Transport Strategic Plan - Ensure transparency, accountability and monitoring of all transport operations AND APPENDIX 2 – FUNDING STRATEGY FOR PROJECTS: PROGRAMME AND BUDGET: Appendix 2 - Initiative Descriptions: Additional details such as suburbs, streets and accompanying reference numbers would have been more helpful.	App 2	This appendix is a summary of the budget. Subcouncil receives monthly reports on planned and actual capital expenditure	No change
NPO	p. 18 CCT Strategy Landscape - Water Strategy: Given the generally poor condition of Cape Town's waterways, additional information and examples would have been useful.	2	Not appropriate in this section, but is picked up in chapter 4	No change
NPO	p. 17 Human Settlements Strategy: principles thereof: Wolwerivier: 33°43'49.04"S, 18°30'52.35"E. We would like to know what public transport options are available to this isolated community.	6	When Wolwerivier was developed, it was expected that it would be services by rail	
NPO	p. 18 Robust Transport Planning approach - Scenario Planning AND c) Climate Change Crisis: Given the general global unwillingness to reduce carbon output, the possibility of floods and inundation across many parts of the city edges a step closer. The rising sea levels will dramatically impact on access routes in and out of Cape Town and on surrounding routes. Climate change impacts on particular areas should be highlighted in this type of report.	7	For all new developments, the city requires that all stormwater analysis be increased by 15% to allow for climate change	No change
NPO	p. 46 Commuter rail plan: Given the CCT's existing limitations in terms of authority and fiscal deficit, the proposed Atlantis rail presents serious consideration of passenger volumes and sustainability would need to be undertaken.	6	Noted and to be addressed in the IPTN. A commuter rail to/from Atlantis to be assessed in terms of commuter volumes that would justify rail as primary mode and not to compete with IRT trunk routes	No change
NPO	p. 98 3.3.9.2 Existing Public Transport Facilities: Encouraging to hear about the upgrading plans of the public transport facilities at Bayside (given the high number of passengers) and Du Noon. The Du Noon MyCiTi has been a hollow burnt-out building for too long.	3	Noted	No change
NPO	p. 99 3.3.10 Extent of over-crowding in PT services: Over-crowding is dangerous for a variety of reasons and it is reflected in passenger dissatisfaction levels. Using percentages to represent this problem is not a useful indicator of the true problem and fails to focus the attention on the required routes.	3	Details of the utilisation along specific routes is addressed within the IPTN Operations Plan. On Ph1, MyCiTi uses its ridership data to undertake regular route optimisation	No change
NPO	p. 100 e-Hailing legislation: It is imperative that the e-hailing is properly legislated for. Especially with regards to police background checks on drivers before operating licences are approved.	3	Supported, but City has no control over the background checks	No change

Organisation type	Comment	Chapter	Response	Change to document
NPO	p. 108: Figure 3-33: Pedestrian and Cycle Volumes (2011-2021) AND p. 135 Table 3-54: IDP Transport Indicators related to Road Safety: Given that more than 0.5 million people walk at some stage to work or school (58%) and given the incredibly high number of pedestrian fatalities, attention must be given to sidewalks, crossing points, traffic calming and pedestrian bridges near schools and points where large numbers of people need to cross roads. Parking of vehicles directly outside school gates or exit points should not be allowed.	11	This will be addressed in the Road Safety Strategy. Traffic calming measures are prioritised and are part of the City's corporate performance scorecard. The Road Safety Strategy will be crafted to respond to the needs of NMT.	Section added
NPO	Toll-free number for drivers spotting intoxicated people near a main road/highway? Comment in light of high numbers of pedestrians killed being under the influence.	11	Walking under the influence of alcohol is amongst the leading causes of road traffic fatalities among pedestrians. The Road Safety Strategy will aim to address road user education and traffic enforcement in this regard.	Section added
NPO	p. 124 3.4.6.3 Minibus taxi industry: Is it possible to get updated information regarding the number of illegally operated taxis? Information in this report is dated 2007. Whether legal or not, people are being moved about.	3	An update of the Transport Status Quo data is under way.	No change
NPO	p. 125 3.4.7 Roads and traffic: The name 'Public Right of Way (PROW) Plan, Version 8' is somewhat misleading as the expression 'public right of way' can also mean the following: 'A public right of way is a right by which the public can pass/walk along linear routes over private land at all times'. The latter definition is commonly used across Europe.	3	The PROW term is used as an inclusive term to describe the full transport network plan, as it describes a set of corridors and public thoroughfares through which various transport modes are planned. These PROWs could include multi transport modes but could also only include a single mode. This term was chosen to describe the traditional road reserve, while attempting to clarify that the corridor space is not only for roads for mixed traffic, but can be exclusively for public transport or NMT.	Added to p125
NPO	p. 127 Figure 3-38: Public Right of Way road network classification: Has there been public consultation regarding the following road closures: 1.) Duynefontein onto the R27 and 2.) Vissershok onto the N7? Again, poor map resolution made it difficult to read this map.	3	Road closures are implemented after proper public participation consultations in the Environmental Impact Assessment (EIA) process. The road closures on the map are only necessary once an alternative, improved connection has been implemented.	No change
NPO	p. 127 Figure 3-38: Public Right of Way road network classification: The proposed Class 1 Arterial Road running south of Morningstar and north of the Morningstar airfield will cut across the pristine vegetation under the ESKOM powerlines and through the Van Schoorsdrift Conservation area that has been subject to YEARS of restoration and rehabilitation work. Has the Biodiversity Management Unit been engaged in discussion regarding this matter?	3	The PROW is an indicative planning document that indicates the City's future road network. Any new road alignment needs to follow the full EIA process	No change
NPO	p. 138 Figure 3-47: Key Freight Routes in Cape Town: Has there been public consultation regarding the proposed track stop at the junction of the Vissershok Road and N7, especially as it is on the Diep River flood plain?	3	The figure indicates a possible stop and not the final location, which will only be determined during the design stage. The detailed design of the truck stop will have to address all engineering and environmental aspects	No change
NPO	p. 138 Figure 3-47: Key Freight Routes in Cape Town: The weighbridge at the Stellenbosch and N7 junction has resulted in the shift of heavy vehicles off the N7 onto local dirt roads and past a primary school. 33°48'33.25"S, 18°48'24.56"E. Joostenberg SSKV Primary School where some children walk home.	3	Mervyn Knipe: This is a local issue for the enforcement sector: to be referred	No change
NPO	p. 138 Figure 3-47: Key Freight Routes in Cape Town: There is also a concern for the lack of facilities available for truck drivers who stop and park on the hard shoulders of Marine Drive (R27) just north of the freight terminal main access point.	3	This is being dealt with as an area-specific issue	No change
NPO	p. 143 Figure 3-49: Routes used by dangerous goods vehicles: As a responsible local authority Hazardous Goods routes must be determined for all class of hazardous materials to ensure sufficient emergency responses in event of accidents. Specially given all the fuel types being transported at present - re: ESKOM issues and levels of congestion on the routes.	3	This is addressed in 3.5.2. Currently, the movement of Classes 1 and 7 materials (explosives and radioactive materials) are well regulated and strictly enforced	No change
NPO	p. 139 3.5.2 A description of the problems caused by or inhibiting freight movement: d) comment by CSIR - The Council for Scientific and Industrial Research: Given that 99% of road damage is due to heavy vehicles and 66% due to overloading - this should be an action priority area.	3	Agree. The freight movement corridors are mainly along major roads with pavement layers designed to accommodate heavy vehicle volumes. The maintenance of these roads falls under the management of the City, the WCG and SANRAL. Overloaded vehicles are the major contributor to pavement damage. It is difficult to enforce overloading outside of weighbridges.	Mervyn, how can we enforce outside of weighbridges?

Organisation type	Comment	Chapter	Response	Change to document
NPO	p. 146 4 SPATIAL DEVELOPMENT FRAMEWORK 4.2 Principles/Objectives: No explanation of acronyms, missing text, and Policy 42 should read Policy 24.	4	Acronyms are provided in preceding paragraphs and on page xvii after the Executive Summary. Thank you for highlighting these errors that will be corrected.	Will correct
NPO	p. 147 Table 4-1: Spatial strategy 1: Sub-strategies and policy statements : Policy 8: 'Support a strategic approach to parking allocations to encourage use of public transport'.	4	_	
NPO	p. 148 Table 4-1: Spatial strategy 1: Sub-strategies and policy statements : Appropriately protect the citizens of Cape Town from risk areas and activities. Policy 16 and 20: Policy 18: 'Direct urban growth away from risk areas and activities'. Policy 20: 'Promote risk-averse and sustainable urban development along the coast, in accordance with the coastal development edge'. The densification of areas that will likely be subjected to flooding or inundation due to climate change is inappropriate in the low-lying areas of the greater Milnerton and Table View areas.	4	This is covered in the DSDFs/Environmental Management Plans	No change
NPO	p. 148 Table 4-1: Spatial strategy 1: Sub-strategies and policy statements: Appropriately protect the citizens of Cape Town from risk areas and activities. Policy 18: 'Increase efforts to protect and enhance biodiversity networks at all levels of government, with the public and private sector and private sector'. The building of roads across areas of high biodiversity is not supported e.g. Koeberg Road extension across the Parklands Fynbos Corridor Nature Reserve; arterial across the Van Schoorsdrift Conservation Area; road off Otto du Plessis (south of the Blaauwberg Nature Reserve); R300 extension east of Durbanville.	7	Each road scheme will need to go through a rigorous EIA in which alternatives are tested. Mitigation measures are put in place if there are any adverse impacts	No change
NPO	p. 148 Table 4-1: Spatial strategy 1: Sub-strategies and policy statements: Appropriately protect the citizens of Cape Town from risk areas and activities. Policy 22: 'Plan and adopt a proactive planning approach to mining resources'. Sand that supports the Cape Flats Sand Fynbos and the Atlantis Sand Fynbos (both Critically Endangered vegetation types) is highly sought after by the building industry. Its use reduces by almost 50% the amount of cement required to produce concrete. Quarrying activities on the Tygerberg Hills and the associated transport of material has a marked negative impact on the road surface (M13/Tyger Valley Road). These road conditions make it particularly difficult for cyclists.	7	Overloaded trucks do damage the road surface. Regular inspections take place, but specific damage can be reported on the City's 'report a fault' online system	No change
NPO	p. 149 Table 4-4: Spatial 2018 baseline demand versus 2040 projections: Clarity required, regarding the figures expressed/interpretation.	4	Land use demand estimates reported in chapter 4 of the CITP originate from the MSDF. More clarity is provided in these documents	Clarification has been given above the table, and a word corrected for further clarity
NPO	p. 153 4.6 Components of the MSDF conceptual spatial structure: Is it ethical to impose TAPs (Transport Accessible Precincts) - area within 500m walking distance of current or future rail and bus services after the fact.	4	TAPs are a concept by the City to promote transit-oriented development (TOD) and thus public transport and NMT. 'Ethical' decisions are based on morals or principles, which are stated in the document	No change
NPO	p. 153 4.6 Components of the MSDF conceptual spatial structure ALSO p. 167 4.15 Parking: Is it ethical to reduce parking provision as a tool to enable densification and a shift towards greater public transport use after the fact.	4	These are international trends to reduce private car usage within only TOD nodes. Parking provision occupies significant portions of valuable land within CBDs at very high costs	No change
NPO	p. 185: Discouraged Growth Areas (DGA) - Note that the previous plan is still in place. This plan is still a draft and will only be finalised towards the end of 2025.	4	Accepted	Replace draft map with final approved map
NPO	p. 185: Critical Natural Assets (CNA) - Note that the previous plan is still in place. This plan is still a draft and will only be finalised towards the end of 2025.	4	Accepted	Replace draft map with final approved map
NPO	p. 156 4.7 Investment Categories ALSO p. 185: We are thrilled by the reintroduction of the Urban Development Edge in the context of urban sprawl in the Blaauwberg and Tygerberg Hills area, Durbanville areas. The loss of habitats for Critical Endangered vegetation types has been pretty awful to witness at first hand. Note that the previous plan is still in place. This plan is still a draft and will only be finalised towards the end of 2025.	4	Accepted	Replace draft map with final approved map
NPO	Various proposed landfill sites are mapped including the site east of Koeberg, Public Participation Process in process.	4	No response required	
NPO	p. 162 Figure 4-9: Climate change considerations/risks: Deep concern for areas that will be prone to flooding and inundation in future such as Milnerton and Table View. Planners/developers/authorities should not be looking at densifying areas at risk.	4	Densification is not proposed in areas subject to inundation, but could be adjacent totem	No change
NPO	p. 162 Figure 4-9: Climate change considerations/risks: We should also be concerned by the mapped heat generated by the industrial areas as this can directly impact on people's health especially when prone to allergies and breathing conditions such as asthma. We would propose a mass greening programme of industrial areas. In winter, these warmer areas encourage the formation of smog.	4	Potential heat islands have been mapped but are outside the scope of the CITP	No change

Organisation type	Comment	Chapter	Response	Change to document
NPO	p. 166 4.12.1 Intensification of Land Uses: "A fourth challenge identified in the MSDF is the constraint of current infrastructure capacity. Urban mobility should advocate that this should not be a hindrance to the intensification of land use in well-located areas, and that mechanisms should be found to overcome this. This could include funding mechanisms to increase infrastructure capacity, or allowing development to reduce their dependence on bulk infrastructure through managing their water, stormwater, wastewater, waste and energy needs on-site". We find it deeply disturbing that Joe-public be responsible for issues that are in fact in the realm of engineers. The issue is not what would happen if matters are run well, but when things go wrong. The thought of body-corporates being responsible for issues beyond their competencies is disturbing, and it will lead to environmental problems for everyone.	4	The statement refers to possible mechanisms for the City to allow intensification of development where bulk infrastructure is at capacity. The public will not be responsible for bulk engineering infrastructure. This will always be under the City's control.	No change
NPO	p. 173 5.3.3.2 Technical Needs Funding Scenario and p. 175: It is very concerning that the Annual Road Network Budget of R450 000 m is only 4% of the immediate need of R11.2 billion (for the entire road network).	5	This is true and concerning. The City continues to apply for additional funding to reduce the backlog. The rbanch has an investment strategy that spans a 10-year period to eradicate backlogs and continue to invest in road maintenance to keep City roads at an acceptable, functional standard	No change
NPO	p. 174 5.3.3.3 Impact of the Current Medium Term Expenditure Framework Funding Scenario: It is concerning that at the current funding levels, almost 20% of the road network will be in a poor or very poor state in 10 years. 30% of local roads will be in a poor or very poor state in 10 years time.	5	See above	No change
NPO	p. 175 5.3.5 Road structures: Work related to road structures require R378 m, backlog = R148 m. Failure of road structures is very risky.	5	To manage this risk, regular structure inspections are performed to ensure functionality and failure is identified timeously (e.g. on road bridges, etc.)	Added to 5.3.5
NPO	p. 179 5.4 An Urban Development Index 5.4.1 Transport: Tables 5-1 and 5-2 are too rough and not appropriate for decision making. A graph with môre data points is required. Table 5-3 is suspect.	5	The UDI was developed to monitor the City's urban development across the metropolitan area and developed various indicators to be measured. It is not a decision-making tool. The tables are aggregated overviews based on more detailed information and data. Transport data can become very complex such as Travel Time (Table 5-2) as each origin-destination will have a different travel time for different modes and in most cases each O-D is completed by using multiple modes. These tables are summaries to provide an overview of the transport system for the metro and not to make detailed and in-depth decisions. The latest modal split estimate (2020) is provided in table 3-3.	No change
NPO	p. 185: Note that the draft IPTN plan will only be finalised towards the end of 2025 and that the current 2032 ITPN plan is still the approved plan, elements of which where approved between 2014 to 2017 !!!	6	The original IPTN was a long-term plan until 2032. The City is electing to update it before its end date, to adapt to external factors.	No change
NPO	p. 186 6.2 Multimodal integrated public transport approach: The use of dated documents that predate the collapse of the rail network and the advent of new services such as e-hailing is very concerning! The PTP uses the Integrated Public Transport Network Plan 2032 (2014) and the Integrated Public Transport Operational Plan (2016), as its foundation. These, along with the IPTN Implementation Plan and IPTN Business Plan (2017) are the guiding instruments for the integrated public transport system in Cape Town.	6	The IPTN Plan (and associated implementation documents) is currently being updated and will replace outdated documents. It is being informed by this CITP, and in turn will inform future CITPs	
NPO	p. 194 6.5.1.1 Phase 1 System Plan (Existing System): We are pleased that the City recognises the terrible congestion on the Blaauwberg, Koeberg, Plattekloof Roads and Marine Drive during peak morning and the increasing journey times.	6	Noted	
NPO	p. 194 6.5.1.3 MyCiTi Business Plan update 2022-2036 with a focus on Phase 1, in the context of Phase 2A and N2 Express services: The Blaauwberg area has been fortunate to benefit from Phase 1 MyCiTi routes but it is regrettable that the system is running at a loss /deficit. This is partly because the MyCiTi Business Plan had intended to replace buses and taxis in the area. E-hailing is also very popular and did not exist when the Business Plan was prepared. We hope that the MyCiTi Phase 1 feeder routes will not be rationalised/cut to reduce costs.	6	All these factors are being considered	No change
NPO	p. 200 Key lessons arising from Phase 2A planning: The current spatial form of Cape Town leads to demand patterns that make achieving quality, affordable public transport very difficult. One-way peak direction of travel prevents system efficiencies. No seat turnover on journeys and that reduces profitability for the operator. The transport issues cannot be solved by providing more transport. We agree that the shape of the city needs to change.	6	Agreed. The vision requires spatial restructuring as enabling access	No change

Organisation type	Comment	Chapter	Response	Change to document
NPO	All public transport is by road in the greater Table View area. Coupled with an almost doubling of car ownership in the last 20 years, and the urban sprawl to the north of Table View, growing congestion has been inevitable. The proposed and completed projects described below have and should result in reduced congestion.	2, 5	_	
NPO	p. 217 7.3.1.1 Road congestion relief programme: Capital funding to address major pressure points - infrastructure projects over the next five years *Blaauwberg area around Plattekloof, Blaauwberg Road and Sandown Road. Is it possible to provide additional information regarding the work on Sandown Road?	7	Additional information will not be found in the CITP. However, depending on the progress of the proposed project, updates and more information can be sought through the ward councillor or the subcouncil	No change
NPO	p. 218 Table 7-2: Long-term major congestion relief projects (PIIP, 2021), ALSO p. 219 (d): no.6 Blaauwberg Rd extension from Koeberg Road to N7 interchange and to Tygerberg Valley Road (excl PGWC bridge and i/c) NEW Project, 5 year construction period. This extension of the Blaauwberg Rd will significantly reduce the morning peak congestion and is very welcome. It will help to significantly reduce the traffic crossing the Plattekloof Bridge over the N7 and will provide freight operators with better and safer access to the N7.	7	Noted	
NPO	p. 218 Expansion projects: a) Action to improve, by widening the Koeberg Road with the provision of cycle lanes and adequate sidewalks is welcomed. The adverse camber on the road is an additional obstacle, making this a dangerous road for cyclists.	7	Noted: refer to TNI	No change
NPO	p. 223 Short term minor construction project: (12) Rehab of Mamre Main b/n the N7 and Brackenfontein. Refurb (three years) - action in this area is welcomed. There is a feeling within the Mamre community that they are being neglected by the CCT.	7	A Pavement Management System is in place, which identifies the priority maintenance needs in an unbiased manner. Again, the City's 'Fault Reporting' online service can be used for specific problems	No change
NPO	It is encouraging to note that projects can be prioritised if there is rapid growth, strong community support and co-funding available from the appropriate subcouncil.	7	Noted	
NPO	p. 245 7.4.4 Priority measures for public transport: 30. Blaauwberg Road/R27 - action in this area is welcomed.	7	Noted	
NPO	p. 247 Table 7-27: Eleven PT Priority Locations with short description of proposed improvements: 17. N7/Bosmansdam Rd interchange provision of a directional ramp. What is a directional ramp and how will it improve the traffic congestion at this site?	7	It is the southbound ramp linking Bosmansdam with the N7 and will improve traffic flow at this interchange.	No change
NPO	p. 247 Table 7-27: Eleven PT Priority Locations with short description of proposed improvements: 35. Koeberg Rd, Brooklyn (from Justin Street to M5/N1 interchange) provision of a queue jumping lane for public transport. Any upgrades that improve the traffic flow and prioritise dedicated public transport lanes is very welcome. The adverse road camber make this a very unfriendly for non-motorised travel.	7	Thank you	No change
NPO	p. 269 Phase 3: NMT - Completed Projects 2010-2022: Positive achievement: Non-Motorised Transport - 5km cycle path on the Otto du Plessis b/n Bloubergstrand and Melkbosstrand that passes through the Blaauwberg Nature Reserve. Very positively received by all, and well done.	9	NMT Section, please note compliments	No change
NPO	p. 331: Renovation of the Wooden Bridge at Wood Bridge Island - Milnerton. 'The contract value is R20.5 million, all of the funding for this project was obtained from a National Government Grant, aimed at promoting non-motorised transport'. As a heritage body the FoBCA is pleased with the work done on the bridge as it is an integral part of the history of Milnerton and Wood Bridge Island. There was however also comment in the press about the need to spend this sum of money on a bridge that looks pretty but is not actually used by a great many people. What was the reasoning for going ahead with this project?	App 2	The City received grant funding from national government for the promotion of non-motorised transport. The City was obliged to restore the wooden bridge due to its heritage status, and included a cycling lane in the upgrades to encourage cyclists and pedestrians to use the space as an alternative means of accessing Woodbridge Island.	No change
NPO	p. 297 11.5.6.4 Land invasions and informal settlements: 'In some areas, informal settlements encroach onto existing infrastructure, such as railway lines. For example, the Dunoon/Montague line has become inoperable due to the destabilisation of the tracks through the digging of drainage channels from the informal settlement'. What is being drained? Water? What is the origin? Questions relate to the proximity to the Diep River and small tributaries. An additional concern is the impact of human settlements on the existing road infrastructure. An example is the Zwelitsha Settlement next to Malibongwe near the N7 junction. Residents are sand mining under the pavement, causing the pavement to sag. Traffic lights very close to this location seldom work, not sure if the cable has been damaged by the sagging pavement.	11	Settlements adjacent to railway tracks: drainage: see 11.6.6.4 Sand mining adjacent to the sidewalk: please report this on the 'Fault reporting' service Faulty traffic lights can be reported using the 'Fault Reporting' service	No change

Organisation type	Comment	Chapter	Response	Change to document
DTPW Chief Directorate: Road Planning	5.3.1 Total Road network: The current devolution process between the Western Cape Government and the City of Cape Town has not been considered when calculating the quoted numbers. Furthermore, during phase one of the devolution process a portion of the 481 kms has been handed over to the city. The quantity of these roads will constantly change based on the progress of the devolvement process.	5	As part of phase 1 of the devolution process, approximately 225 km of roads will be devolved to the City.	Added to 5.3.1
WCG directorate	5.3.4 Key Risks related to Long Term Asset Performance for the Road Network: The devolvement process should be complete by the end of the current CITP period. Additional funds will need to be made available for maintenance on roads being taken over by City. No indication of this has been made.	5	As part of phase 1, no additional funding is required as these roads are already maintained by the City and form part of the City's maintenance regime. The funding aspect of future phases of devolution will be dealt with during each specific process. The devolution process is an ongoing process and not governed by CITP timeframes/periods	Added to 5.3.1
WCG directorate	6.5.4 Klipfontein corridor project: The DTPW Roads Branch will need to be consulted in connection with any planning regarding Klipfontein Road in terms of s.17 of Roads Ordinance No. 19 of 1976.	6	Noted	No change
WCG directorate	Table 7-1: Short-term major congestion relief projects (PIIP, 2021): As an affected stakeholder, the DTPW Roads Branch will need to be consulted in connection with any planning regarding the Foreshore Freeway and Berkley Road/M5 Interchange. Formal engagement and coordination between the CCT and DTPW Roads will be required. DTPW Roads Branch approval required where DTPW Roads Branch is the Road Authority.	7	Due process will be followed	No change
WCG directorate	Table 7-2: Long-term major congestion relief projects (PIIP, 2021): It should be noted that for the projects listed adjacent (although not limited to these projects), the DTPW is an affected party. As a result, DTPW is to be consulted as these projects are progressed. Due to the DTPW being the applicable Road Authority for the sections of the N1 and N2 at their intersections with the M7, the designs for these interchanges will need to be approved by DTPW. WCG is the Road Authority for TR2/1 between Black River Parkway and the R300.	7	Due process will be followed	No change
WCG directorate	Table 7-2: Long-term major congestion relief projects (PIIP, 2021): interchange. WCG will need to be consulted with regards to any planning and design within the section mentioned. Formal engagement and coordination between the CCT and DTPW Roads Branch is required where CCT projects interface with DTPW Roads Branch projects. DTPW Roads Branch approval required where DTPW Roads Branch is the Road Authority.	7	Due process will be followed	No change
WCG directorate	Table 7-2: Long-term major congestion relief projects (PIIP, 2021): It has been confirmed that DTPW will not proclaim the realignment of MR200. DTPW considers the planned extension of Blaauwberg Rd to form part of the City's Road Network. Main roads through towns that perform a provincial function will be classified as Roads of Joint Significance (RJS) in future. The future status of MR200 can only be finalised through processes in this new legislation once promulgated. Interface between the Provincial Road Network and the future Blaauwberg Road Extension envisaged is where the Blaauwberg Road Extension will cross the N7 (TR11/1), with or without access to the N7 (TR11/1) via an overpass or interchange. Engagement between the City and DTPW will be necessary in this regard.	7	Noted	No change
WCG directorate	Table 7-2: Long-term major congestion relief projects (PIIP, 2021): Alignment with Municipal Spatial Development Frameworks: The listed projects were identified as part of the 2022 DSDFs, however no mention was made of them in the CITP in the relevant tables in section 7.	7	The alignment of the CITP and the DSDFs is currently being addressed, but it must be recognised that the DSDFs have a much longer time horizon for project identification than the PIIP	No change
WCG directorate	Table 7-2: Long-term major congestion relief projects (PIIP, 2021): Formal engagement and coordination between the CCT and DTPW Roads Branch is required where CCT projects interface with DTPW Roads Branch projects. DTPW Roads Branch approval required where DTPW Roads Branch is the Road Authority.	7	Due process will be followed	
WCG directorate	Table 7-3: Minor short-term congestion relief projects (PIIP, 2021): It is to be noted that the DTPW will only consider a half diamond interchange on Carl Cronje at the N1 freeway once Collector-Distributor roads have been constructed. As an affected stakeholder, the DTPW Roads Branch will need to be consulted concerning any work on the Frans Conradie Extension and any work on the Church Street N1 Interchange reconfiguration. Formal engagement and coordination with WCG DTPW Roads Branch to be undertaken where necessary. DTPW Roads Branch approval required where DTPW Roads Branch is the Road Authority.	7	Due process will be followed	
WCG directorate	Table 7-4: Minor long- term congestion relief projects (PIIP, 2021): As an affected stakeholder, the DTPW Roads Branch will need to be consulted in connection with any work on the planned R300 alignment and Prestige Drive Extension at the interchange with the N1. DTPW Roads Branch approval required where DTPW Roads Branch is the Road Authority.	7	Due process will be followed	

Organisation type	Comment	Chapter	Response	Change to document
WCG directorate	Table 7-14: Long-term non-motorised projects (PIIP, 2021): DTPW Roads Branch approval required where DTPW Roads Branch is the Road Authority, including intersections with Proclaimed Provincial Roads.	7	Due process will be followed	
WCG directorate	APPENDIX 4 MEC APPROVAL LETTER: Letter of approval from MEC refers to the previous period for CITP (2018 to 2023). Please replace this letter with letter from applicable period or remove this version as an appendix. This letter refers to the devolution process. It was indicated that the devolution process would be included in the following period (presumably 2023 to 2028) however no mention of devolution process was made in relevant sections of this CITP other than brief mention of council approval of first phase of transfer. Please also note that first phase of devolution was not taken into account in Section 5.3.1.	App 4	The MEC comments on the last annual update of the CITP must be added for the record in the new CITP as an appendix. The new CITP will be submitted to the MEC for comment once it has been approved by Council. The MEC's comment on the new CITP will be appended to the next CITP annual review	No change - covered in a separate process that will have its own public participation process
WCG directorate	Cultural landscape – sense of place: Identification of scenic routes and/or rural areas: As an affected stakeholder, the DTPW Roads Branch and any relevant Road Authority will need to be consulted during the development of any Scenic Drive/Routes (or similar) Policy and endorsement and/or approval will be required before any measures can be implemented.	4	Scenic routes are determined in the MSDF, not the CITP	No change
WCG directorate	Cultural landscape – sense of place: Outdoor Advertising limitations: As an affected stakeholder, the DTPW Roads Branch and any relevant Road Authority will need to be consulted in the development of policy, especially as it relates to the road environment.	7	Noted	No change
WCG directorate	Corridor Development: As an affected stakeholder, the DTPW Roads Branch and any affected Road Authority will need to be consulted in connection with any impact (direct or indirect) on the Proclaimed Provincial Road Network assets.	7	Due process will be followed	
WCG directorate	Area development – provision of bulk utilities: The planning of key bulk infrastructure needs to be considered to ensure that appropriate space/provision is made. During the process of providing the required infrastructure to support growth and development, the DTPW Roads Branch and any other affected road or utility authority will need to be consulted.	7	Due process will be followed	
WCG directorate	Land use – proclaimed road reserve: Land use of Road Reserve considered. Any proposal that necessitates use of sections of the proclaimed road reserve to accommodate development will require consultation and approval from the relevant Road Authority and Approving Authority where applicable.	7	Due process will be followed	
WCG directorate	Public Transport – proposed projects and new links: The DTPW Roads Branch will need to be consulted as an affected party in connection with any impact on the Proclaimed Provincial Road Network assets.	6	Agreed	
WCG directorate	Planning and execution of Road Projects: As the relevant Road Authority or Approving Authority, where applicable, DTPW Roads Branch will require consultation in developing proposals along Provincial Road links. Consult with DTPW Roads Branch for additional information if required, as the information provided on transport infrastructure project pipeline may not be up to date. It is important to note that implementation timing and funding of DTPW-led projects to be determined by the DTPW Roads Branch.	7	Accepted	WCMD projects have been added to section 7.5
WCG directorate	Arterial/Access Management Plans (AMP): Arterial Management Plans (AMP) are tools guiding the planning of major roads where pressure from adjacent development must be balanced with the mobility function of that road. DTPW Roads Branch approval of Arterial Management Plans is required where Proclaimed Provincial Road Network assets are directly or indirectly affected. This approval is required prior to the implementation of any proposals.	7	Due process will be followed	No change
Personal capacity	1. Strategy on how and why these changes are being made – to what degree are they committed to grow cycling and by how much? 10% by 2035? 2. Timeline of interventions and detail on hierarchy of modes? 3. Upgrading of infrastructure (cost, dates, interventions, teams, public consultation?) 4. Modes of travel – e-bikes, etc. to complement the other modes - what is the strategy for combining these into existing bike paths? 5. Behavioural change approaches – 'carrot and stick' measures? 6. What lessons have they learnt from past failures? Will targets be met? What has changed to allow for this? 7. NMT forum – what provision has been made for ongoing consultation with the cycling bodies ? 8. Stellenbosch council has accepted new provisions – can the City of CT also adopt a similar programme?	7, 9	7. There are several programmes that result in upgraded NMT infrastructure: a programme of dedicated NMT projects; NMT is included in all congestion relief projects; ward allocations; PTI upgrades; and NMT infrastructure is upgraded when a road is upgraded 9. NMT Strategic Framework will give guidance on these issues	These different mechanisms are now mentioned in chapter 9
Personal capacity	1. Omissions or lack of explicit mentions and Resultant Implementation Plans as follows: i) Role that Micro Electric Mobility can and should play in the Delivery and First- and Last-mile passenger transport service sectors and what can be done to create an enabling environment. ii) Role that metered taxis as well as the e-hailing sector should play in driving EV adoption and drive down inner-City emissions on account of zero tailpipe emissions and what incentives could be offered; and lastly, iii) There seems to be a loud silence about the state of gender-parity in the sector?	9, 11	9. UDAP plans for vulnerable users, which includes gender-specific needs 11. Add a new section on micro-e-mobility research and precedent	No change

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	2. Given the epidemic proportions of GBV in South Africa and sexual violence against women in the Transport sector both as users and suppliers, it is imperative that the plan gives this serious consideration. As Pres Ramaphosa eloquently put it at the launch of the Women's Economic Assembly, SA women will only be free if they can achieve economic independence from abusive relationships with males in their lives. Unsafe public transport and the gross under-representation of women in the cab sector has a direct negative impact on women's access to sustainable and dignified livelihood opportunities.	9, 11	The City has no control over employment policies of the different operators. Even the MyCiTi is operated by vehicle operating companies (VOCs) that are autonomous entities that have their own employment strategies.	No change
Personal capacity	I am not happy with the taxis parked all day and driving through the roads of Welgelegen. They do not follow any rules, they don't stop at stop streets, this is unsafe for the kids that are walking and crossing the roads especially if there is a primary school as well...Panorama Primary. Everywhere they park their taxis...it is filthy and they do not clean up afterwards. About 3 years ago this was not so bad, it has become worse....this is NOT a taxi rank. We pay rates and taxes to live in this area and it is not cheap.....so we expect a certain standard...if things were for free I could understand, but I am paying and so is everybody else in this area....so it is expected for things to be sorted and done and that our kids can walk in a safe environment without being victims.	6	6. The Operating Licences Plan (OLP) 2023–2028 describes the conditions under which operating licences for MBT vehicles are granted. These conditions govern the way in which the MBT operators should operate. Concerns regarding the operation of MBT should be laid with law enforcement regarding noise, etc. and speeding offences through the Transport Enforcement Unit (TEU).	
Personal capacity	1. Of great concern is that there is nothing on plan/planned for Ward 1 of the Northern Suburbs The MyCiTi footprint is not being expanded to Monte Vista or Panorama Welgelegen. We have Northlink College in Welgelegen with thousands of students who have no means to get to college or home. Taxis are used but there is no stopping off or holding space for taxis. No legal parking. MyCiTi can make a difference as we need to connect with Public Transport. NMT pathways were built in Monte Vista.	5, 7	5. Education trips are included in the needs assessment 7. Laybys are prioritised based on request from GABS, subcouncils and public transport users. The locations are first evaluated from a demand and traffic safety	Added to 7.4.4
Personal capacity	2. For what and when? When will MyCiTi routes be available for Monte Vista residents, Plattekloof Glen, Plattekloof, Welgelegen, Kleinbosch and Panorama residents. This can also assist with workers who work in the area. Domestics, retail staff, hospital staff, etc. Better public transport can save on travel fees. MyCiTi routes need to become part of ward 1. We have no public transport. We need to get connected and not have to travel by car to Town. Also with the proposed development in Plattekloof 2, Public transport has to be developed. Why is there nothing for our area? This is not acceptable and needs to be changed and our area included and part of the plan immediately. Cheryl Visser Ward 1	5	The public transport needs will be addressed in the review of the IPTN	No change
Personal capacity	Northern suburbs employees mainly rely on taxis or bus to get to employers. Competition is healthy (supposed to be) so alternative public transport for e.g. Durbanville, is needed. MyCiTi bus route extended to northern suburbs please from city centre as well as Bellville south to Durbanville.	5	5. We are aware of the growing transport needs of this area. This will be included in the review of the IPTN that is under way	No change
Personal capacity	DBI World New Super Internet It is with great pleasure that I announce that I have developed the ONE AND ONLY ULTIMATE SOLUTION to ALL of the current ailing Internet's problems that will also provide a solution to the financial problems of the world. I have designed a database that is setting the database standards for the Universe - and where everyone in the Universe will forever be connected peer-to-peer over existing telephone networks to the latest and actual data they wish to and are authorised to be connected to and/or update with guaranteed security - after we have performed a positive identification of the person and have determined what the person is authorised to access or to update - with no possibility of intervention by hackers or viruses - ever again! More importantly, I have devised the only guaranteed data encryption and decipher techniques available on earth that guarantees that only the person who is authorised to do so will be able to decipher the encrypted data and use it - and nobody else. DBI World additive to the Internet that will turn the current ailing Internet into what I call our DBI World New Super Internet for the Universe - that will be the ultimate solution to all of the current Internet's problems and virus issues, to now provide a guaranteed secure and ultrafast Super Internet Service worldwide sans all of the current Internet's viruses, problems and issues, corruption and crime worldwide - and that will eventually reach and include everyone in the Universe as our paying client. This is the solution the whole world is desperately looking for - including Presidents Biden and Putin! - the ultimate solution to ALL of the current ailing Internet's problems as well as Cyber Crime worldwide - a project that will become the next richest industry ever by charging our paying clients a nominal daily charge of a mere $1 a day per person on earth as well as a nominal daily amount for businesses and Governments. This will become the richest industry in the History of mankind. Most certainly the best in a guaranteed secure and ultra-fast new Super Internet for everyone in the Universe. DBI World will, within one year, have an Earnings Before Interest, Taxes, Depreciation and Amortisation, commonly expressed as EBITDA, of in excess of USD $25 Billion per day for our partners, and will keep on growing each day forever thereafter! See Omitted information in attachments "For the kind attention of the Mayor of Cape Town and all at the Cape Town City Council who are involved with the Draft Comprehensive Integrated Transport Plan as well as any other possible future improvements in the City of Cape Town. Good day Mr Lungelo Mbandazayo. I also ask Ms Nicky Sasman to have a look at what we propose to do and to bring this to notice of the various	2	2. The triple access paradigm advocates for improved digital access. The City's mandate in this regard is limited, but the City is exploring how it can do more. This request cannot be addressed in the CITP	No change

Organisation type	Comment	Chapter	Response	Change to document
	Departments in Cape Town City for their information. Have a good look at the attached PowerPoint presentation and contact me if there is any interest in the new future of the Internet from anyone in the City of Cape Town - or in South Africa in the new Super Internet for the Universe from South Africa - the richest industry in the making? DBI World will forever be the richest in the whole world and can be the source of billions of US Dollars into South Africa on a daily basis - enough to fund any present and future new developments in Cape Town. DBI World can put Cape Town on the map as the most advanced city in the world. Please contact me directly for much more confidential information. This is a true once-off opportunity not to be missed to make Cape Town one of the richest cities in the world - and the most advanced in many aspects!"			
NPO	We hope this email finds you well. On behalf of Our Future Cities please see comments on the City of Cape Town's draft Comprehensive Integrated Transport Plan 2023–2028 below. We applaud the CITP's emphasis on accessibility rather than just mobility, as this represents a significant philosophical shift in the role of a city government in utilising transport and mobility to serve a broader range of needs, beyond just getting from A to B. The CITP must highlight and account for current development trends and trajectories in addition to its visions for the development of specific areas, which are unlikely to be realised within the next 5 to 15 years at the current rate. For instance, Century City, the V&A Waterfront, and the growth of housing in many areas were never accounted for in any future city plan, and new major projects such as Conradie Park should be more explicitly considered. This means that the CITP must anticipate development trends in the city-region (such as growth patterns in Century City, Somerset West, and Du Noon, etc.) while recognising its own often long-term visions in order to unlock its land parcels. The CITP's micromobility plans are vague, as they do not specify which forms of micromobility they will support or how they will connect to major public transportation hubs. Instead of banning or ignoring the existence of this cluster of transport, a number of cities around the world have already made significant progress through partnership and engagement with it (despite its difficulties).	11	Chapter 5 new and anticipated large developments that will impact on needs assessments, are added when info is available 11. Personal e-mobilities will be addressed	New section on personal e-mobilities added
NPO	As an example research by McKinsey already indicates that electric bicycles are the most feasible vehicle segment for adoption in Sub-Saharan Africa by 2040. The CITP lacks a section or clear commitment to investing in the public realm and quality of place in and around transport/access infrastructure, which is central to the lived experiences of the majority of residents and their health, safety, and wellbeing. Moreover, urban design and quality of place must be at the heart of the CITP if the city hopes to attract new users and commuters, segments of society that have shifted to relying primarily on private modes of transport. On site visits over the past five years to areas such as Bellville, Philippi, the Cape Town Central Business District (and central transport hub), and several other areas of the city, it remains evident that the engineering-etc. approach is ineffective for achieving quality of place for all, and that achieving high-quality, vibrant, safe, and interesting places continues to be pushed to the bottom of the agenda.	4, 9	4 The MSDF and DSDFs are strong on public realm upgrades around PT facilities 9 The NMT chapter also promotes walkability, as demonstrated in the NMT programme	No change
NPO	When reflecting on some of these hubs, such as the Bellville Public Transport Interchange, one immediately notices a lack of signage, small sidewalks, inadequate lighting, a lack of seating areas, short pedestrian crossing times, and a dangerous pedestrian crossing, to name a few fundamentals. The private sector has created an inviting, sheltered, and safe urban environment at The Towers on the Foreshore (near the MyCiTi Civic Centre Bus Station hub) in contrast to the hostile, vehicle-centric, unsheltered, wind-swept area surrounding the MyCiTi Civic Centre Station. This demonstrates not only what is possible, but also how contexts like the Foreshore can be maeetc.e human-centric for pedestrians and commuters through simple interventions, if good urban design and people-centeredness are prioritised. To support this work, additional qualitative research should be conducted with commuters in order to assess their experiences and perceptions and gain a deeper understanding of their life experiences and interaction with transportation. We would urge the City to make this leap into the future and begin empathising with the type of	4	Understanding of 'quality of place' is needed. Draft Urban Design Policy addresses this: road and stormwater guidelines need to be integrated with the UDP. Identification of public space upgrades (LAPI prioritisation programme) to be developed by Urban Design branch. Transport nodes should be one of the criteria for identifying these spaces (e.g. at PTIs that are being upgraded). Consideration needs to be given to the related question of precinct management (this is one of the success factors of the Towers).	Edits to section 4.10
NPO	public realm that the majority of residents must interact with from the moment they leave their homes each day to their places of work, leisutc. study, etc. Through understanding the lived experiences of its residents, the CITP and City would realise that while improving the housing and economic circumstances for the majority would require a longer time horizon, where the City has the ability to improve the quality of life in the short term, it should do so. If a private car can reach the airport or surrounding area from the Cape Town Central Business District in about 20-25 minutes (outside of peak hours), the City and CITP should and can ensure that all MyCiTi bus users can reach e.g. Khayelitsha/Philippi within 30-35 minutes at any time of day, even if this is at the expense of private car users' travel times. It is abhorrent that a MyCiTi bus carrying 60 to 80 passengers travelling to the Metro South East is given the same treatment and road access - while sitting in traffic - as a single-occupant private car user along major corridors and routes. Providing more individuals with additional time in their daily lives can have a significant impact on their income, quality of life, and well-being.	7	7. Covered in section 7.4.4 on p. 245	7. No change

Organisation type	Comment	Chapter	Response	Change to document
NPO	Another illustration would be pedestrian crossing times at major public transportation hubs. At Strand Street, pedestrians and commuters have only 30 to 38 seconds to cross six to eight lanes of traffic in a hostile, automobile-dominated environment. Increasing the number of crossings at busy intersections and crossing times would have an immediate effect on the lives of the majority. In areas such as Mitchells Plain, one of the most populous in the metropolitan region, roads such as AZ Berman Drive function as high-speed traffic freeways cutting through the middle of several neighbourhoods, prioritising the flow of cars over the families, children, students, and residents who use and engage with the route on a daily basis. A significant road diet, improved urban design, landscaping, and functioning public lighting would make a significant difference in people's lives and encourage the area's development and investment. Enhancing integration between public transport modes to improve user safety and convenience should incorporate the use of simple technological measures, such as scheduling apps and simple transport card top-ups.	7	7. Traffic signal times is one of several interventions already used to support NMT in the CT CBD. Others are bump-outs at intersections; landscaped intersections; and UA-friendly NMT-controlled crossing signalisation. AZ Berman Dr is an example of a road designed for mobility, and thus is hostile to pedestrians. However, crossing points could be more pedestrian- and NMT-friendly, channelling people to safe crossings	No change
NPO	The CITP makes no mention of light rail or trams, and we encourage the city to conduct research into the use of its own road infrastructure to accommodate these modes of transportation, as well as the feasibility and potential for public-private partnerships. In spite of the fact that the cost per kilometre of deploying light rail infrastructure is not comparable to that of BRT, ingenious financing arrangements should be explored over the next five years to identify locations where light rail may be spatially or economically viable. The CITP does not provide a specific plan or direction for how future public transport financing could be achieved through public-private partnerships, such as property development rights above or near transit interchanges or stations, advertising revenue from bus stations, etc. "The level of subsidy support required by the current proposed transport plans of the City of Cape Town is substantial and well beyond the fiscal capacity of the City itself, taking into account realistic fare revenue levels. This makes the City extremely susceptible to the financial and funding decisions of the national government."	13	13. Small income sources are explored, e.g. advertising revenue, but these are minimal compared to the quantum of grant funding. Additional funding sources are being explored by Corporate Finance, not just for the Urban Mobility Directorate. PPPs are very complex to implement	No change
NPO	Given the fragile and often volatile funding environment in South Africa (as well as the rise in energy/fuel prices), it is essential that the CITP outlines its plans to overcome potential funding/financing obstacles through alternative sources. The CITP and related transport staff should improve connections with Planning teams and departments to proactively unlock the future development potential in and around PTIs e.g. proactively rezoning ahead to promote densification, attract private sector investment, and encourage mixed-use developments near transport nodes, which ensures that transport infrastructure is not isolated and separate from daily public life, but rather a natural extension of it. There must be a clear ideological shift within the CITP indicating that the City is indeed shifting its focus away from accommodating vehicle flows and vehicle-based traffic, and that it is willing to embark on initiatives that help to shift behaviour in accordance with its goals to increase public transport usage. The traffic-flows-first approach of the past few decades has failed and will continue to fail.	2, 7, 13	2. This is supported by the vision and the triple access approach that emphasise the need for spatial restructuring in well-located areas. UM continues to advocate in this regard. 7. While infrastructure may not attract direct income, it plays an important role in fostering economic development/benefits, especially around PTIs. This should be recognised and precinct management should be promoted. 13. Land value capture is supported, where possible. Alternative funding sources are being explored.	2. No change
NPO	Since the successful implementation of St. Georges Mall and the Fan Walk on Waterkant Street in 2010, the City has not made any bold moves in an already successful city centre, where it may be simpler to implement and integrate with its future development. This paralysis regarding pedestrian infrastructure as an investment and regeneration tool must be overcome. Why does Bree Street (at certain sections) needs 4 car parking lanes, and 2 vehicle lanes in 2022? Similarly, while various modes of public transportation are improved, incremental measures such as Park and Rides should be tested at or near major nodes to encourage walking or public transportation for the final mile to home, work, leisure, etc. The city's entire congestion reduction and management strategy cannot be reduced to high on-street parking fees in key economic hubs. The resilience required will be built by the City and CITP's ability to implement long-term visions in a flexible and strategic manner. Clearly, a tremendous amount of work and effort has gone into this edition of the CITP, but the megatrends of our time, Climate Change, and social-justice imperative demand additional work in the aforementioned areas.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	
NPO	We know that more of us would cycle more often if the cycling 'network' provided more opportunities for safe transport. Currently Cape Town's cycling network is modest and piecemeal and is predominantly in mixed traffic. There are very few opportunities for Capetonians to travel the entire distance from home to work, or another destination, using infrastructure dedicated to cycling and walking and without the possibility of conflict with cars, trucks or taxis.	9	Agreed. While it is not yet there, the cycling network is continuously being expanded and upgraded	No change
NPO	At the same time the City of Cape Town is committed, on paper, to making Cape Town a 'cycling city' – an aspiration that we naturally support. This is reiterated in the draft CITP 2023 – 2028 on p 273:	9	Thank you	No change
NPO	'9.8 The City's Cycling Strategy' "The City of Cape Town's Cycling Strategy was approved in 2017 with a focus on increasing cycling's modal share. The proposed (sic – it is the approved) vision for cycling is to make Cape Town the premier cycling city in South Africa where cycling is an accepted, accessible and popular mode of transport for all - residents and visitors alike."	9	Edit needed	'Proposed' to 'approved'
NPO	We support the implementation of the City of Cape Town's Cycling Strategy and the bold aspiration to make Cape Town a premier cycling city. With this in mind, we submit the following comments on the draft CITP 2023–2028 with a particular focus on Chapter 9: Non-motorised transport programme and Goal 19 of the City of Cape Town's Climate Change Action Plan, one of the informants of the CITP.	9	Noted	

Organisation type	Comment	Chapter	Response	Change to document
NPO	3.1 Comment 1: CITP Vision In Table 2-1the term Sustainable is limited by the descriptors and should be expanded to consider at least the Sustainable Development Goals (briefly described in the Annexure). Financially sustainable should be broadened to economically sustainable and transport's contribution to or impact on environmental sustainability is far broader than just considering the reduction of GHG emissions.	2	Agree. Table 3.1 is intended to provide a short summary and to put the vision into context. We agree that many factors influence sustainability.	No change
NPO	3.2 Comment 2: The Triple Access System Under Section 2.4 pp 9 – 11 NMT is effectively reduced to only being considered under the land use system, and does not receive mention in any of the 'City's approach to Urban Mobility'. NMT should specifically be mentioned in the heading to Section 2.4.2 i.e. 'NMT and Public Transport Reform' and should be specifically referenced in each subsection.	6	NMT and PT are integral, as any PT trip usually involves an NMT first and last mile 6.4.1 NMT is recognised as part of the PT system	No change
NPO	3.3 Comment 3: NMT facilities are too limited in Cape Town The draft CITP sets out the city's NMT facilities and cycling routes on page 115, noting that:	9	Noted	No change
NPO	The City of Cape Town has a total of 541km as of 2020/2021 and approximately 13.3 km of which 1km (is) Class 3 and 12.3km Class 2 that will be completed by 31 October 2022, thus the total NMT implemented is 553.3 km. Presently 548 km of NMT is completed up to July 2022. The total NMT figure includes all historical Urban Mobility NMT infrastructure implemented.	9	Agreed	No change
NPO	Presently the Universal Access component by providing dropped kerbs and intersection improvements equates to 70% of NMT infrastructure implemented and make it difficult to measure NMT figures according to class as classified in Table 3-43. Cape Town CBD had 52 intersections universally upgraded in Phase 2 and 35 in Phase 3.	9	A database of all NMT infrastructure will be undertaken during this CITP	No change
NPO	Without a breakdown of length of route per cycle class or shared pedestrian facility it is difficult not to conclude that cycling facilities are very limited in Cape Town and in the 2018–2022 period increased from only 440km to 548km, with most of these improvements in the provision of universal access at intersections.	9	The City is in the process of collecting new transport data for NMT infrastructure as part of the update of the IPTN. The latest NMT infrastructure extents will be included in these updates.	This will be included in an annual review
NPO	The limited increase in NMT facilities in Cape Town since the tabling of the previous CITP suggests that this is not a policy priority for the City. A bold approach is required to provide dedicated NMT infrastructure at an impactful scale. The draft CITP does not provide a clear vision for how this could be achieved and does not adequately incorporate NMT in the overall Transport Plan.	9	How is 'limited increase' measured? The above-mentioned survey will indicate the full extent of NMT facilities. Currently, NMT facilities are provided through four different programmes: rollout of BRT; dedicated NMT projects; congestion relief projects; and maintenance upgrades. In addition, the CITP creates the conditions for an overall NMT Framework to be developed	No change
NPO	3.4 Comment 4: Transport Indicators It is suggested that additional indicators that reflect the (non) need to travel to access opportunity be incorporated into Table 5-4 on p. 181. The gap in monitoring and evaluation is that reducing or removing the need to travel is not considered when measuring transport activities.	5	This is tricky, but when the UDI is updated, it could explore indicators or proxy indicators for access or use of digital access devices	No change at this stage
NPO	An additional metric that considers the propensity to cycle or walk should also be incorporated.	7, 9	This is tricky, but when the UDI is updated, it could explore indicators or proxy indicators for the propensity to use NMT	No change
NPO	3.5 Comment 5: Transport Infrastructure Strategy It is suggested that the consideration of how NMT can be incorporated into every road maintenance, upgrade or expansion project should become a requirement for every project assessment.	9	This is sometimes already the case. Currently, NMT facilities are provided through four different programmes: rollout of BRT; dedicated NMT projects; congestion relief projects; and maintenance upgrades. In addition, the CITP creates the conditions for an overall NMT Framework to be developed	Added at the end of 9.7
NPO	3.6 Comment 6: Vigorously support a modal shift from passenger kilometres by private vehicles to other modes.	2	This is supported no only in what is part of the City's mandate, but also in where it can influence	No change
NPO	With respect to section 11.1.3, 'Climate Change Action Plan: Goals and Actions' (page 316), we suggest the inclusion of more far-reaching measures in Chapter 9 of the draft CITP that deals with non-motorised transport.	9	There is alignment between chapter 9 and the CCAP in chapter 11. One of the objectives of NMT is to encourage an integrated and sustainable transport system – for NMT to contribute towards making the overall transport system sustainable.	No change
NPO	Goal 19 of the Climate Change Action Plan, which is incorporated into the CITP reads: Integrate transport modes to improve efficiency and fast-track a modal shift from passenger kilometres by private vehicles to other modes (decreasing from 58% in 2016 to 23% in 2050).	11	Agreed	No change

Organisation type	Comment	Chapter	Response	Change to document
NPO	And Action 19.1 that reads: Use the Integrated Public Transport Network Plan 2032 (IPTN) and the Non-motorised Transport (NMT) Network Plans to maximise change in modal shift away from private vehicles.	6	Agreed	No change
NPO	We submit that Goal 19 and Action 19.1 are not achievable without a sea change in thinking about NMT and the prioritisation of NMT infrastructure and systems. This requires a move from piecemeal interventions to a network-wide approach that develops continuity on NMT and particularly cycling routes as a matter of urgency.	9	The NMT Plan and associated programme indicate the City's focus on improving NMT infrastructure	No change
NPO	There is a rapidly growing uptake in commuter cycling that is apparent throughout the city. In order to support and further enable this, identification and development of sections of the road network where dedicated NMT infrastructure on major transport corridors and between major trip generators should be given far higher priority. An example is a route paralleling the M5, between Cape Town and Muizenberg.	9	Dedicated routes along higher-order roads with high speed differentials are needed because of the danger to cyclists. All alternatives need to be considered – there could be alternatives parallel to the expressway, which discourages NMT intrusion on the expressway. The NMT Network Plan has identified safe commuter links and these will be implemented as part of the phased approach.	No change
NPO	3.7 Comment 7: Scale-up dedicated infrastructure for NMT and cycling The City of Cape Town's Cycling Strategy (2017) includes the goal of growing cycling as a mode of transport from the estimated 1.5% share of transport trips to 8% by 2030. When more of us can cycle in safety, the community as a whole benefits from reduced greenhouse gas emissions and reduced congestion.	9	Agreed	No change
NPO	While recognising that resources are spread thin with respect to infrastructure budgets, there are numerous international case studies that demonstrate the transformative potential of investing in well-designed cycling infrastructure for communities, families and local economies.	9	Agreed	No change
NPO	It is suggested that selected areas are considered for demonstration projects to establish and communicate the benefits of a precinct-based approach to improving cycling and NMT systems for users. The demonstration projects identified at the Mobility Indaba of 2016 provide the basis for rapid intervention. These included the Northern Sector – Fisantekraal, Durbanville and Kraaifontein; Southern Sector – Kommetjie and Noordhoek to Fish Hoek, Eastern Sector – Nomzamo, Strand and Somerset West; Central Sector – CBD; False Bay District – South Western Area; and Lotus River Cycleway – Lansdowne-Wetton Corridor.	9	Civil society organisations are welcome to undertake demonstration projects. City undertakes projects following the conventional investigation and planning processes	No change
NPO	4 Conclusion: Plan for a mobility network that meets the needs of future generations The Pedal Power Association calls for a renewed focus on sustainable transport for Cape Town now and in the future. This includes:	–		
NPO	Recognising and planning for the changed travel behaviours that are now part of the Cape Town life as hybrid working becomes a way of life in response to COVID-19	8	The City does recognise digital accessibility and remote working as travel behaviours and supports these. Through the CITP, the City plans for digital connectivity as a form of providing access to a range of goods, services and products in addition to physical mobility and spatial proximity. Digital connectivity is seen as a quicker way to solving congestion as unnecessary trips are avoided altogether. The City recognises that digital connectivity needs to be improved in the city to be more inclusive and have a broader geographical spread and will create solutions to enhance digital connectivity for all its citizens (see also chapter 11 on the IS&T Sector plan).	No change
NPO	Developing a robust strategy to tackle the rail crisis in Cape Town, recognising that this will take time to implement.	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of demand for new high volume corridors, this will be reviewed in the IPTN plan update.	
NPO	Incorporating the needs of NMT users in all road improvements and upgrades	9	This does happen	Added to 9.7

Organisation type	Comment	Chapter	Response	Change to document
NPO	Recognising the social, environmental and economic benefits to unlocking increased modal share for cycling	9	This is recognised in the triple access paradigm in chapter 2; chapter 4; chapter 8; chapter 9; and chapter 12	No change
Company	Chapter 2 Paradigm shifts: The paradigm shifts that have emerged in transport planning, which include recognition of the relationship between spatial and transport planning, and the flexibility required in responding to a range of possible future scenarios, are welcomed.	–		
Company	Paradigm shifts: It is understood from the CITP that the necessary geographic restructuring of Cape Town can be significantly facilitated by consistently applying new ways of monitoring and responding to movement.	4	Agreed	No change
Company	Paradigm shifts: In addition, the CITP indicates that there is an opportunity to improve alignment between the processes and decision-making of the Urban Mobility Directorate and the goals of the CITP.	2	Agreed	No change
Company	IDP alignment: It is a generally accepted maxim that transport planning actively influences urban form, and it therefore needs to proactively create a future that supports the IDP objectives relating to transport, identified as follows:	2	Agreed	No change
Company	IDP alignment: Objective 12: A sustainable transport system that is integrated, efficient and provides safe and affordable travel options for all	2	Agreed	No change
Company	IDP alignment: Objective 13: Safe and quality roads for pedestrians, cyclists and vehicles	2	Agreed	No change
Company	IDP alignment: As the CITP needs to be aligned with the IDP, this implies that planning for cyclists and pedestrians needs to treat these as transport modes, more than recreation and sport, and that infrastructure design needs to balance the needs of walking and cycling against the needs of drivers.	9	Agreed, the NMT planning does focus on commuter/utility cycling	No change
Company	IDP alignment: This rebalancing implies that 'road planning' should take account of the full transport corridor, and that non-vehicular users of the corridor should be treated with the same care and respect as vehicular users (consistent with the CITP's vision to treat users with dignity - Section 2.3). Pedestrian and cyclist movement should not be treated as an afterthought, either in the allocation of budgets or in the design of	7	This is the City's approach	No change
Company	IDP alignment: networks for disparate users. Thus, when the CITP states that "the City is committed to reducing the time residents spend travelling every day through targeted road capacity improvements" (p. 10), the measure of travelling time should take account of the trade-off between improving vehicular traffic flow and improving the flow of other modes. This is consistent with the goal of creating resilience through increased choice (p. 11).	7	A study on where road improvements are needed to advantage PT users is complete and needs to be implemented (section 7.4.4)	No change
Company	Problem tree (p. 8): We are in agreement with the conclusion that rail must work better than is currently the case (p. 7). The 'Problem Tree' notes that rail is poorly integrated. This problem is particularly noticeable in the central city where many train users need to walk relatively long distances to and from their place of work. That these commuters walk such distances is exacerbated by the relatively high cost of transport	6	The CT CBD is relatively small and therefore walkable. Further destinations such as the Waterfront are accessible through more than one 'feeder' service. Yes, people walk the last mile to save money	No change
Company	CITP vision (p. 8): It is noted that the CITP vision emphasises access rather than vehicle flow. This suggests the traditional goals of congestion management should be broadened to incorporate access by a range of mobility options. (The Urban Development Index seems to propose this in Section 5.4.)	2	Agreed	No change
Company	CITP vision (p. 8): While congestion-related traffic delays and unpredictability have an undeniable impact on economic productivity, we support the notion that impacts on other transport modes are an economic drain and should be taken into account in the planning and design of transport	2	Agreed	No change
Company	CITP vision (p. 8): infrastructure. Transport objectives (p. 12): Given the high levels of uncertainty regarding future conditions, we support the principle of agile implementation. This will require a much more responsive and proactive approach to transport planning than has been the case in the past. This implies, for example, that NMT network planning should anticipate (and create) demand rather than waiting for demand to emerge organically.	9	With limited resources, NMT facilities can only be provided where there is evidence of a need for them. NMT projects then cater for more than the current demand in order to attract more users on a route that is already desirable, and creating networks.	No change
Company	2.10: Implications (p. 20): This section notes that transport plans need to take account of whether the economy is growing or contracting. Transport is not just a 'receiver' of prevailing conditions and trends, but a creator of them. The transport system doesn't just serve jobs but can create them. Therefore, while prudent investment is important, certain forms of transport are inherently more resilient and able to scale up or down fairly rapidly. This is not the case for road infrastructure (for motorised vehicles), but it is the case for micromobility (including cycling) that can carry more people in less space at lower cost than is the case for traffic lanes.	7	Agreed	No change
Company	2.10: Implications (p. 20): Micromobility can also provide more pathways to economic inclusion as small businesses can become mobility service providers with relatively low barriers to entry. If infrastructure (and regulations) are more flexible, much can be achieved in a short time with relatively few resources required of the City. This could be considered 'low hanging fruit' that would not only serve travellers in Cape Town but could become a positive feature of Cape Town.	11	Consider this in the new section to be added on personal e-mobilities	New section on personal e-mobilities to be added

Organisation type	Comment	Chapter	Response	Change to document
Company	Chapter 5 5.2.3 Successfully implement MyCiTi Phase 2A (p. 169): The CITP aims at completion of Phase 2A by 2027/28, which leaves another five years with poor access from the Phase 2A catchment area to the central city and other economic nodes in between. Phase 2A will achieve maximum advantage from strong integration with the southern rail line, and while the rail services are far from adequate to take advantage of this, planning should allow for rail recovery. This means integration should be planned even though rail is inadequate, while alternatives are provided to mitigate rail shortcomings.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Rail as well as minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	
Company	5.2.3 Successfully implement MyCiTi Phase 2A (p. 169): Related to improved public transport into the central city area, it is noted in Table 7-24 that Wynberg is a short-term major PTI project, but that it has a construction period of 7 years. It is suggested that aspects related to integration with Phase 2A should be accelerated so that they are ready for the Phase 2A completion. It is further suggested that if the integration is not proximity-based, better access between MyCiTi and Wynberg rail station should be explored.	6	Agreed	No change
Company	5.2.8 Minibus taxi industry transition and transformation (p. 170): Just as minibus taxi owners might be interested in transitioning to being MyCiTi operators, some might be interested in transitioning to providing feeder services to MyCiTi using alternative modes (specifically smaller vehicles). This requires regulatory reform and infrastructure that supports micromobility, and therefore the V&A supports such reform.	6	6. Your comment is noted. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update. The MyCiTi Industry Transition Business Plan (ITBP) for Phase 2A is the basis for engagement and consultation with the industry and provides the detail regarding VOC formation and the provision of such feeder services by the MBT industry.	Comment regarding regulatory reform - link to the Transitions research project.
Company	5.2.10 Regulatory reform (p. 171): Regulatory reform should make it easier to implement forms of micromobility (for reasons outlined briefly in comments on Chapter 2)	11	To be included in the new section in 11.2: micromobility	Section in 11.2 added
Company	5.2.10 Regulatory reform (p. 171): – both as a primary transport mode for short trips, and as feeder services to public transport (consistent with the Section 9.4 goal to 'integrate NMT with the Integrated PT system'). We endorse the City's goal of achieving 8% of trips made by bicycle by 2030 (as documented in the City's Cycling Strategy, 2017), as well as the establishment of bike share services. Achieving these requires a combination of infrastructure and enabling regulations. Part of this (in the long term) could be advocating for a move away from mode- based licensing of public transport, as the current system is constraining and does not always align with the operating needs of modes such as minibus taxis. In the short term, there are issues related to regulating new mobility technologies such as e-scooters.	5	Yes, this is why a regulatory report is included in the Transport Needs Assessment	No change
Company	5.2.10 Regulatory reform (p. 171): The City is correctly concerned about safety in relation to the interaction between different modes, but localised prohibitions are not the most constructive or enabling strategy.	11	Safety is addressed in chapter 11. This section relates to regulatory reform to address inefficiencies in they transport system	A section on road safety has been added in chapter 11
Company	5.2.11 Optimisation of PTIs for Economic Benefit (p. 171): As the mobility ecosystem evolves with new technologies and business models, the concept of PTIs should also change. Along with active mobility, there needs to be both corridors and hubs (much smaller than traditional PTIs) that can help with wayfinding, handling bike share pick-up and drop-off, security, amenities, and new forms of retail (formal or informal). These can be interchanges between conventional public transport and newer forms of micromobility.	11	To be included in the new section	New section on personal e-mobilities added in 11.2
Company	5.3 Updates on road upgrades and maintenance needs (p. 172): It is noted that infrastructure for NMT/micromobility can carry many more people per hour than traffic lanes, at lower capital cost. It therefore can be a more efficient infrastructure investment.	7	Agree to some extent. For longer travelling needs and higher commuter volumes, transport modes such as rail and BRT would be more appropriate.	No change
Company	5.4 Urban Development Index (pp. 178-180): We support the idea of an Urban Development Index for its broader set of indices for understanding how the transport system affects users of all travel modes.	5	Noted	
Company	Chapter 7 Table 7-1: Short-term major congestion relief projects (pp. 217-218): It is noted that the 'Foreshore Freeway: Linking Eastern [Nelson Mandela Blvd.] and Western Blvd. [Helen Suzman Blvd.]' is listed as an expansion project in the list of short-term major congestion relief projects; the chapter indicates that short-term projects are 'over the next five years', are 'relatively certain', and the City has made capital funding available.	7	Agreed	No change
Company	7.3.1.8 NMT Programme (p. 227): This section states, "Continual monitoring and evaluation are utilised for the identification and prioritisation of NMT projects [and] is also necessary to determine whether the projects are responding to the demand." While monitoring is important, it needs to be recognised that NMT demand will not achieve desired targets if infrastructure only follows demand. On the contrary, it is our view that demand will follow supply of safe, convenient and attractive infrastructure.	9	With limited resources, NMT facilities can only be provided where there is evidence of a need for them. NMT projects then cater for more than the current demand in order to attract more users on a route that is already desirable.	No change

Organisation type	Comment	Chapter	Response	Change to document
Company	7.4.2 Public Transport Interchange Programme (p. 240): The Inner City Transport Hub is a short-term major PTI project with a construction period of 12 years (Table 7-24). Given this long timeframe and the potential for future development in the central city as well as completion of Phase 2A to increase demand for public transport, it is suggested that improved forms of connection be investigated for inclusion in the hub (or at least to design for flexibility for adjustments later). In particular, there should be provision for micromobility as a feeder service (as mentioned elsewhere in this comment) and for increased capacity of the MyCiTi service. MyCiTi capacity should allow for much higher bus frequencies than historically deployed. This may require modifications to stations to handle capacity as well as enhancement of the TSM measures already used to give buses priority through certain intersections. In this regard, the crossing of Buitengracht Street remains a significant barrier, but is not included in the top 40 locations where public transport users experience delays (Section 7.4.4)	7	This will be addressed in the design and implementation phases of this project	No change
Company	Chapter 9 Proposed walking and cycling network: The City is commended for its ambition to make Cape Town 'the premier cycling city in South Africa' (Section 9.8) and for developing a comprehensive NMT plan (Figure 9-1). However, while the phased increase in km of the NMT network is provided in the CITP, it is not apparent that this will result in contiguous routes that make utility cycling feasible. While acknowledging the need for equitable rollout of infrastructure across the metropolitan area, it is submitted that the investment will be most effective if each area where investment is made is provided with a joined-up network that allows NMT trips to be made while avoiding the least safe barriers.	9	Planning is to link routes into networks in phases. The only exception is where there are barriers to such linkages.	No change
Company	Proposed walking and cycling network: Clarity is needed on which sections of the planned (and existing) NMT network are designed for shared active mobility (as is the case with the Fan Walk). This relates to comments below on Chapters 10 and 12.	9	All Class 1 and 2 cycle facilities are shared with pedestrians	No change
Company	Proposed walking and cycling network: There is also a need for regulations and design standards to be updated to address safety concerns arising from potential conflict among different modes of active mobility. There is significant potential to enhance the attractiveness and utility of areas where shared mobility is provided for, if these updates are done.	9	Regulations and guidelines cannot replace personal behaviour of all NMT users	No change
Company	Chapter 10 Synergies between micrologistics and micromobility: The logistics system needs to change as much as the movement of people does, and the development of micrologistics can similarly overcome congestion and reduce its contribution to congestion. The trend towards more frequently delivered small parcels arising from growth in online shopping makes this an urgent need. It is frequently observed in locations such as Bree Street that deliveries using large trucks are inadequately catered for, and this has detrimental effects on both the deliveries and NMT as trucks block the bicycle lane. If deliveries were made using small electric tuk-tuks (as demonstrated with the partnership between DHL and Mellowvans) or cargo bikes then deliveries could be made more easily with less impact. It is this sort of integrated thinking that could help transform various economic nodes in Cape Town. It is acknowledged in Section 10.7 that online shopping and 'more decentralised depots and micromobility last-mile freight vehicle movement' may continue as a trend. It is submitted that, because of the synergies between micrologistics and micromobility, appropriate forms of infrastructure should be provided even if micrologistics is not seen as a short-term need.	10, 11	Last-mile logistics need to be understood in the review of the Freight Management Strategy. The Bellville Future City Catalytic Precinct study has some innovative ideas for low-carbon, last-mile cargo plans (see chapter 12)	Added micromobilities in section 10.8
Company	Chapter 12 12.2 Transit-Oriented Development: Catalytic Land Development Programme (CLDP) (pp. 302-304): It is noted that the Foreshore Gateway Precinct is listed as one of the City's three priority catalytic projects. The following description of the Gateway Catalytic Precinct is given on p. 304: This project forms part of the CBD Economic Recovery Programme and supports the City's plans for the incomplete Foreshore Freeway Inner Viaducts so as to alleviate congestion and facilitate greater access into the City, whilst unlocking the economic potential of the Foreshore and formalising linkages between the CBD and the V&A Waterfront. We have 5 key comments on this:	7	_	
Company	12.2 There seems to be a conflation of the Foreshore Gateway Precinct project with the Foreshore Freeway completion (see p. 223 that lists the Foreshore Freeway completion as one of the top 3 CLDP projects, as opposed to the Foreshore Gateway Precinct as per Chapter 12). While there is limited information available in the public domain about the Foreshore Gateway project, it is questioned how the completion of the freeways is consistent with the initial intentions of the project - as per the 2021 Masterplan - to abandon the Lower Buitengracht Road Scheme to unlock land for development.	7	Accepted	12.5.1 has been updated
Company	12.2 Transit-Oriented Development: Catalytic Land Development Programme (CLDP) (pp. 302-304): 3. Completing the freeways as a means to alleviate congestion is questioned. Peak spreading of traffic is one clear indicator of pent-up demand and indicates that increased road capacity will simply cause more drivers to revert to the shorter peak, resulting in no change in peak period delays. It is also well documented internationally that increased road capacity does not reduce congestion.	7	Accepted	12.5.1 has been updated

Organisation type	Comment	Chapter	Response	Change to document
Company	12.2 Transit-Oriented Development: Catalytic Land Development Programme (CLDP) (pp. 302-304): 4. Completing the freeways as a means to 'facilitate greater access' is not aligned with the 'triple access' paradigm outlined in Chapter 2 nor is it consistent with the principles of TOD (the CITP classifies the Foreshore Gateway Precinct as a 'primary TOD catalytic project' (p.302)). Furthermore, it is not clear what is meant by 'Foreshore Freeway completion' – the function of the freeway will be affected by the final configuration (of which several have been investigated over the years) and therefore its role in TOD (if any) is unclear without clarity on the form of 'completion'.	7	Accepted	12.5.1 has been updated
Company	12.2 Transit-Oriented Development: Catalytic Land Development Programme (CLDP) (pp. 302-304): 5. It is not clear what is meant by the intention to 'formalise linkages between the CBD and the V&A Waterfront'. It is a longstanding objective, supported by the V&A, to strengthen linkages, which is consistent with the overarching paradigm of the CITP and TOD policies to encourage linkages by NMT. Contrary to this, linking the viaducts would potentially create a physical and visual barrier between the CBD and the V&A Waterfront, similar to the way the existing elevated freeways have cut off the CBD from the Port; this could well weaken the intended linkages.	7	Accepted. The Gateway Precinct Plan should address linkages between the CT CBD and the Waterfront. The Foreshore freeway precinct plan will also address the connection between the CBD and the Waterfront and port	12.5.1 has been updated
Company	TOD as a means to improved efficiency of infrastructure: TOD is a planning tool to encourage short trips that can be made by NMT, and longer trips by public transport. The annual CCID survey of central city residents reveals that many people choose to live in the area to be close to work. If the central city is a more walkable and liveable environment, the aims of TOD can be supported by residents, creating demand for NMT infrastructure that carries people more efficiently, at lower cost, than roads designed for cars and heavy vehicles. If NMT infrastructure is designed as shared-use corridors, then it can also be shared by forms of micromobility that carry goods as well as people. This magnifies the benefit of 'proximity-based access', which further reduces and avoids traffic congestion.	9	Agreed	No change
Company	Chapter 13 Table 13-1: Projects with the biggest budget allocation for the next three financial years (p.306): One of the projects listed in Table 13-1, and in Appendix 2, is 'Green Point Precinct Road Upgrades' with a R30m budget in 2022/23.There is no further information provided on this project in the CITP report. As Green Point is one of the V&AW's neighbouring areas, we would like to understand what upgrades are proposed and whether these include improvements to non-motorised transport and pedestrian routes.	7	The budget was to upgrade the road and NMT around the stadium to accommodate the formula E event.	No change
Residents'/ Ratepayers' Association	CLARIFICATION OF PRIORITY PROJECTS IN SHORT TERM Table 13-1, Projects with the biggest budget allocation for the next three financial years, on page 306 does not include totals and percentages and hence it is not explicit as to the relevant importance of projects in the short term. While Figure 13.1 on page 319 and Table 13.5 on page 320 do offer further information in this regard, it should not be left to the reader to interpret these three figures and tables to establish a very important aspect of the CITP. Unless, we have missed this information elsewhere in the report, please could this be clarified.	13	The table 13.1 only shows the projects with the greatest funding in the three-year 'window': some may have funding prior to this, or beyond, so no totals or % are given. Table 13.5 gives aggregated budgets for all workstreams up to 2040, so cannot be compared to table 13.1	Table 13.1 has been rearranged in response to this
Residents'/ Ratepayers' Association	For example, we are unable to determine what percentage of the budget is being allocated to which specific congestion relief projects in each of the three budget years and whether the 2022/2023 budget allocation will be fully exhausted by end June 2023. If not, will that budget be carried over to the next two years?	13	Yes, any unspent funds in the 2022/23 congestion relief budget provision will be rolled over to the next financial year, and not be lost.	No change
Residents' / Ratepayers' Association	Specifically, we are unable to determine what budget has been allocated for road upgrades in Ward 54. Please indicate the location of these projects and the allocated budget.	7	The subcouncils receive monthly progress reports on capex spending, which is shown per directorate and per ward	No change
Residents'/ Ratepayers' Association	In August 2022, MPRA commented on the TABLE BAY DISTRICT – INTEGRATED DISTRICT SPATIAL DEVELOPMENT FRAMEWORK (DSDF) AND ENVIRONMENTAL MANAGEMENT FRAMEWORK, and pointed out the following: "In order to 'maintain non-motorised transport facilities (bicycle lanes and additional pedestrian space) along Beach Road and Promenade', it is incumbent on the City to conduct a detailed assessment of vehicular movement along Beach Road . Beach Road is clearly too wide and should function as a bicycle friendly route and easy public transport route rather than a four-lane ' speedway'. Its function as a scenic route should also be assessed.	7	The request for an assessment of vehicle movement along Beach Road, Sea Point area is noted. Sidewalks are provided along both sides of Beach Road and are deemed adequate.	No change
Residents'/ Ratepayers' Association	The current configuration of Beach Road is outdated and redundant and at odds with City policies of promoting NMT routes, public transport and scenic drives. In comments earlier this year on the use of the Promenade, MPRA noted that the pavement adjoining Beach Road is not conducive for cyclists, some of which are very fast moving. We expressed opposition to the loss of this pedestrian zone for bicycles but said there could be some use for skateboards and rollerblades in this pedestrian zone. Therefore, in light of the key principles and objectives of the CITP, the omission of planning and budgeting for an upgrade to Beach Road has been omitted (unless we can be referred to where this is clearly stated) that in our view is fundamentally inconsistent with the CITP. As with many parts of the city and cities around the world, dedicated cycle lanes should be in the planning for this part of the city. Given the width of Beach Road in Mouille Point, there is more than enough space to have a proper dedicated bicycle lane, a landscaping median, an improved street lighting system, and most importantly, a high quality landscaped walkway, in addition to the existing promenade walkway. Given the prominence of the area as a metropolitan amenity for all Capetonians and the use of the area by domestic and international tourists, as well as visitors to the Cape Town Stadium, it stands to reason that the reimagining and implementation of a plan for Beach Road should receive attention.	9	To be referred	No change

Organisation type	Comment	Chapter	Response	Change to document
Residents' / Ratepayers' Association	It is noted that the Formula E course will affect the phasing of the implementation of a 'new' Beach Road, but this should not affect the commencement of the planning and budgeting phase of such a project. Accordingly, MPRA requests that the final CITP explicitly reflect an appropriate budget for the upgrade of Beach Road, Mouille Point.	7	Major road upgrades are covered by the congestion relief strategy, which prioritises the most congested route sections across the whole city. Beach Rd is not budgeted for at this stage	No change
Residents' / Ratepayers' Association	GREEN POINT PRECINCT ROAD UPGRADES In Table 13-1 there is reference to a R30m budget in 2022/23 for Green Point Precinct Road Upgrades. It is not clear what this budget was used for and/or is earmarked for. Is this all related to the road changes for Formula E and are there any NMT components or public transport improvements associated with these upgrades? The details of these upgrades would be of interest to MPRA, as we would like to know if there will be any changes or improvements to the general pedestrian network in the broader Green Point/Mouille Point area.	7, 9	The pugrade project was for road and NMT upgrades around the stadium to accommodate the formula E event. There is no reduction in NMT footprint. On Granger Bay Blvd and Fritz Sonnenberg, where the cycle track and pedestrian paths were adjacent to each other, off the road, the bicycle path has been moved to the road level and has been marked as a cycle lane. The narrow sidewalk along Vlei Road, next to the rugby field, has been made level with the road and is demarcated by plastic bollards.	No change
Residents' / Ratepayers' Association	FORESHORE GATEWAY PRECINCT AND FORESHORE FREEWAY INNER VIADUCTS On page 304, the purpose and objective of this project is described, particularly with regard to the completion of the Foreshore freeway. Obviously, this is a major piece of road infrastructure and will affect all residents to the west of the area of the completed roadworks.	7, 13	Accepted	No change
Residents' / Ratepayers' Association	In this regard, could further information please be provided on the phasing of the foreshore freeway project, how it is aligned with other figures and tables in the CITP, and whether public participation is envisaged during the course of 2023.	7	The Foreshore freeway precinct planning process is in its initial phase, and will go through its own public participation process in due course as part of the LA SDF process	Section 12.5 edits reflect this
Residents' / Ratepayers' Association	We trust the above comments will be of assistance and look forward to the finalisation of the CITP.	7, 13	_	
Personal capacity	Issues with a BRT-led Transit-Oriented Development (TOD) model: A broader criticism is that due to the fiscal unsustainability of the MyCiTi BRT model, among others due to Cape Town's low density and lack of bi-directional passenger flows, the continued focus on high-volume separated bus lanes and expensive infrastructure, and the required long-term increases in density that will make this model sustainable, the City's Transit-Oriented Development (TOD) model should be drastically revised. It should focus on what already exists, by supporting and improving the non-BRT road-based PT network of Golden Arrow bus services and minibus taxis (MBT), complemented by the addition of standard MyCiTi buses to create a denser, more sustainable, but perhaps more difficult to govern TOD model. Existing skills and capacity in the City and Province regarding minibus taxi governance, setting up of BRT operating companies and recruiting taxi drivers, can form the basis for a carrot and stick approach to including minibus taxis in a truly integrated public transport network, supplemented by the political will to provide some form of subsidy to minibus taxis (as piloted via the Blue Dot programme), as with other modes of public transport.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update. The MyCiTi Industry Transition Business Plan (ITBP) for Phase 2A is the basis for engagement and consultation with the industry and provides the detail regarding VOC formation and the provision of such feeder services by the MBT industry.	
Personal capacity	BRT has a current modal share of 2%, compared to 22% for MBT (Table 3-3 on page 27). However, MBT has the shortest walking time to nearest stop of all modes (5 minutes), and among the shortest travel times to the CBD from across the metro of all modes (Table 3-10 on page 40). BRT has the lowest PT Travel Demand per mode for major origins and destinations (Figure 3-29 on page 96).	3	_	
Personal capacity	Both the Finance and Fiscal Commission and Competition Commission have questioned the viability of BRT and transit-orientated development in a South African context. BRT was copied from other cities such as Bogota in Colombia, where the densities are much higher and therefore the system less fiscally unsustainable. It is inappropriate in our context, and the Finance and Fiscal Commission released a report into the fiscal unsustainability of BRT in SA metros in 2014, and advised that BRT expansion should be heavily curtailed or halted in all metros. The report noted that BRT was a political project, both in the run-up to the world cup, and subsequently, in an attempt to be or appear 'world-class'. MyCiTi is already unaffordable and inaccessible to the majority of Capetonians and an integrated public transportation network, even with MyCiTi playing a smaller role, is many years away.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	
Personal capacity	TOD is fundamentally premised on existing minimum density, which Cape Town doesn't have. International studies prove that trying to use expensive BRT to incentivise densification, as has been tried in a few low density car-oriented US cities such as Denver, Dallas and Houston, is not fiscally sustainable. South African cities already have a fiscally constrained environment, so we need to use money more wisely. Most public transportation systems don't pay for themselves, but they don't need to be as big a drain on the fiscus in our constrained context. There are other tools to incentivise densification, some of which the City is already using. It is important to be aware that densification is already happening in lower income areas due to micro-development and backyard housing.	4, 12	This is addressed in chapters 4 and 12	No change

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	TOD can also be driven by existing modes of transport. Golden Arrow and minibus systems can be improved, and can be complemented by the roll out of the non-lane segregated MyCiTi busses (used on some shorter city centre routes) on the few routes not well serviced by the others. All road-based PT modes should be permitted to use the existing dedicated RoWs ('red roads') that have been constructed, in order to reduce congestion and incentivise safer MBT driving behaviour. To reduce congestion car users need to be convinced to switch to public transport and NMT and that means improving the safety, quality and reliability of existing modes, not building a separate network that only middle income people can afford and that is not practical or convenient for potential users due to the lack of a dense BRT network. The City is making good progress in being assigned the rail function, and need work better with province with regard to GABS and MBTs (the successful Blue Dot programme should be extended and expanded). As a city, we need to rethink a lot of our commonly held assumptions, and reconsider our city development trajectory to acknowledge the city we have and how to get inclusively and sustainably to the city we want.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update. The prioritisation of road-based public transport (RBPT) where, for example, PT lanes and queue-jumping lanes are provided to prioritise public transport in the road network, is another programme to support citywide improvement of the Public Transport Network.	
Personal capacity	We need to work with the transport systems we have and improve them, including MBTs, even though this is harder and messier than a shiny expensive engineering solution that does not serve the needs of the majority of Capetonians, and is fiscally unsustainable.	6	6. The incremental approach to improvements to the public transport system provides the approach to ensure a balance between the rollout of corridor services and the continuous improvement of public transport facilities and operations that support the IPTN through the city.	
Personal capacity	BRT infrastructure in the Philippi East area (and the eastern section of Phase 2A as whole) The majority of the proposed new BRT infrastructure in the Philippi East area (and the eastern section of Phase 2A as whole), which is supposedly 'necessary to promote integration', will serve to reinforce the existing barrier nature of the wide roads in the area (e.g. Govan Mbeki, New Eisleben and Stock Roads), and will be unacceptably disruptive to the existing social and economic networks in the area, with minimal local benefit.	7	The current traffic situation is dangerous and not NMT-friendly. The BRT infrastructure is more NMT-friendly. In addition, the enhanced PT service to the area far outweighs the barrier-like nature of the trunk route (which, as mentioned, already exists)	No change
Personal capacity	Just as railway lines and other transport infrastructure were used during Apartheid to divide communities, BRT infrastructure will create infrastructure barriers along Govan Mbeki and Stock Roads, making it difficult for pedestrians to cross these wide roads, and reinforcing the lack of human scale mobility infrastructure along them. The wide road reserves currently accommodate informal traders, as well residential structures that have encroached into the road reserve. This is a local livelihoods and housing response to the lack of enabling City support to formalising and regularisation of housing structures, and the lack of informal trading infrastructure and mono-functional zoning in the area – a bottom-up survivalist response to a lack of City governance and understanding and support of local realities.	4	The current traffic situation is dangerous and not NMT-friendly. The BRT infrastructure is more NMT-friendly. In addition, the enhanced PT service to the area far outweighs the barrier-like nature of the trunk route (which, as mentioned, already exists). In addition, the wide road reserve creates the potential for the dedicated trunk routes	No change
Personal capacity	The City claims to support informal trading as an element of local economic development in many documents, policies and frameworks, including the current IDP, MSDF, and Informal Trading Policy among others. However, this support is at odds with the design and planning of BRT infrastructure in lower income areas, both in the Philippi East area and the eastern section of Phase 2A as whole. Narrower road cross-sections, without a median or dedicated RoW, would allow for the existing informal trading along these routes to be retained, and provision made for embayment's for MBTs and 'amaphelas' who provide the majority of public transport in these areas, and are more affordable and convenient than BRT. In fact, the City's approach to 'amaphelas' is problematic, as they provide the safest last-mile transport for many	6	6. Your comment is noted. Once the IPTN plan has been updated, the corridor plans for the phases are developed in more detail. It is at this phase of the project that the design features are established per corridor. The design includes public participation to ensure that all stakeholders are involved.	
Personal capacity	vulnerable groups in these dangerous areas, such as single women, the elderly and children, particularly at night. As with MBTs, an engaged, enabling carrot and stick approach to regulation (with a focus on safety) and support will allow these affordable on-demand services to complement other transport modes. BRT is unaffordable to the majority of residents of these areas, and while it may look good politically to service these areas with BRT, this mode is only used by the limited (but growing) number of lower-middle to middle-income residents of these areas. A local cost-benefit analysis will very likely show, minimum local benefit at a high local cost. It is time for BRT infrastructure and the forms of PT and NMT supported in lower income areas to be rethought, in order to have meaningful local area benefit and support sustainable livelihoods. BRT infrastructure has been conceptualised as a top-down solution in these areas, rather than learning from and supporting a bottom-up approach, which increase local ownership and reduce contestation.	3, 6, 11	3: See figure 3.23 showing comparative ticket prices per km per mode 6: These concerns will be addressed in the revised IPTN 11: In IEGS: 11.8	
NPO	Young Urbanists acknowledge that existing and future projects are required to incorporate the transport objectives as set out in the draft copy of the CITP (public) transport system that is inclusive for all people."	5	Noted	
NPO	In order to align the implementation of this objective we would like to further understand more specifically at which stage can plans be adjusted, under what criteria can a plan be changed, what will the approval/ rejection process looks like and how can the public formally suggests ideas for new plans?	_	Subcouncils are usually kept informed of when public participation is scheduled for a particular project. It is advised that Young Urbanists register on the community database of subcouncils in their area	No change

Organisation type	Comment	Chapter	Response	Change to document
NPO	Young Urbanists are of an opinion that project plans can be adjusted to better accommodate pedestrians, cyclists and public transport that are already in the execution phase of the projects. The long-term effects of not acting to change a design are permanent. Rail implementations cannot only be executed in 2032, refer to page 45. Young Urbanists would expect the rail network upgrades and additions to be complete by 2032. Change the wording, "As part of the IPTN, there are proposed upgrades to rail services to be completed by 2032."	3	The implementation of passenger rail infrastructure is outside the purview/mandate of the City of Cape Town. However, through appropriate implementation protocols and alignment of infrastructure implementation, the City will assist PRASA in their endeavours towards the resumption of full operations and services of the existing network towards the latter part of 2023. Concurrently, and in consultation with PRASA, the City will review future priorities accordingly within the IPTN and ensure that implementation is aligned and undertaken in an integrated manner.	
NPO	Adding road capacity spurs people to drive more, even worse creating the false idea that these changes will 'improve traffic'. This is what experts called the 'fundamental rule' of road congestion: adding road capacity just increases the total number of kilometres travelled by all private vehicles. Induced demand is the last thing we as a city can afford.	8	The City is aware of the disadvantages of adding road capacity that leads to more travel and congestion as motorists take advantage of the additional road space. The City does however construct missing links in its road network to alleviate congestion and bottlenecks in the network. These now accommodate NMT and PT advantage, where possible. The City also employs other measures such as TDM (remote working) and providing quality public transport in BRT to limit the use of private cars on its roads.	No change
NPO	Negotiations with the taxi associations with regard to Phase 2 are urgently needed.	6	6. The MyCiTi Industry Transition Business Plan (ITBP) for Phase 2A is the basis for engagement and consultation with the industry. Engagements are under way.	
NPO	The one-fare system is needed for an integrated system to work and be practical. Alternative fare collection methods should be further investigated to have maximum utilisation of the service, particularly with MyCiTi's tedious way of loading MyConnect points currently.	6	6. An updated fares policy and fare system and structure have been developed to improve integration between public transport modes and services. This policy simplifies the fare system for passengers and creates more options to access the system. The proposed updated policy allows better integration with other modes.	
NPO	In short, the briefing asks how can we spend R10 billion on phase 2 when currently it is almost near impossible to top up your MyCiTi card? The briefing suggests the following actions: 1. Use any visa payment to enter the bus similar to Gautrain or 2. To top up via the app. Other strong suggestions we also make: 3. Add more vending machines across the network. 4. Have all schedules correctly loaded onto Google Maps. 5. Mandate all Urban Mobility Staff to use MyCiTi and or public/active transportation.	6	6. An updated fares policy and fare system and structure have been developed to improve integration between public transport modes and services. This policy simplifies the fare system for passengers and creates more options to access the system. The proposed updated policy allows better integration with other modes.	
NPO	Furthermore, an urgent investigation is needed for the procurement of electric or hybrid buses to prevent the further suspension of services.	6	6. The City will be considering all of this when it undertakes a pilot project for electric buses for MyCiTi.	
NPO	A high-level comment in terms of a BRT strategy is to ensure BRT Creep does not occur.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update. The prioritisation of road-based public transport (RBPT) where, for example, PT lanes and queue-jumping lanes are provided to prioritise public transport in the road network, is another programme to support citywide improvement of the Public Transport Network.	
NPO	Furthermore, phase 2 must integrate with rail and active mobility. Young Urbanists notes that class 3 is being used for phase 2, we strongly urge against this (and class 4) and have written on it below looking at the cycling section.	9	This has been considered in the Cycling Strategy that is being reviewed: class 2 is constructed where there are available road reserve and warrants	No change
NPO	For cycling to be safe and be promoted as a way of life, the city needs to do two things: The complete removal of class 3 and 4 cycling lanes from existing and future roads.	9	Class 3 and 4 cycle routes do serve a purpose and will remain, where there is no other technical alternative	No change

Organisation type	Comment	Chapter	Response	Change to document
NPO	Furthermore, the city should create a programme where tactical bollards are used to make existing class 3 cycling lanes safe.	9	To be considered in the review of the Cycling Strategy	No change
NPO	Ensure all existing cycling lanes are connected to one another,	9	To be considered in the review of the Cycling Strategy	No change
NPO	but most importantly, these lanes must be connected to one another and key public transport interchanges.	9	To be considered in the review of the Cycling Strategy	No change
NPO	The CITP must state that every new urban mobility project must and should be designed for pedestrians first and foremost regardless of what class of road is being proposed.	9	Accepted, where practically possible	See addition in 9.7
NPO	Overall, the new CITP must identify and add more people's first pedestrian crossings to make walking safe and ensure roads are for people and not just cars. Most roads and neighbourhoods in the city do not have these and currently, road design only favours one movement. This needs to change to make our cities more liveable, caring and safe.	9	Significant changes have been made in the most highly pedestrianised area: the CT CBD. Bump-outs, surface changes, and pro-pedestrian phase signalisation were implemented	No change
NPO	We strongly urge the new CITP to stipulate more calming strategies like pinch points and lane narrowing that will be a big step up from its current street calming option that only gives us one way, speedbumps.	11	this is in the Road Safety Strategy	11.4 Added
NPO	The new CITP should change the current 20 seconds for pedestrians to cross the road at robots to at least 90 seconds. The excuse is national standard is inadequate and the city must intervene to show it is really serious about traffic congestion and pedestrian safety. High pedestrian zones move more people than private transportation	9	Extending pedestrian crossing time will not increase pedestrian safety	No change
NPO	Overall, there needs an inclusion of urban design, which every urban mobility project should mandate by. We are really concerned there is no mention of it. This is integral to city planning and any chance of us achieving the goals set out in the new CITP.	6	accepted	4.1 Draft UD Policy is mentioned
NPO	Recommendations 1. Look at international best practices around transport and land-use planning like the 15-minute city by the city of Paris or the 2019 Bogotá City Master Plan. There is room for the city to make the CITP more approachable, inspiring and accessible to the wider public. Especially to generate buy-in from the public.	_	Easier read version of the CITP is planned	No change
NPO	2. Action the reintroduction of the City of Cape Town Transport and Urban Development Authority or a similar Authority with strategic focus and independence. Otherwise, CITP will be severely limited in the implementation of the key objectives due to a lack of strong organisational capacity. Land-use planning and transport go together as recognised in all objectives by the CITP.	2	The City is continuously improving its institutional structure to achieve integration between transport modes and with land use management. Internal processes on the IPTN, Sector Plan, and major projects include representatives from a range of City departments whose functions impact on and are impacted by the long-term transport network of the city. These are processed to analyse the capital programmes of the various directorates of the City and how these relate to the achievement of the spatial plans set out in the newly developed MSDF and DSDFs.	No change
NPO	3. Integrate existing public transport systems (MyCiTi and Golden Arrow Bus Services) under the provisional and local government.	6	6. The CCT may become the contracting authority for citywide contracted bus services (e.g. current Western Province Golden Arrow Bus Services contract (GABS)). This will address most of these comments.	
NPO	4. Remove the unscientific notion that more lanes will relieve congestion. 5. Make it easy to top your MyCiTi card through visa, more vending machines, or through your app. 6. An urgent investigation/plan for the procurement of electric or hybrid buses to prevent the further suspension of MyCiTi buses. 7. No use of classes 3 and 4 for the NMT for MyCiTi phase 2 8. Have all MyCiTi schedules correctly loaded onto Google Maps. 9. Mandate all Urban Mobility Staff to use MyCiTi and or public/active transportation. 10.Prioritise the safety of public transportation for societys' most vulnerable users - especially during night times. Action should be a dedicated police force monitoring public (bus) transportation systems.	5	4. Yes, induced demand is understood 5. Working on this 6. Working on this 7. Accepted, but subject to appropriate road reserve width 8. They are on the MyCiTi app 9. Not possible, but these are encouraged among staff 10. Subject to resourcing	No change
NPO	11. The complete removal of class 3 and 4 cycling lanes from existing and future roads. 12. Create a programme where tactical bollards are used to make existing class 3 cycling lanes safe. 13. Ensure all existing cycling lanes are connected to one another. 14. Add more pedestrian-first crossings, not just near schools or pedestrian-high areas.	5	To be referred to NMT section	No change

Organisation type	Comment	Chapter	Response	Change to document
NPO	15. Fix existing pedestrian first crossings that do not have the following universal basic urban design, Sign to warn drivers that there is a pedestrian first crossing and add a speed bump. One example is the pedestrian crossing on Wale Street in the CBD that does not have either a universal basic urban design, a speed bump or a sign to warn motorists to give way. 16. Add pinch points and lane narrowing part of its street calming measures. 17. Increase the wait time for a pedestrian crossing at robots from 20 to 90 seconds. 18. Add more regular and frequent pedestrian phases on streets like Adderley, Strand and Buitengracht that experience a high and steady flow of pedestrians.	5	To be referred to NMT section	No change
NPO	19. Add a new section on urban design that includes: a. Best practices when it comes to designing a road, NMT, etc. b. Guide/plan/target for how to pedestrianise of a street like Adderley or Long Street. c. Provide guidelines in the CITP that incorporate BSUD and WSUD into new transportation investment projects in line with current initiatives aimed at citywide development projects.	5	To be referred to Urban Design Branch	No change
NPO	20.Street dieting and traffic calming should be a priority where streets are made safer for children and pedestrians. Action is to employ wider pathways, narrow streets like pinch and reduce speed limits to 30 to 40 km per hour across the city on local roads.	11	Consider under Road Safety Strategy	No change
NPO	21. Mandate gated communities to be supported by NMT and public transportation. 22. Restore and regenerate Urban Wetlands and Waterways that are supported by pedestrian and cycling lanes. 23. Roads should be recognised as a public asset in the CITP - not just for private cars but for other uses like parklets, cycling lanes, wider pavements, playgrounds, etc. 24. Overall, any new roads under the Transport Infrastructure Strategy need to be pedestrian and bicycle-friendly with separated lanes supported by BSUD and WSUD best practices.	11	To be referred to the relevant branches	No change
Personal capacity	1. The future of personal transport: There is a personal mobility revolution that is taking shape across the globe. I would like to see CCT include a provision for this - as an affordable transport option for our fast-growing city. This would entail CCT supports and, over time, builds infrastructure for non-motorised bicycles, motorised e-bicycles, e-scooters and 2 and 3-wheeled EVs. Specifically, dedicated lanes, cycle express-ways, pedestrian zones, and public charging stations. A city-wide e-mobility strategy can form part of a broader transition to sustainable mobility, and Cape Town could pioneer this in South Africa. Progressive cities internationally already doing this, connecting traditionally under-serviced areas and suburbs to each other, and to public transport hubs like train and BRT stations, taxi ranks, hospitals, schools, universities, public parks etc.	3, 11	3. consider including in transport register in next CITP 11. Agreed. Personal e-mobility is a very small sector at this stage, but should be tracked and addressed proactively	11. Add a section on personal e-mobilities
Personal capacity	2. These 'mini-roads' tend to run alongside regular roads, alongside highways, train-tracks, pavements, through parks etc. Refuge Islands between roads have been converted to cater for mobility lanes, walkways and mini 'parks' Where legacy infrastructure does not allow for this, commuters need to feel safe enough to use e-mobility transport on our main roadways. NB* 2 and 3-wheel e-vehicles and scooters are designed to be road-legal and can therefore be used as regular motorised transport. Empowering our lower-income citizens:	7	7. Future work does need to consider sharing the use of the road space along corridors for all modes in support of not only greater equity in mobility, but also climate change imperatives	No change
Personal capacity	3. This 'revolution' is particularly relevant in developing economies, because of the vast gap it can help fill between bipedal walking; and regular vehicular transport. It can help to meet their everyday mobility demands, where getting to work, clinics or schools is difficult due to a lack of public transport systems. For example, longer range e-scooters can travel up to 55 km…imagine a cycle-expressway from Khayelitsha to the CBD!! Integration and popularity: The proliferation of e-mobility is proving so popular that it's becoming a native part of some cities' transport infrastructure. Its especially popular with younger audiences, who are choosing it over owning a traditional car	3	3. In future, when there is a need to include personal e-mobilities as a mode, they will be included in the transport register. Currently they are covered by the category of 'bicycle', but this could be updated in future surveys	5. No change
Personal capacity	4. There are 3-key factors that will determine widespread adoption of alternative transport here: - Support by the city and department of transport. - Gradual change in driver behaviour. If we can improve the way people drive, public demand for alternative green transport will increase dramatically. - Affordability. The costs of e-mobility will continue to decrease over the next 10 years, which means more people will have access to it. Long-term benefits:	8	8. This will be considered in the review of the TDM Strategy. The City has a SMART Driver Training Programme, which ensures its fleet and bus drivers undergo efficient driver behaviour training. Good driver behaviour is also incentivised by the insurance industry.	No change

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	5. - A viable alternative to city cars, reducing traffic congestion and lowering carbon emissions. (thereby improving city air quality). - Independent, flexible, and convenient way of traveling through the city for tourists and locals. - Huge savings on fuel costs and cheap to maintain. - Growing public demand, which will stimulate entrepreneurship, investment, and make it much easier for people to travel. - Connect smaller surrounding towns and urban nodes to the city, thereby alleviating the necessity of everyone having their own cars. - Easier access to small businesses along these routes, leading to greater economic activity. - Encourage positive transport and driving habits. -All forward-thinking cities need to incorporate electric mobility into their transport plans and prioritise investments that are relevant to the local context. This will lead to an outstanding outcome, at good value.	8	8. A shift to alternative energy personal mobilities is supported by the strategy. Also, a review during this term of the CITP (2023–2028) will research the continued growth of electric personal mobility devices and the implications of this for sharing space within the right of way. Through the TDM process, the City will advocate for change in legislation that currently inhibits e-mobility. See chapter 11 on how the City can explore further supporting it.	11. Add a new section on micro-e-mobility research and precedent
Personal capacity	6. . My vision is for Cape Town to become a green-transport hub, where millions of people are empowered to travel around the city with relative ease and affordability. This would have a transformative positive impact on our local economy, job stimulus and overall social compact. I propose the city start planning for it now, and include it in this current proposed 5-year transport plan.	11	11. This is the intention of the CCAP	11. Add a new section on micro-e-mobility research and precedent
Personal capacity	1. General comments The likely growth in e-bike usage is ignored. E-bikes are the fastest growing transport mode in both the USA and China, and the city should aim to replicate this. E-bikes and good bike infrastructure will allow Cape Town residents to move about the city, covering significant distances far more cheaply than most other modes and far more cleanly. The city should aim for nearly all trips 10km and under to be made by e-bike or bike. On a standard e-bike this is about 25 mins. About equivalent to a private care on an urban road layout.	11	11. How personal micromobilities are accommodated in the roadway needs to be explored	11. Add a new section on micro-e-mobility research and precedent
Personal capacity	2. . Road safety for all modes is highly correlated with the provision of protected bicycle lanes and reduced speed. Standard for the construction of roads should be revised to ensure protected bicycles lanes are standard and speeds are low (well below defined speed limits) through infrastructure design. The plan makes major capital investment in expansion of freeways, which offer no returns to the City, and will just move points of congestion and create path dependencies towards further private car use.	9, 11	9. Citywide NMT Implementation programme will identify where protected cycled lanes can be implemented. The highest standard of NMT facility is always strived for in road plans. 11. Road Safety Strategy should address speed limits. 7. The CITP needs to address all modes and travel needs: freeways are needed for longer-distance travel.	9, No change needed
Personal capacity	3. This capital investment should be shifted in a significant way away from this towards public transport systems, NMT systems and e-bikes systems, which will recoup some of the expenditure in the case of public transport and cost dramatically less in the case of NMT and public transport. Bicycle access plan should include the production and access to e-bikes The plan should make provision for properly secure bicycle storage in key area, and recommend a minimum standard of bicycle storage as part of development applications across the city.	7, 9	7. The incremental approach will enable improvements to the road infrastructure in support of PT and NMT. 9. This will be addressed in the NMT Strategic Framework.	No change
Personal capacity	4. The bylaw requiring cyclist to ride in bike lanes when they are available must be removed. Projects Constantia road – south road connection must include protected cycle lanes (higher standard than class three). Extension of R300 between Jakes Gerwel and prince George must include protected cycle lanes. Every metre of additional lanes added to M roads should be matched in the provision of protects (higher standard than class three). M3 Extension from Steenberg to Boyes drive encourage sprawl and is inappropriate for the context.	4, 7, 9	4. Yes, see Far South Transport Plan: people there should be able to meet most of their needs without leaving the area. 7. M3 connection to Boyes Dr: mooted as a long-term ned in the Far South Transport Plan. 9. National legislation governs the location for each mode, but a class 3/4 cycle route does not preclude one from cycling on the sidewalk. Class of cycling route provided is often limited by road space. City can advocate for pro-NMT measures when national legislation is updated.	9. No changes needed
Personal capacity	1. Fish Hoek is the key transport node for the South Peninsula. It represents pivotal development potential in the economic, tourist and domestic opportunities it will unlock for localisation, through efficient infrastructure. Currently there is no shelter from the prevailing weather conditions off False Bay where Fish Hoek gets the worst of the black south easter. Regular commuters who depend of rail, taxis and walking for transport to and from work are fully exposed to the elements in an area that is being overrun with foreign (Indian, Chinese and Nigerian) traders.	4, 7, 9	4. When it is identified for public space upgrade, interventions to improve comfort can be identified: wind is difficult to mitigate. 7. and 9. It is difficult to provide facilities to protect from the wind. Weather protection at bus stops requires adequate space on the sidewalk. Planning for Fish Hoek is programmed for 2029/30. The future Urban Design Policy should guide design for comfort.	No change: detail of an area
Personal capacity	2. This represents safety and security risks for scholars, students and women specifically and the area is avoided by the many sports people who train between Muizenberg, St James, Kalk Bay, Noordhoek and Simonstown, with the resultant loss of economic opportunity. A warehouse-style, well lit, secure train station, similar in style to Workshop 17 of the Waterfront, is needed to protect commuters from security risks and the weather.	12	12. Certain things need to be put in place first before TOD can be realised at Fish Hoek Station. Primarily, the recovery of the rail system, then a mechanism to develop stations and their precincts as viable business areas in support of TOD.	No change: detail of an area

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	3. It would need to be located on the Cape Town side of the current station, with traffic flow between the Caltex garage access road and adjacent under utilised parking lot, one way to the first exit to Main Road at OK Bazaars building, moving congestion, litter and traffic away from the current historical station building. Rail to interface with taxis for regular commuters at the Caltex garage end.	12	As above	No change: detail of an area
Personal capacity	4. The rail to end at Fish Hoek, in line with the OK Bazaars. The rail to Simonstown stopped and rail repurposed for run, cycle, walk and/or tram, with all rail infrastructure from Fish Hoek to Simonstown removed, clearing the view and promoting tourism and economic opportunity. This will join Muizenberg to Simonstown for world class tourist and sporting events, e.g. surf ski, lifesaving, running and cycling. Railway land on the Muizenberg side of the station, from in line with the OK Bazaars building, to be zoned for commercial development and densification with modern 3 storey accommodation (similar to Muizenberg) with restaurants, beach and sports shops below. (i.e. from the restored station onwards).	12	As above	No change: detail of an area
Personal capacity	5. Main Road traffic should be split at the main intersection in line with the historic station (to be restored and converted) and diverted along the current vacant land, diagonally to Beach Road and join up again at a new roundabout/circle to either Simonstown or Noordhoek. The entrance to Fish Hoek beach to be located in a double lane one way road from the beginning of Beach Road, (approx. the middle of the beach area), through to Peter Creese Way and out where the current access road to the beach is.	12	As above	No change: detail of an area
Personal capacity	6. The current erf from the restaurant to the river in Clovelly should be taken away from Parks and Recreation who are mismanaging it. A Private Public Partnership needs to be established, modelled on the V&A Waterfront, where public land is successfully and beneficially managed by private enterprise, optimising the precinct for commercial, residential, tourism, sustainability use. This will make Fish Hoek the central hub of deep south and a future fit town, growing through rapid semigration into a sustainable, economic tourist destination, complementary to the natural beauty of the area.	12	As above	No change: detail of an area
Personal capacity	7. In time, Simonstown yacht club to have the break water extended to house the bigger boats that cannot be accommodated at the RCYC or Waterfront, bringing international spend and linking tourism between Simonstown and the Waterfront. Fish Hoek is the missing link and development here hits the majority of the targets of the Integrated Development Plan in one transport infrastructural development	4	4. The DSDF refers to the harbour in general – this is detail not contained in the CITP, which does not address harbours because of their negligible role in the transport system (unlike the port). City would welcome private sector development here.	No change
Personal capacity	1. Affordable, reliable, safe public transport is vital for the realisation of most other constitutional rights. Trains are used by many, mainly the poor and working class to access school (section 29 of the Constitution), work (section 22), healthcare (section 27). They are used to be people to get to places of worship, cultural practice (sections 15, 30, and 31) or protest (sections 16 and 17). They are necessary for us to achieve a 'safe and healthy environment' (section 24). Safety on trains is required in terms of section 12. Unsafe trains can endanger people's lives (section 11). Forcing people to walk, take overcrowded, expensive taxies, or other modes of transport is undignified (section 10). Poor and working class people who cannot travel by train have their movement restricted (section 21). Choosing not to fix the dire situation in commuter rail is a contravention of our right to just administrative action (section 33). We, thus, have a constitutional right to affordable, reliable, safe trains	2	2. City has influence over the use of the road space specifically, but states the intention to explore greater involvement with the rail system. This CITP provides direction to support public transport and NMT, protect UA, and address road safety. Dignity is explicitly part of the CITP vision statement.	2. Add Constitution to legislative list
Personal capacity	2. Unite Behind was established as a non-profit company in 2018, arising out of a coalition of more than 20 civil society organisations intent on fixing a variety of social justice issues. Dealing with the endemic corruption, state capture, political interference by the Executive, incompetence and maladministration at the Passenger Rail Agency of South Africa (PRASA), the unlawful profiteering through corruption by local companies and multinational corporations constitutes one of our most immediate and urgent campaigns to give effect to the right to safe, reliable, and efficient rail transport for all. Since 2018, the #FixOurTrains campaign has been Unite Behind's primary focus. While other spheres of transport, motorised and non-motorised, are vitally important to realise the right to the city and fundamental constitutional rights, our focus is on commuter rail. Thus, our focus in this comment is on the City's vision and plans for commuter rail	6	6. Pressure from civil society groups is vital to hold government departments and SOEs accountable. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	No change
Personal capacity	3. However, it is difficult for us to comment as, in contrast to the other types of transport, commuter rail receives barely a mention. Out of a total of 485 pages, only eight of those mention, often extremely briefly, actual plans to improve commuter rail. According to the City, the draft CITP 'takes into account… the collapse of passenger rail.' Further, the City acknowledges 'that rail is the backbone of its public transport system.' Paying lip-service to the dire situation in rail makes a mockery of its impact on poor and working-class people. If the City and its management wants to rid itself of the view that it does not work for all – only the middle and upper classes – it must pay greater attention and put more effort into rectifying the situation, within its power. The current version of the Comprehensive Integrated Transport Plan is simply not comprehensive when it comes to commuter rail. Insufficient number of characters provided.	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	No change
Personal capacity	4. Mayor Geordin Hill-Lewis has said the following regarding electricity procurement: Everything that you hear about poverty and unemployment in South Africa from politicians is just lip service, when you can't provide electricity for your economy to grow. If cities are serious about making an impact on unemployment and poverty, you have to sort out electricity. The same can be said about commuter rail services. Replace 'electricity' with 'trains' and the above statement will hold true.	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	No change

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Personal capacity	5. The City sets itself an admirable goal: Through the City's role as the transport planning authority as well as the contracting authority for Bus Rapid Transport (BRT) services, support the restoration, rehabilitation and expansion of the rail system to a carrying capacity of 30% above 2010 levels by 2030	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	No change
Personal capacity	. 6. There are currently an average of around 153 train trips in Cape Town per weekday. In 2013, when train usage was slightly higher than in 2010, around 545 trains ran per day in Cape Town. Raising rail's carrying capacity up to 130% of 2010 levels will require raising the current number of trips by more than 350% of current levels. It is unclear how the City hopes to achieve such a goal in the current version of the CITP, with scant focus or clear plans regarding rail in the document. This is especially the case given that much of the City's planned expansion to the size of the network will only be online by 2032.	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	No change
Personal capacity	7. The City's powers and duties to improve and safeguard commuter rail services are extensive. However, the draft CITP does not take account of this. It does not mention the National Land Transport Act 5 of 2009 (NLTA), which is a crucial oversight. Under the Act, the City has the following duties and concomitant powers, among others:	2	2. The NLTA is the legal mandate of UM's work, as mentioned in chapter 2 and throughout the document. Under the Constitution (Schedule 4, Part A), national government has executive authority including legislative competence over rail – they are responsible for devolution according to their plans: until then the City's powers and duties are limited.	NLTA has been added to section 2.8
Personal capacity	7.1. Coordinating the movement of persons within its area (section 11(1)(c)(vi) 7.2. 'exercising control over service delivery through— 7.2.1. the setting of operational and technical standards and monitoring compliance therewith; and 7.2.2. the monitoring of contracts and concessions' (section 11(1)(c)(xxv)); 7.3. 'promoting safety and security' on trains (section 11(1)(c)(xiii)); 7.4. 'service level planning for passenger rail on a corridor network basis in consultation with' PRASA (section 11(1)(c)(xix)).	7	Noted. 7. Future rail infrastructure planning is coordinated through the Rail Subcommittee of the IPC.	No change
Personal capacity	8. While the CITP contemplates devolution and taking over the management of commuter rail services through such mechanism, there is more than it can do, using the above powers. Currently, the City is remiss in fulfilling its related duties prescribed in the NLTA, section 11(1)(c). It could be subject to litigation if it does not rectify the situation.	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	No change
Personal capacity	9. The NLTA also requires the Minister to assign public transport functions (including rail) to the most appropriate level of government. The devolution of rail to competent municipalities has been national policy since 1996, with the National Transport Policy White Paper of that year. Thus, the City should advocate, agitate and, if necessary, litigate in order for such devolution to happen as soon as possible. The National Devolution Strategy outlined for next year is too late and will likely not ensure devolution at any point in the near future. The draft CITP does not mention any contingencies of devolution does not occur within a reasonable timeframe. Such planning must be included. As the City fought to confirm its authority to procure its own electric power, so too must it obtain the power to manage its own train system.	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	No change
Personal capacity	10. The City made various undertakings to ensure devolution in the 2017 Business Plan for Assignment of Urban Rail. This document is not referenced at any point in the CITP.	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	No change
Government corporation	Page 221: It is not clear in the congestion relief projects listed in the short-long term which of are linked/enablers to strategic projects such as the development of Culemborg and the Port Industrial Park (PIP Site).	7	The congestion relief programme can only address existing congestion.	No change
Government corporation	Page 280-282: The CCT is aware of the fact that the City (outside of the CITP) has a Council approved Freight Management Strategy, however there is noticeable lack of emphasis on freight related infrastructure investments or projects as opposed to other components of transport as outlined in the plan. Further, it is the view of the Authority that the CITP and the CCT's Freight Management Strategy should be reviewed in parallel as the two are closely interlinked in some way.	10	The City regards freight movement as the basis for economic development and its importance in the CITP. Section 10.7 highlights the implications for planning for uncertain futures and that the Freight Management Strategy will need to include this new approach of planning. The Freight Management Strategy updates will be included in the annual update of the CITP.	No change

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Government corporation	Page 280: 10.6.1- Strategic projects such the CTCT Phase2b that is aimed at increasing the current road/rail split to 90% (road)/10% (rail) to align the rail capacity in the port with the inland terminal (Belcon) as means to improve rail utilisation should be included in this section together with the TNPA's plans for a permanent truck staging facility in PIP Site. These are critical projects that Transnet is fast tracking to address some of the challenges relating to the maritime freight logistics chain in Cape Town.	10	Thank you for the suggestion that will be included.	Added to 10.6.1
Government corporation	Page 280: 10.6.2- The Authority welcomes with appreciation that the City has become increasingly aware of the economic role of the port, and has paid more attention to its functioning in supporting import and export commodity sectors; and as such would like to see that translated in this review with emphasis on the institutional support and priority areas/projects the City will be collaborating with the Authority on to strengthening a shared vision of the role the Port in growing the regional economy.	10	This is covered in this section. The City is keen to collaborate on TNPA projects related to road-to-rail, the development of Culemborg, and the truck staging area, as well the growth of inland terminals.	Added to 10.6.3
Government corporation	Page 280: 10.6.3- In line with the Transnet Segment Strategy, the Port of Cape Town will continue its existing role as primary container and general cargo port for the Western Cape region, with the Port of Saldanha Bay playing a complementary role as the region's primary dry bulk and liquid bulk port. The port system's complementary and regional integration results in integrated development with the following benefits: ▪ Connected and efficient logistics corridors that are economically active that support regional communities ▪ A vibrant, borderless regional economy ▪ Encouraged regional specialisation ▪ Stimulated economic activity ▪ Catalyst for growth The Authority requires clarity and an opportunity to engage further on the aspects relating to regionalisation of back of port activities and to get the City's perspective of 'regionalising back of port activities' and the best approach to collaborative planning to encourage spatial alignment and integrated planning.	10	The port is situated in a geographically constrained position so close to the CBD and its main access routes (road and rail). This results in a concentration of freight movement on the northern, eastern and southern corridors (which include the N7, N1 and N2) into and out of the port. An inland back-of-port can release this pressure somewhat while still supporting economic development. Liaisons on future plans will continue in the Freight Subcommittee of the IPC.	No change
WCG department	Clause: Notes on gender issues in policy documents Comment: It is suggested that in pursuit of gender specific transport strategies, gender-disaggregated data reflecting the use of transport modes and other relevant evidence must underpin decision-making. Such data will point to possible gender-specific variations that can be enabled for a better fit between plans and the communities they serve. As indicated throughout the document, transport plans and spatial decision-making are inextricably linked, thus it is essential to understand the needs page 2 of 4 of women in the utilisation of all transport modes in future renditions of plans such as this CITP to enhance spatial justice from a gender perspective (see two attachments from UN publications in which gender mainstreaming in the transport sector is discussed)	5	Covered by previous commenter.	No change
WCG department	Clause: The NMT Programme Comment: The NMT Programme seems well funded, but it is unclear how the funds set aside for NMT in the MTEF will be translated into the specific capital NMT projects. Moreover, there no articulation of what the NMT Programme seeks to achieve, and which design changes are to be made along prioritised networks.	9	This is all covered in chapter 9.	No change
WCG department	Clause: The rail devolution feasibility study and passenger rail objectives. Comment: The city's rail devolution feasibility study needs to be ventilated in respect of the city's passenger rail objectives. Importantly passenger rail plays an important REGIONAL role in public transport, beyond the bounds of the City, and this needs to be considered in all decisions informing how passenger rail will be managed going forward.	6	6. Your comment is noted. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	The regional aspect of the rail network should be considered in the Rail Study - Comment to Daniel Japhta.
WCG department	Clause: Figure 4-6 Biodiversity Network and Marine Protected Areas (p 159) Comment: This map that is based on the MSDF, still indicates the Driftsands area as a Protected Conservation Area, but this status has now been lifted for the entire (former) Driftsands Nature Reserve.	4	Update	Update all MSDF maps
WCG department	Clause: Chapter 4 Spatial Development Framework (MSDF) Paragraph 4.1 'This round of MSDF review is considered to be a 'light review' within the context of the previous 2018 MSDF. (p.146) Comment: This clause is problematic since the legislation doesn't make provision for 'a light review' of MSDFs. This can cause confusion among readers of both documents. Consider replacing that phrase with: The MSDF is currently in the final stages of amendment for incorporation into the City's IDP.	4	Update	Updated 4.1

Organisation type	Comment	Chapter	Response	Change to document
WCG department	Clause: p. 100 : Western Cape Provincial Transport Magotla Comment: It is proposed that the term Magotla be replaced with Legotla. Most likely to be a typo.	3	Correct	Legotla
WCG department	Clause: p.3 03 Table 12-1 Priority Metropolitan TOD Catalytic Precincts Comment: Consider referencing the GCM RSIF since it is an approved Provincial Regional Spatial Development Framework in terms of the Land Use Planning Act.	12	The Greater Cape Metro Regional Spatial Development Framework would have informed the MSDF, or been informed by it.	No change
NPO	Apartheid spatial planning contributes to the inefficient transport system in the WC. CCT should work closely with the Economic portfolio to spread jobs into different areas to create economic hubs to alleviate the traffic in the CBD and financial pressure on commuters who live outside the city belt.	4, 11	Agreed. Examples are TOD, support for economic opportunities at PTIs, and the CLDP.	No change
NPO	Public transport to people in lower income areas and who live outside of the city belt is not accessible, due to loss of the railway system in the Western Cape and the increasing prices of minibus taxis and buses. Also, MyCiTi buses are mostly available in affluent areas, leaving very little and affordable public transport options to commuters.	5	Agreed	No change
NPO	Transport needs to address the issue of minibus taxi violence and other public transport services	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update. Security and safety challenges are dealt with through the Land Transport Enforcement Subcommittee as part of the Intermodal Planning Committee.	
NPO	Transport needs to be decarbonised fully	11	See 11.1 and 11.2	No change
NPO	CCT to Re-imagining Stakeholders in the transport plan as rubber stampers into shareholders via social entrepreneurship (Inviting for investment from communities and interest groups to play a part in the financing and control of the plan).	2	City must operate under strict procurement processes that encourage competition between entrepreneurs.	No change
NPO	Prioritisation of low-resourced communities as the primary subjects or targets of the transport plan, and public engagements, local champions to encourage buy-in from communities.	5	5. Priorities are determined through the needs assessment. The PT Prioritisation projects should provide short-term improvements for under-resourced communities. 5. Local champions should work with their subcouncils.	No change
NPO	CCT to revisit financing strategy and costs that will be shared with commuters and whether they will be it be competitive? Or subsidised? Across modes of transport in the 2032 plan.	6	6. An updated fares policy and fare system and structure have been developed to improve integration between public transport modes and services. This policy simplifies the fare system for passengers and creates more options to access the system. The proposed updated policy allows better integration with other modes.	
NPO	CCT Fleet Management and Maintenance Plan should be explicit each of the Phases of the Transport Plan that will be focused on.	5	Unclear what is being suggested.	
NPO	CCT to provide a tailored (For 2032 Transportation Plan) comprehensive service provider management plan, as new routes and areas will need more human resources that will be outsourced.	6	6. The IPTN Business Plan will address these comments. However, the objective of the Public Transport Plan is to provide a quality transport system that will be the most cost effective with the integration of all modes.	

Organisation type	Comment	Chapter	Response	Change to document
Personal capacity	Far South Issues : Roads: A. Make provision in the local network capacity for the closure of Chapmans Peak: 1. The effect on Noordhoek Businesses 2. The effect on road transport into and out of Noordhoek 3. The diversion of the lost capacity onto OKW (which must also factor in increasing traffic as the City approves more houses and densification- without the necessary infrastructure first being in place) 4. Kalk Bay Main Road already at capacity	6	The Far South Transport Plan (2019) indicated that only 5% of outbound and 2% of inbound traffic used Chapmans Peak Drive.	No change - local issue
Personal capacity	B. Close the unnecessary bus lanes at OKW/ Kommetjie Road to reduce accidents, damage to vehicles and potentially save road users lives	7	This type of infrastructure is relatively new to Cape Town, but is in line with promoting public transport. A safety audit was completed to identify elements that require attention: these will be attended to.	No change
Personal capacity	Rail 1. Limited and unreliable rail link between Fish Hoek and Simonstown 2. Unreliable rail link between Fish Hoek and Cape Town 3. Consider light rail/ tram type options- especially outside of peak hour to reduce operating costs	6	It makes sense to rationalise the public transport service between Fish Hoek and Simon's Town according to a mode appropriate to the anticipated demand. This proposal should be investigated to fulfil the short-term interventions identified within the Far South Transport Plan. In addition, this rationalisation may free up the perway for seawater intrusion protective measures, and a promenade-type recreational route.	No change
Personal capacity	MBTs 1. Very efficient public transport linking Ocean View to Masiphumelele to Fish Hoek and Simonstown and Wynberg 2. Still not enough control over the illegally operating and illegally modified minibus taxis placing commuters and other road users in danger	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update. The Operating Licences Plan (OLP) 2023–2028 describes the conditions under which operating licences for MBT vehicles are granted. These conditions govern the way in which the MBT operators should operate. Concerns regarding the operation of MBT should be submitted to law enforcement regarding noise, etc. and speeding offences through the Transport Enforcement Unit (TEU).	
Personal capacity	Bus 1. Underused Golden Arrow Services 2. Large excess capacity available 3. Investigate the effect that the taxi industries don't allow consumer choices to use buses	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes.	
Personal capacity	Delivery Vehicles: 1. Large commercial delivery trucks using OKW that increases already dangerous driving conditions especially in bad weather 2. The massive increase of motor cycle delivery vehicles- a large percentage who don't abide by the rules of the road and is an accident disaster waiting to happen	10	While OKW seems preferable to Main Rd (not free-flowing) and Chapmans Peak Dr (too constrained) for trucks, the Freight Management Strategy (2017) revealed that most trucks use the Main Rd. Delivery motorcycles are an indication of growing online shopping patterns and are subject to enforcement like any other vehicle. 'Hotspots' for illegal behaviour can be reported via the City's Fault Reporting platform or the relevant distribution company.	No change
IPC subcommittee	The 'desirable future' should create 'win-win' outcomes that support economic growth potential	2	2. Supported, this is reflected in the IDP commitments.	No change
IPC subcommittee	Incremental approach is essential.	6	Agreed	No change
IPC subcommittee	Consider TOCs beyond Phase 2A	6	6. The Industry Transition Business Plan for Phase 2A is the basis on which engagement with the MBT industry is taking place. It includes direction on options for the industry transition.	

Organisation type	Comment	Chapter	Response	Change to document
IPC subcommittee	Consider catering for public and private transport to expansion areas e.g. Winelands airport; Kraaicon	7	7. These developments should be brought to the IPC subcommittees for coordination within the functional region. They are included in the transport modelling.	No change
IPC subcommittee	Resolve responsibility for level crossings; rail sidings need to be managed	7	7. Level crossings: Rail Subcommittee to resolve. 7. Rail sidings: The City is legally required (under the MFMA and the National Rail Safety Regulator Act) to protect and maintain, and not dispose of, freight rail sidings.	7. Level crossings: add in 7.3.2 the need to resolve responsibilities 7. Rail sidings: added statement in 7.5.1 that City needs to protect rail sidings
IPC subcommittee	Proximity-based access should also include urban agriculture to reduce the carbon footprint of food supply	4	Agreed. 4. The Philippi Horticultural Area is strongly protected. Grazing land is not reflected in the MSDF, but DSDFs should recognise this in future. The City has a Food Systems Programme to address urban food security. The carbon footprint of food relates not only to travel, but long-term refrigeration of food sold out-of-season.	2. Edit to 2.4.1
Subcouncil 14	Give a list of local projects	-	The PROW map (figure 3.38) maps out all existing and planned road and rail links. Transport projects per area are also shown in the DSDFs.	No change
Subcouncil 6	The Subcouncil considered commenting on the draft Comprehensive Integrated Transport Plan (CITP) 2023 – 2028 (Annexure A). The Subcouncil noted the Public Participation Plan for the Draft Comprehensive Integrated Transport Plan (CITP) 2023 – 2028 for the Comprehensive Integrated Transport Plan (CITP) 2023 – 2028 for the City of Cape Town (Annexure B).	-	_	
Subcouncil 10	Cllr Anele Gabuza wanted to know if they consulted the stakeholders (CODETA). Elias indicated that they have consulted all the stakeholders	14	Yes, they were consulted at SANTACO and district association level at the visioning and draft document stages.	No change
Subcouncil 10	Cllr Mthwalo Mkhutswana: mentioned that there is a huge hole on the road in his ward from the Bakery and the area is filthy. He also stated that the big trucks that are delivering alcohol are damaging the roads as our roads are not built for big trucks.	10	10. Overloaded trucks damage roads. Little can be done to stop trucks using local roads for their deliveries.	None
Subcouncil 10	Cllr Xolisa Peter wanted to know how the surveys are done on the roads, she mentioned there are areas in Khayelitsha that needs to be finished. She mentioned Makhabeni Road and others that needs to be fixed because they looked perfect outside it's not even potholes and also not a product of water pipes its more than that, she also said it's like a street with crocodiles. Cllr Xolisa Peter also mentioned that she did submit the resurfacing of streets.	7	7. The PMS identifies roads for maintenance. However, human behaviour interferes with this. People dig 'speed holes/trenches', and dump rubbish in the road. Discharging soapy effluent corrodes the asphalt on the road.	No change
Subcouncil 10	Comments from the (ALD Sitonga): The railway line needs to be re-instated in Khayelitsha as it is the backbone of the economy. • The minibus taxi industry need to be regulated and be assisted financially by government. • Site C Blue Downs rail extension need to be implemented. • Railway line in Khayelitsha need to be extended to Helderberg area. • We need to put a strong emphasis and focus on the maintenance of existing network and infrastructure to keep it in good usable condition. • This will contribute to safety, reduce travel times and cost savings for consumers/users • The construction, upgrading and extension of our various integrated modes of transport must ensure that it complies with South African legislation that regulates the clearing of indigenous plants to protect plants of conservation value, ranging from critically endangered vulnerable and near threatened plants, as well as plants that may have medical and other uses.	7	7. Road maintenance: See above. 7. Indigenous vegetation: new projects: this will be picked up in the EIA, and mitigation measures put in place. Road maintenance: only alien vegetation is removed, and herbicides only used on the road shoulder.	No change
Subcouncil 14	Cllr Moses thanked Miss Sasman for the presentation; he further requested for her to submit a list of projects that are going to happen in Subcouncil 14 prior to commencement. He also asked progress regarding Athlone Corridor project. Miss Sasman indicated that the report is a planning document; it does not go into details according to the actual budget. Athlone Corridor is not the next phase after MyCiTi Phase 2a. However, it should benefit greatly in the corridors where there is an incremental approach.	6	6. The incremental approach to improvements to the public transport system provides the approach to ensure a balance between the rollout of corridor services and the continuous improvement of public transport facilities and operations that support the IPTN.	No change
Subcouncil	Cllr Nikelo moved for noting of the report supported by Ald Jacobs. There was unanimous agreement with the resolution. That the report on Draft Comprehensive Integrated Transport Plan (CITP) 2023 – 2028 for the City of Cape Town: Public Participation Process BE NOTED with the comments made by Cllrs.	-	_	

Organisation type	Comment	Chapter	Response	Change to document
Subcouncil 16	Subcouncil 16 notes that the report: · Does not reflect the POPIA. · Refers to Delegation 24, 5(3) instead of Delegation 25.	-	_	
Subcouncil 16	Ms Swart will email the report with amendments. Comment period 17 October to November 2022	-	_	
Subcouncil 16	The Subcouncil consider commenting on the draft Comprehensive Integrated Transport Plan (CITP) 2023 – 2028 (Annexure A). The Subcouncil note the Public Participation Plan for the draft Comprehensive Integrated Transport Plan (CITP) 2023 – 2028 for the City of Cape Town (Annexure B).	-	_	
Subcouncil 17	Subcouncil consider commenting on the draft Comprehensive Integrated Transport Plan (CITP) 2023 – 2028 (Annexure A). The Subcouncil note the Public Participation Plan for the draft Comprehensive Integrated Transport Plan (CITP) 2023 – 2028 for the City of Cape Town (Annexure B).	-	_	
Subcouncil 19	The Subcouncil comment on the draft Comprehensive Integrated Transport Plan (CITP) 2023 – 2028 (Annexure A). b. The Public Participation Plan for the draft Comprehensive Integrated Transport Plan (CITP) 2023 – 2028 for the City of Cape Town (Annexure B) be NOTED.	-	_	
IPC subcommittee	Concern that the revival of rail should consider the regional system not just the metro: Could City consider this in its study?	7	7. Stakeholders such as towns in the functional region will be engaged, as well as WCG, as part of the feasibility study.	No change
IPC subcommittee	Be realistic about the extent to which digital access will grow	2	2. Accepted, so no targets are set for this. However, it is a fast-evolving sector.	2. Added to triple access paradigm explanation
IPC subcommittee	Is there a place for more private sector involvement/concessioning?	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	No change
Subcouncil 20	Rail is FUNDAMENTAL to the transport system, as well as land use and economic development: it MUST revive	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play.	No change
Subcouncil 20	Are there no public meetings?	14	14. No, it was agreed that, as this process followed shortly after the DSDF public meetings, as well as public meetings on other processes, e.g. MyCiTi Metro SE corridor, this would be overload.	No change
Subcouncil 2	That the presentation on the Draft Comprehensive Integrated Transport Plan (CITP) 2023–2028 for the City of Cape Town: Public Participation Process attached as Annexure A BE NOTED.	-	_	
Subcouncil 2	That the item be workshopped at the next Subcouncil 2 Activity Day in order to have a better understanding on what is prioritised for the Subcouncil 2 area.	-	_	
Subcouncil 5	Cllr M Adonis thanked the official for the comprehensive presentation and mentioned the community will not read through the entire document and requested if a generic summary (1 page) document be provided for the community. Mr Y Petersen stated that he will provide a summarised document especially for the communities.	-	_	
Subcouncil 5	Cllr M Dambuza requested that the summarised document provide more in-depth information regarding the jurisdiction of the Subcouncil 5 areas as most community members travel via public transport; councillor then requested that the taxi association be included in the public participation process as a vast part of the community make use of the taxi industry. Mr Y Petersen stated there are 6 region minibus taxi associations, whereby a meeting is scheduled with each of the regions' associations.	14	Local community meetings were not possible. However, MBT associations were consulted in the visioning and drafting process.	No change
Subcouncil 5	Cllr D Masiu stated there are new associations created within the Delft Community and requested that the Department engage with these associations as well, as they are popping up all over the place. Mr Y Petersen stated that the department is aware of the various associations within the Delft area and mentioned that the issues are being discussed and finding ways of resolving it.	6	Noted. 7. Future rail infrastructure planning is coordinated through the Rail Subcommittee of the IPC.	

Organisation type	Comment	Chapter	Response	Change to document
Subcouncil 5	Cllr P Mzolisa stated within the area where she resides there is constant long queues at the taxi ranks and urged that the railway also come on-board as most community members are forced to travel by taxi as the railway line is not operating but also urged that the safety and security be increased on the railway and also the Taxi and urged that the Ward Councillors should be included when these engagements takes place. Mr Y Petersen requested that all concerns and comments be submitted to the relevant department or contact details listed in the document, so that these issues can be taken into consideration.	5	5. Supported	No change
Subcouncil 7	The Subcouncil requested that a workshop be scheduled to allow for a presentation on the Transport Plan (2023 – 2028) in order for Subcouncil 7 to provide adequate input.	-	_	
Subcouncil 7	That a workshop BE SCHEDULED to allow for presentation on the Integrated Transport Plan (2023 – 2028) in order for the Subcouncil to submit adequate input into the plan.	-	_	
Subcouncil 9	Ald. Sotashe raised an issue in the objectives of the report that there is a lot of work to be done, affected stakeholder to be on board and wanted to know the relationship with PPU coordination in assisting the stakeholders in terms of analysing the documents. He then proposed the same approach that the City to make use of the traditional way of bringing communities under one roof for meaningful inputs, facilitated by SC09 Manager then Cllr Qoba, Cllr Madikane, Cllr Pimpi to assist in coordinating the process. Response – various sector plans addressing the issues were drafted with sectors as per stakeholders and are packaged according to their inputs. Ald Sotashe requested the list of consulted sectors to be shared with SC09 for better coordination and knowing as to who has been consulted.	14	14. The PPU guided and assisted with the public participation process. The PPP plan, approved by the PPU, was attached to the report to the UM PC and the subcouncils.	No change
Subcouncil 11	Ald Van der Rheede mentioned that the report needs to be sent to Ward Committees as well. Cllr Manuel commended the department and added that it was the Mayor's vision as the plan covers four different types of transport users. Ald Justus enquired about the number of road schemes to be assessed in terms of illegal dumping and antisocial behaviour. Mr Japhta thanked Cllr Manuel and added that if Ald Justus has one road that he is referring to he must please inform the department. Ald Justus mentioned that in 1966 the assessment was done and some roads were proclaimed. Ald Van der Rheede suggested that the official follows it up and inform the Subcouncil via e-mail.	7	7. Road scheme reserves are treated as road reserves. Vegetation control is done annually and ad hoc clearing of dumping is done when notified. Please report using the online 'Fault Reporting' platform.	No change
Subcouncil 13	Cllr Ngubelanga wanted clarity on focus areas covered by the report and why not other areas included in the report.	14	14. The CITP is a Citywide document.	No change
Subcouncil	Cllr Gadeni noted the report.	-	_	
Subcouncil	Cllr Payiya seconded the report.	-	_	
Subcouncil 15	Following the presentation, a short discussion ensued whereby Ms Swart responded comprehensively to questions raised. Alderman Smith, referring to the interrelationship with traffic law enforcement pointed out an inaccuracy namely that the NLTA and NRTA are enforced by Traffic Service however the report erroneously refer to traffic services as an Inspectorate. He further added that Traffic Services are assisted by both Metro Police and Law Enforcement. On the reference to SAPS, he proposed that it be removed, as SAPS will not get involved with traffic enforcement with the exception of drug driving cases. Alderman Smith continued that the NLTA requires a re-write as certain sectors has organised crime syndicates in it.	6	Accepted: 'Traffic Services' not 'Inspectorate'.	Change wording in 6.11.6.3
Subcouncil 20	Cllr Le Goff reiterated that the railway system is the only way to alleviate traffic congestion and enhance the economic sustainability around the PTI. Ald Limberg requested that the department provides a presentation at the open day on 17 November 2022. Subcouncil 20 supports the request for the department to conduct the presentation at the open day that will be held on 17 November 2022 at Wittebome Civic. Subcouncil 20 notes the comments provided.	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play.	No change
Subcouncil 21	The Chairperson stated that this item be discussed at the Activity Day meeting to be held in November for further deliberations on this report and that the ward committee members be invited	-	_	
Subcouncil 21	That Subcouncil consider COMMENTING on the draft Comprehensive Integrated Transport Integrated Transport Plan (CITP) 2023 – 2028 (Annexure A).	-	_	
Subcouncil 21	The Subcouncil NOTE the Public Participation Plan for the draft Comprehensive Integrated Transport Plan (CITP) 2023 – 2028 for the City of Cape Town (Annexure B).	-	_	
Subcouncil	What is happening with the roll-out of electric buses?	11	11. Covered in 11.1.2	No change
Subcouncil 1	Subcouncil Notes the report	-	_	
Subcouncil 3	Cllr C Visser enquired about the hotspot at the Plattekloof and Rothschild roads intersection that is not indicated in the report. It was noted that Roads and Infrastructure Management has identified funds for the Plattekloof area. Cllr C Visser further enquired if the MyCiTi bus route will be extended to Ward 1. Furthermore, Cllr C Visser asked that focus on the Taxi Industry for parking to be made available at the Northlink College, be incorporated into the report.	7	7. To be referred to the district	No change

Organisation type	Comment	Chapter	Response	Change to document
Subcouncil 4	Subcouncil resolved to NOTE the Public Participation Plan for the Draft Comprehensive Integrated Transport Plan (CITP) 2023 – 2028 for the City of Cape Town.	-	_	
Subcouncil 8	Cllr Stacey enquired about the following: Why is the MyCiTi bus services not operating within the Helderberg? What preventative measures is put in place to prevent taxis and other vehicles from using the bus lane? The cameras installed on the N2 is it taking pictures of offenders and are they being issued with fines? Mr Kok responded as follows: MyCiTi bus service is planned to be rolled out across the City including the Helderberg the time-frame for implementation is not available at this stage. However, he advised that currently the Golden Arrow bus service is providing such a service from Strand to Cape Town CBD on a daily basis. Bus Lane Enforcement – Mr Kok advised that he cannot report on this matter as it is dealt by Law Enforcement Department. Cllr McFarlane enquired if the population of the Helderberg residents do not justify MyCiTi services to be allotted to the Helderberg as a greater portion of commuters travelling to Cape Town is from the said area. Further was made regarding the re-instatement of railway services. When will this be done as it will alleviate the traffic congestion? Cllr De Beer requested that the members from the leading party consult with Minister Fikile Mbalula regarding the transport issues. Cllr De Beer also wanted to know whether there is a 5 or 10 year; 10 to 20 year or above plan in place? And further stated that the good railway system will reduce cars on the road and congestion of traffic. Cllr Mabungani enquires regarding the people that has erected homes next to and on top of the railway lines? What is going to be done to have them removed? Mr Kok responded that provision is being made for the Helderberg Area however, the timeframe for implementation is not available at present. He further stated that he will follow up and report back to the Subcouncil. Mr Kok further responded that their department is currently busy with engagements with PRASA and also reported that the railway services is a national function and advised that City of Cape Town can only engage as they have no control over this matter. City of Cape Town is busy with a feasibility study including the risks, financial risk and other involved to maybe take over the service from PRASA. They are also busy with National Transport to advise on how to facilitate the process and to take the process forward. Mr Kok also reported that regular engagement sessions with PRASA and other relevant stakeholders take place. Cllr Punt further reported that the congestion of traffic is picking up as off Macassar going to Cape Town. This congestion of cars is being experienced at the Strand Municipal building as well as most bus commuters parks in front of the Strand Municipal building. He also requested with reference to the re-instatement of railway services. Further enquiry was made with reference to a MyCiTi shuttle service to operate within the Helderberg between Somerset West, Strand, Gordon's Bay and Sir Lowry's Pass. Within the Helderberg area there is residents residing from the richest to the poorest with a very broad spectrum of clients.	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	No change
Subcouncil 12	The Subcouncil Chairperson, Cllr Solomon Philander introduced this item. The Chairperson advised that he welcomed the capital investment from the department. He said a decent transport plan will allow people to connect and get to work. Cllr Washiela Harris asked if concrete welcome signage could be erected in the various areas of Subcouncil 12 by the transport department. Cllr Grant Classen advised that PRASA was not dependable and therefore alternatives are needed in terms of transport. He asked that fair pricing be considered. Cllr Avron Plaaitjies stated that he is excited about this project as communities will benefit and Mitchells Plain as a whole. He asked that Councillors safeguard these project to avoid any delays. Furthermore the official advised that there has been project delays due to safety concerns. The Chairperson advised that the Mt Tukushe engages the Subcouncil Manager should he have any further concerns.	7	7. Concrete signage: will be referred to area management for road signage, but this is not common practice.	No change
Subcouncil 18	The Chairperson, Cllr K Southgate, afforded councillors an opportunity to pose comments or questions as follows:	-	_	
Subcouncil 18	Cllr M Petersen stated that the information is high level and that communities must be engaged on grass root level in order to obtain meaningful contributions;	14	14. It was agreed that, as this process followed shortly after the DSDF public meetings, as well as public meetings on other processes, e.g. MyCiTi Metro SE corridor and the OLP, this would be overload.	Explained in the chapter
Subcouncil 18	Referred to folio 239 and proposed that extensive public participation takes place and that ward committees; organisations and civil society be engaged in terms of the process;	14	Please see chapter 14 that outlines the full public participation process and methodology.	No change
Subcouncil 18	She further highlighted the role of taxi operations as partners seeing that no rail services currently operate between Steenberg and Fish Hoek and suggested that the CCT further engaged taxi associations.	6	6. The Industry Transition Business Plan for Phase 2A is the basis on which engagement with the MBT industry is taking place. It includes direction on options for the industry transition.	No change
Subcouncil 18	Mr D Jephta responded that further engagements could be organised and that the public participation period closes 30 November 2022. He proposed that the Subcouncil direct a request for extension and further engagement to Urban Mobility department. He advised that he is not in a position to respond to taxi operational related matters however; he will forward it to the responsible official.	-	_	

Organisation type	Comment	Chapter	Response	Change to document
Subcouncil 18	At this point, Cllr K Southgate proposed that further engagement takes place with ward committees; organisations; taxi/bus associations in respect of the draft Comprehensive Integrated Transport Plan (2023–2028).	14	Subcouncils are the conduit of information to ward committees and stakeholder organisations in their area.	No change
Subcouncil 18	That Subcouncil 18 SUBMITS comments on the Draft Comprehensive Integrated Transport Plan (CITP) 2023–2028. That Subcouncil 18 NOTES the Public Participation Plan for the Draft Comprehensive Integrated Transport Plan (CITP) 2023–2028 for the City of Cape Town	-	_	
WCG AQM capacity building	Many developments around Saldanha and the transport of commodities (some dangerous) is increasing. Need to understand the growth (and disaster risk) needs for the West Coast corridor	10	10. This should be considered in the review of the freight management strategy, recognising that Saldanha falls outside of the municipal area.	Add reference to corridor planning to 10.6.5
WCG AQM capacity building	Why has MyCiTi not been rolled out along the N1 and N2?	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	No change
WCG AQM capacity building	Park and rides are needed to support remote locations	6	6. As part of the Travel Demand Strategy, a park-and-ride strategy will be developed.	No change
WCG AQM capacity building	What has happened to the Vehicle Emissions Working Group?	11	The Vehicle Emissions Working Group (VEWG) was established to address the transport-related objectives of the strategy, namely: • To reduce and control vehicle emissions in the City • To support sustainable transport planning initiatives The VEWG is currently in the process of being 'revived'. The renewed focus will be supporting and collaborating on existing initiatives with key stakeholders and forums in order to avoid duplication of efforts and initiating new initiatives, where feasible.	Covered in chapter 11 CCAP
Subcouncil 7	Want more space for PT services, e.g. laybys	7	Laybys are prioritised based on requests from GABS, subcouncils and public transport users. The locations are first evaluated from a demand and traffic safety perspective.	No change
Subcouncil 7	Want PT to be comfortable, safe, reliable (now they only have MBT services). Want MyCiTi from Durbanville PTI. Want more, formal, PT services	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. In terms of demand for new high-volume corridors, this will be reviewed in the IPTN plan update.	No change
Subcouncil 7	Congestion relief plan is old and needs to be updated	7	Work is being done to ensure that projects reflect priorities. However, projects in the pipeline cannot be stopped.	No change
Subcouncil 7	'Dignity' in vision requires access for disabled people, at ranks	6	Unfortunately, only the MyCiTi is a fully universally accessible system (supported by Dial-a-Ride).	No change
Subcouncil 7	Need safe lanes for children cycling to schools, if not on sidewalk	9	9. To be referred to district engineer to identify priority road segments (ward allocations could be used).	
Subcouncil 7	Want R300 extension	4, 7	4. This has been accommodated in the DSDF. 7. This has been planned for in the congestion management plan, but for the longer term.	No change
VOC	Integration of the MBT industry is problematic if there is continued violence	6	6. The Industry Transition Business Plan for Phase 2A is the basis on which engagement with the MBT industry is taking place. It includes direction on options for the industry transition.	
VOC	'Dignity' in vision won't happen if MyCiTi services are reduced through route optimisation exercises every 2 months. Services need to increase, not decrease	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Reduction in services is due to the financial sustainability of the system.	

Organisation type	Comment	Chapter	Response	Change to document
Subcouncil 21	Trust Mayor to pursue the restoration of rail to address apartheid spatial planning	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play.	
Subcouncil 21	Many years ago the Kuils River community gave input into the IPTN (roll-out of MyCiTi). When is it coming to this area?	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	
Subcouncil 21	Sufficient road space needs to be made available for PT services (e.g. embayments) - not the case in old 'townships', e.g. Nooiensfontein Rd and Saxon	7	Laybys are prioritised based on requests from GABS, subcouncils and public transport users. The locations are first evaluated from a demand and traffic safety perspective.	No change
Subcouncil 21	Much through-traffic on Van Riebeeck Rd: how to use them to support the local businesses?	4	4. Public transport corridors have been identified where land use should be intensified to support and to benefit from the increased ridership along these routes.	None
Subcouncil 21	What is the City doing to support digital access?	2, 8	2. The vision strongly supports the promotion of digital access. 8. The Remote Working Guidelines are strongly supportive of using digital access to reduce the number of trips generated. UM is working with the IS&T Department to explore how the City can further support digital access for its residents .	8. Strengthen the reference to digital access
Subcouncil 21	PT and NMT security is important, not just safety	2	2. Supported in the vision and objectives	2. No change
Subcouncil 2	**Public transport in Cape Town:** Has 2 goals to achieve: • Provide means to travel from point A to B for poor and vulnerable people. • To get people out of the comfort of their own vehicle in order to reduce traffic and emissions.	5	5. Supported	No change
Subcouncil 2	**Vision statement** • Should therefore include these groupings' expectations of safe, reliable and convenience and not only the City's aims of sustainability and dignity. If we intended to be customer focused, their needs and expectations are the aim as our priority. • It also seems that the problem statement is derived from current stats and patterns, which is definitely not the need of the traveller, as they need to take and make the best choices of what is available. We need to base our problem statement on the time of day, day and location; people need/wants to travel.	2	2. Safety, reliability and convenience are all covered in the CITP vision, which was developed through a broad stakeholder engagement process.	2. No change
Subcouncil 2	**Lessons learnt** • Our travellers are showing diversity in nature and we need to find a way that our vehicles have space for disabled, vulnerable, aged, mother/fathers with babies. Our aim should be to provide inclusiveness and not separate vehicles for each grouping. • Low hanging fruit should be integrated networks to local access points e.g. schools, shopping centres • The better our networks (all means of public transport) are integrated and communicated, the better we will manage deep uncertainty and show adaptability. • The taxi sector should be included from the start as partners and not getting a route as an afterthought. Their routes should be marked and provided with applicable public transport infrastructure like road signs, passenger shelter etc. • Cognisance should be taken of the fact that the city is a city – in – a region; priority should be given to routes to destinations like education and medical facilities. • If we are not serving the corridor but rather the traveller/passenger our answers would look different.	4, 5, 7	4. Agreed 5. City plans for 'vulnerable users', which is inclusive. 7. City cannot provide infrastructure for MBTs (e.g. signage, shelters) because routes may change, and there are no designated stops. However, the new incremental approach will accommodate the MBT service, and will need to consider its infrastructure needs, e.g. laybys at significant stopping points.	No change

Organisation type	Comment	Chapter	Response	Change to document
Subcouncil 2	**Scenario building** • We need to serve the current mass destinations as priority like workplace; education centres (schools, universities) hospitals with focused priorities in local network planning to take them direct rather than force them on the N2 etc. • It would be a great trust builder if we can communicate through social media updated 'best routes' to use. We do have the data, just need to communicate the best opportunities on time.	7	5. Major destinations are identified in the needs assessment; major land uses are considered in transport plan. 5. The City informs road users of the various incidents on the road network through the various channels – radio stations, social media, apps. These incidents include road closures, accidents, stationary vehicles, etc. In future, roadworks information will also be integrated into these information feeds. Google Maps already provides the necessary information to avoid congested routes. The alternative route advisory is best left to the app development sector.	No change needed
Subcouncil 2	**Development corridors** • Current classification of roads versus their actual functionality complicate accessibility. Please re-look, as the function of the road e.g. regional roads are already functioning as inner city roads. • Cape Town provides the biggest baskets of services in the Western Province and we must accept there is a need for inter-connectivity and co-operation between the different public transport networks around us.	7	7. The PROW is updated every five years, with an opportunity for annual reviews. The classification of a road may depend on their role within a corridor.	No change
Subcouncil 2	**Catalytic land development** • Revisit historical road reserves to assess their future need, get rid of dead end, incomplete roads and ensure inter-connectivity.	7	7. Addressed in the PROW. Sometimes dead-ends and vacant land are needed to ensure connectivity in future.	No change
Subcouncil 2	Support 100% the payment option. What about an option of an electronic 'gift card' for travel.	6	6. Currently, one can top-up MyConnect cards by visiting MyCiTi station kiosks, card vending machines (nine of them throughout the system including Table Bay Mall), or Absa cash-accepting ATMs. In future, this will be possible on any of the future cashless payment option.	No change
Subcouncil 2	Intervention: create a land use right basket as an opportunity for the private investment in build, own and manage e.g. mono-rail, tram or whatever air-born vessel is on the market.	12	12. This is the idea behind some of the CLDP projects, but needs to be tested on a project-by-project basis.	No change
Subcouncil 2	Safeguarding pedestrian space (side walk) versus informal trading	7, 9	7. New developments/upgrades: informal trading should be accommodated in conjunction with Enterprise and Investment Department. 9. Informal traders on pavements: solutions to accommodate all needs on sidewalks are explored on a case-by-case basis. Informal traders, by nature, need to locate on sidewalks, and provide services to passing customers.	7. Covered in 7.4.2 and addressed in the IEGS (chapter 11)
Subcouncil 2	Providing safe park-a-ride facilities for bicycles/vehicles etc. will go a long way	7, 9	7. Supported: P&R are provided at PTIs, and bicycle racks where deemed necessary by NMT Section. 9. NMT is included in all new planning/upgrade projects for infrastructure, park-and-rides, and BRT rollout.	9. No change
Subcouncil 2	Rail study should be wider than the current infrastructure and include new technology for fewer people faster, more frequently in a network.	6	6. Through an investigation undertaken within the Northern Corridor Modernisation Study, the City recognised the potential of a shorter train set within a more frequent time schedule. Further potential is unlocked when critical junctions within the rail network are remedied to support either turnaround or circular operations. This will be the City's proposal as the rail system improves. However, the current intention of the City is to support the resumption of passenger rail services along all corridors to support the demand expected along existing corridors.	6. No change
Subcouncil 2	Embracing long-distance travel and provide facilities (e.g. Bloekombos)	7	7. Yunus: The long-distance bus plan will address this.	No change

Organisation type	Comment	Chapter	Response	Change to document
Subcouncil 2	We must plan for the whole city and not only for where we have budget for and find innovative ways in partnering to provide the service e.g. employer transport, retail transport services, conditions for development, facilitation of land use right basket to enable.	6	6. The City is busy with a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function. Only after the completion of the study will there be a definitive direction regarding the role that the City will play.	No change
Subcouncil 2	Social media can be of good help to match travellers on the same route	8	8. The City has an internal platform where City employees travelling to and from same locations are able to organise lifts amongst each other. Lift clubs are supported and promoted by the City in their communication and marketing campaigns. Unfortunately there are still legislative obstacles to carpooling (where carpoolers compensate the regular driver for giving the lift), which inhibit the sustainability of carpooling and the use of carpooling apps.	No change
Subcouncil 2	Strong communication strategy to send a constant positive result: a bumper sticker: **I am lift club and happy to save the planet**.	8	Bumper stickers promoting lift clubbing are welcome. Lift clubs are supported and promoted by the City in their communication and marketing campaigns.	No change
Subcouncil 2	Want modal shift from private to PT, but need quality PT to attract them	6	6. That is the intention of the PT plan.	No change
Subcouncil 2	Schools cause local congestion: must be safe enough to not have to be driven to school	11	11. That is the focus of the Road Safety Strategy.	No change
Subcouncil 2	In lessons learnt section: MBTs are successful because agile, and use routes not designed for them. Add 'drop and go's' on these routes.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	No change
Subcouncil 2	Build new routes before they are needed by new land developments, e.g. R300	7	7. New routes are built by developers of large developments using Development Contributions, and by government for government-subsidised housing developments.	No change
Subcouncil 2	Future of rail study should include line to Malmesbury, not just internal to city	7	7. Yes, the rail feasibility study will include the functional area – surrounding towns that are functionally attached to Cape Town.	7. No change
Subcouncil 2	Plan for the new Winelands Airport that will be dominated by freight	4	4. Guidelines given in DSDF on its development	Add reference to the planned Winelands Airport to 10.6.4
Subcouncil 2	Plan for the fruit industry - cooling facilities are burgeoning	10	10. The movement of fruit to the port and airport should be considered in the review of the freight management strategy, recognising the growth in the fruit export industry. This is covered in section 10.8.	No change
Parastatal	The CITP refers to the Land Transport Advisory Board, the Intermodal Transport Committee, and the various related subcommittees, of which SANRAL is a contributing member. This platform provides SANRAL an opportunity to engage yourselves and other authorities on the various projects that is planned within the City of Cape Town.	7	Noted	No change
Parastatal	In addition to engaging on these transport forums, SANRAL and the City of Cape Town signed an Implementation Protocol (IP) in 2020. The purpose of the IP is to ensure that SANRAL constructs the N2 on the existing greenfield national road alignment through the Somerset West and Strand area. The CCT, as the housing authority, would assist in the relocation of all the households from the road reserve to alternative accommodation.	7	Agreed	No change
Parastatal	These plans are in an advanced stage and the IP's Intergovernmental Forum Committee (IGF) has approved project timelines for the construction of the N2 and relocation of all the households from the road reserve. The intention is to start construction in 2024 and complete the road by 2029. SANRAL has planned various capacity improvements projects on the N1, N2 and possible future extension of the R300 from the Stellenberg Interchange northwards. The projects on the N1 will impact the Wemmershoek pipeline with an estimate relocation cost of R380 million.	7	Noted	No change
Parastatal	Additionally, see attachment that outlines SANRAL projects planned within the CCT (no responses required)	7	Thank you	Added as section 7.6

Organisation type	Comment	Chapter	Response	Change to document
Taxi association	- Document is very broad - MBT is not prioritised but services 22% - MBTs meet Vision Statement so must be recognised - Rail and GABS get subsidisation - Dedicated lanes - Passengers need easy access - OLs should reflect demand and supply - Complete OLP process soon! - City must spend more money on training/education MBT industry needs training to regulate industry - MBTs have proven themselves to provide service	7	7. Dedicated lanes will be investigated during this CITP period, as well as their enforcement.	In 7.4.4
Taxi association	Two Oceans sent in comments on OLP: - Is there a transport authority in CT? - Re OLP and impoundments? - Rail returning? - Give 3 year temporary licences to compensate for rail? - What will happen to the MBT services that have been compensating for failed rail? - As PRASA used buses when temporary closure of rail section, do the same with MBTs?	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	No change
Taxi association	- It is difficult to issue temporary licences - Already operations expect renewal of 7yr licence - NTTTA specified how cities should support MBTs training, facilities - Blue Downs rail corridor… - Seems like bus and rail more important than MBT? - IPTN Projects demand - determines best mode - Too many impoundments in WC - All part of ensuring everyone abides by the law; maintain order - MBTS do appreciate law and order	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	No change
Taxi association	- When is MBT the best mode identified in City Plans - Integration Plan will show role of MBTs - Integration of MNT; buses: formalise MBTs - Training is important so that MBTs can integrate into MyCiTi	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	No change
MBT OLP consultation summary	General concern that there are these discussions with the City as they had previously with BRT and there is not feedback to the MBT industry afterwards; please set up a meeting to present feedback	6	6. The Industry Transition Business Plan for Phase 2A is the basis on which engagement with the MBT industry is taking place. It includes direction on options for the industry transition. Another engagement platform is the Minibus Taxi subcommittee as part of the IPC.	No change
MBT OLP consultation summary	Although this meeting has been restricted just to the CITP Vision, there are other concerns that the MBT industry has that they would like to have a platform to discuss that require broader stakeholders like law enforcement and PRE.	6	6. This should be addressed through the Intermodal Planning Committee engagements and the Minibus Taxi subcommittee.	No change
MBT OLP consultation summary	That their concerns will only be addressed once the plan is prepared in a couple of years. They need a mechanism to address their issues sooner.	1	The MBT subcommittee of the IPC is to address concerns on an ongoing basis.	No change
MBT OLP consultation summary	Please send agenda and presentation ahead of the meeting so that the attendees know what the meeting is about and can properly prepare. During the previous engagements asked that the notifications include these, but again not undertaken as part of this CITP consultation	14	14. Agendas were sent for all stakeholder workshops. No draft document was sent ahead of the visioning workshops, as the purpose of these was to develop the draft vision.	No change
MBT OLP consultation summary	They don't want to be fooled again like previously with BRT consultation	6	6. The Industry Transition Business Plan for Phase 2A is the basis on which engagement with the MBT industry is taking place. It includes direction on options for the industry transition. Another engagement platform is the Minibus Taxi subcommittee as part of the IPC.	No change

Organisation type	Comment	Chapter	Response	Change to document
MBT OLP consultation summary	Need a taxi task team.	6	6. Comment will be given to the Industry Transition branch at the City.	No change
MBT OLP consultation summary	How will their proposals be dealt with? There are a lot coming out, but there are not a lot of other stakeholders not here. How will the City respond?	14	Comments have been used to edit the CITP document wherever needed.	No change
MBT OLP consultation summary	A question as to what the MBTs need to do to be able to render this service that is described in the vision?	6	6. This should be addressed through the Intermodal Planning Committee engagements and the Minibus Taxi subcommittee.	No change
MBT OLP consultation summary	The role of MBTs in public transport must be acknowledged and respected more rather than just enforcing them.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	No change
MBT OLP consultation summary	This is a 300 page document, no one in the community is going to read it.	1	An executive summary of the final document is planned.	No change
MBT OLP consultation summary	Crime is one of the biggest concerns and feel they are not in a position to assist their passengers with their safety	6	6. Security and safety challenges are dealt with through the Land Transport Enforcement Subcommittee as part of the Intermodal Planning Committee.	No change
MBT OLP consultation summary	Vagrants and criminal activity problematic at ranks, no surveillance or security systems at ranks.	7	7. Improving security at PTIs is a concern that requires cooperation from various stakeholders, e.g. Safety and Security; the MBT associations and UM's Facilities Management.	Covered in 7.4.2
MBT OLP consultation summary	The City should have an obligation to assist with security for passengers and drivers.	6	6. Security and safety challenges are dealt with through the Land Transport Enforcement subcommittee as part of the Intermodal Planning Committee.	No change
MBT OLP consultation summary	Cameras if available are not always in use. They have been sending e-mails to Metro Police, but no response. How do they deal with this?	7	7. At PTIs: Metro Police is responsible for the conservation of chain of evidence, and can only release footage that is relevant and useable.	No change
MBT OLP consultation summary	Illegal invasion on routes make taxi industry very unsafe and the City is responsible for enforcement and allowing illegal operations.	5	Addressed in the OLP	No change
MBT OLP consultation summary	Even though some of them are law abiding, the City cannot control the industry sufficiently, which creates unrest and instability.	5	Addressed in the OLP	No change
MBT OLP consultation summary	Training of drivers with an accredited system needs to be introduced.	5	Addressed in the OLP	No change
MBT OLP consultation summary	Drivers need to speed to be able to make enough trips to be profitable.	6	Recognised as once of the problems with the current PT system	No change
MBT OLP consultation summary	There are other elements at play, not them that are burning the buses and trains.	5	Noted	No change
MBT OLP consultation summary	Condition of the roads is problematic	7	7. The PMS identifies roads requiring maintenance. However, human intervention is responsible for many problems with road condition, e.g. the illegal digging of roads to create 'speed holes', illegal dumping, exacerbated by the discharge of greywater onto the road surface that corrodes it.	No change
MBT OLP consultation summary	Condition of the rank facilities and bathrooms. Especially in Delft.	7	7. To be referred to Facilities Management Branch	No change
MBT OLP consultation summary	No proper facilities at interchanges	7	7. The design team has Design Guidelines, which are being reviewed.	No change

Organisation type	Comment	Chapter	Response	Change to document
MBT OLP consultation summary	Cleanliness and security problematic	7	The Orio project is piloting precinct management options to address issues like this.	No change
MBT OLP consultation summary	Not proper stops for MBTs	7	Laybys are prioritised based on requests from GABS, subcouncils and public transport users. The locations are first evaluated from a demand and traffic safety perspective.	Added to 7.4.4
MBT OLP consultation summary	No proper lanes for MBTs like bus lanes	7	7. This will be addressed in the PT prioritisation plans	Added to 7.4.2
MBT OLP consultation summary	Dedicated facilities needed in local areas where there is no rank built at A points	7	7. The design team has Design Guidelines, which are being reviewed	Added to 7.4.2
MBT OLP consultation summary	Although City speaking about digital access, physical access is still important for people. The MBT industry place a big role in the transport of the public.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	No change
MBT OLP consultation summary	A concern with the word incremental approach. MyCiTi is being implemented but what improvements will MBTs receive incrementally.	6	6. The Industry Transition Business Plan for Phase 2A is the basis on which engagement with the MBT industry is taking place. It includes direction on options for the industry transition. Another engagement platform is the Minibus Taxi subcommittee as part of the IPC.	No change
MBT OLP consultation summary	Need to make office space for MBT administration.	7	7. The design team has Design Guidelines, which are being reviewed	Added to 7.4.2
MBT OLP consultation summary	Help to improve liaison between City and TAs.	14	SANTACO should represent the MBT Tas, and should be held accountable by the MBT Tas. Yet the City also engaged directly with the eight regional associations.	No change
MBT OLP consultation summary	CCT must make sure that the MBT industry is on-board on how the rank should be designed and operated. Many examples where interchanges are built but not to the satisfaction of the operators.	6	6. Stakeholder engagement with the MBT industry takes place when these facilities are designed.	No change
MBT OLP consultation summary	Need to be informed where the new infrastructure will take place.	7	7. Chapter 7 lists planned infrastructure projects for the next 10 years. Appendix 1 gives timeframes.	No change
MBT OLP consultation summary	City has contracts; cleaning and security. The best is the taxi industry. There are opportunities within these interchanges.	6	6. Noted. The Industry Transition Business Plan for Phase 2A is the basis on which engagement with the MBT industry is taking place. It includes direction on options for the industry transition.	No change
MBT OLP consultation summary	Planning should be with those organisations that are operating at the interchanges.	6	6. Stakeholder engagement with the MBT Industry takes place when these facilities are designed.	No change
MBT OLP consultation summary	The size of facilities does not always match the number of route in many cases.	7	7. The size of a facility is determined by several factors, including need, and the space available.	Added to 7.4.2
MBT OLP consultation summary	New infrastructure and facilities needed in the following places: Delft, Belhar	7	7. To be referred to Facilities Management Branch	No change
MBT OLP consultation summary	The industry has been formalised into 8 regionalised companies as part of the Province's Blue Dot programme. They are formalised and all associations are a shareholder in these companies. Would love to have additional economic opportunities available to them.	6	6. Comment will be referred to the Industry Transition Branch	No change
MBT OLP consultation summary	Need guarantees and need improvements for profitability as well as financial viability.	6	6. Comment will be referred to the Industry Transition Branch	No change
MBT OLP consultation summary	Give acknowledgement and dues to the industry.	6	6. Comment will be referred to the Industry Transition Branch	No change

Organisation type	Comment	Chapter	Response	Change to document
MBT OLP consultation summary	Rapidly increasing fuel costs significantly impacting the business viability	6	6. Comment will be referred to the Industry Transition Branch	No change
MBT OLP consultation summary	Cost of vehicles and spare parts; recommend that the City assists with setting up supplier with better prices due to bulk purchasing power of the MBT industry.	6	6. Comment will be referred to the Industry Transition Branch	No change
MBT OLP consultation summary	E-hailing is impacting their economic livelihood	6	6. Comment will be referred to the Industry Transition Branch	No change
MBT OLP consultation summary	The City is the main concern; they are restricting their livelihood by restricting their OLs. The other PT modes are not restricted.	6	6. The Operating Licences Plan (OLP) 2023–2028 describes the conditions under which operating licences for MBT vehicles are granted.	No change
MBT OLP consultation summary	COVID has been problematic.	2	2. Agree, it brought multiple challenges that have been incorporated into the document	2. No change
MBT OLP consultation summary	We need to protect of piracy. Don't just look at negativity of the industry.	6	6. Comment will be referred to the Industry Transition Branch	No change
MBT OLP consultation summary	Why is the MBTs the only PT that isn't subsidised? MyCiTi, GABS and rail are subsidised. Will the Plan include the consideration of MBT subsidy?	6	6. Comment will be referred to the Industry Transition Branch	No change
MBT OLP consultation summary	Subsidies especially for scholars and pensioners.	6	6. Comment will be referred to the Industry Transition Branch	No change
MBT OLP consultation summary	A fuel subsidy for legal operators should be introduced.	6	6. Comment will be referred to the Industry Transition Branch	No change
MBT OLP consultation summary	MyCiTi now wants to take off some vehicles because of costs. Should rather subsidise the MBT vehicles.	6	6. Comment will be referred to the Industry Transition Branch	No change
MBT OLP consultation summary	The Blue Dot was helping the MBTs. Why can't the City incentivise the industry as well.	6	6. The Industry Transition Business Plan for Phase 2A is the basis on which engagement with the MBT industry is taking place. It includes direction on options for the industry transition.	No change
MBT OLP consultation summary	A lot of money on fines but also the processing time is lengthy. The strategy needs to improve processing and administrative time of fines.	6	6. Comment will be referred to the Industry Transition Branch	No change
MBT OLP consultation summary	If the City could have a business to have spares shop for the MBT industry that would assist	6	6. Comment will be referred to the Industry Transition Branch	No change
MBT OLP consultation summary	If the MBT industry is formalised that would be best. Currently they are still seen as informal traders. More funding would be available if more formal industry. Currently operating as individuals.	6	6. The Industry Transition Business Plan for Phase 2A is the basis on which engagement with the MBT industry is taking place. It includes direction on options for the industry transition.	No change
MBT OLP consultation summary	Some parts of the industry has already started to restructure and formed companies and put in a plan to the City. But the City has not responded.	6	6. The Industry Transition Business Plan for Phase 2A is the basis on which engagement with the MBT industry is taking place. It includes direction on options for the industry transition. Another engagement platform is the Minibus Taxi subcommittee as part of the IPC.	No change
MBT OLP consultation summary	Tried to implement one card – pilot project. Not taken further.	6	6. An updated fares policy and fare system and structure have been developed to improve integration between public transport modes and services. This policy simplifies the fare system for passengers and creates more options to access the system. The proposed updated policy allows better integration with other modes.	No change
MBT OLP consultation summary	Willing to brand their vehicles and use a cashless system.	6	6. Noted	No change

Organisation type	Comment	Chapter	Response	Change to document
MBT OLP consultation summary	The taxi industry wants to assist the City.	6	6. The City appreciates the willingness of the MBT industry to assist the City. The MBT subcommittee through the IPC allows further engagement opportunities.	No change
MBT OLP consultation summary	The challenge in the City Bowl, their permits were removed because of MyCiTi. But some people can't afford a MyCiTi card only wants a once-off ticket and want to use MBTs. But they no longer have OLs to undertake the service.	6	6. The Operating Licences Plan (OLP) for minibus taxis has been updated. This plan provides the method for awarding OLs.	No change
MBT OLP consultation summary	The City has some vital responsibilities and must assist the MBT industry.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	No change
MBT OLP consultation summary	The City targeting new areas for MyCiTi that will negatively impact the MBT industry?	6	6. The Industry Transition Business Plan for Phase 2A is the basis on which engagement with the MBT industry is taking place. It includes direction on options for the industry transition. Another engagement platform is the Minibus Taxi subcommittee as part of the IPC.	No change
MBT OLP consultation summary	The City is not strict enough with e-hailing regulation. Anyone can do e-hailing.	6	6. The Operating Licences Plan (OLP) has been updated. This provides the regulatory framework for how operating licences (OLs) are allocated.	No change
MBT OLP consultation summary	The buses and rail seem to have more say than the MBTs. Are they more important than MBTs?	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update.	No change
MBT OLP consultation summary	What about better coordination between bus and taxis, with common branding and bringing them together.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update. The objective is to have an integrated system.	No change
MBT OLP consultation summary	Start from the bottom up when planning.	2	2. The CITP drafting started with a visioning exercise with stakeholders, which informed the whole plan.	No change
MBT OLP consultation summary	Why did the City start a new public transport system that competes with existing public transport system? MyCiTi that is road based competes with MBTs. So much disruption to the road-based operations.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update. The objective is to have an integrated system.	No change
MBT OLP consultation summary	City planning to improve rail, but this is going to take a long time. They can use the MBT vehicles in the meantime while they are improving the rail system.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes. Minibus taxis will be considered as an essential part of the integrated public transport network in the IPTN plan update. The objective is to have an integrated system.	No change
MBT OLP consultation summary	Use GABS buses when there are issues with rail, should use MBTs too.	6	Noted. Comment will be passed on to the Industry Transition branch.	No change
MBT OLP consultation summary	Efficiencies – know when to cut routes off as feeders or line-haul.	6	6. The IPTN Operational Plan will develop a high-level service plan. This is done in more detail at corridor level to ensure efficiencies.	No change
MBT OLP consultation summary	Need to learn from e-hailing model in order to provide more real-time and effective services where pax don't need to wait too long for services.	6	6. The IPTN Operational Plan will develop a high-level service plan. This is done in more detail at corridor level to ensure efficiencies.	No change
MBT OLP consultation summary	Are the cameras working on the N2.	6	6. Yes. The cameras on the N2 MBT lane are in working order.	No change

Organisation type	Comment	Chapter	Response	Change to document
MBT OLP consultation summary	Are lanes being enforced since there are a lot of private vehicles using the lane on the N2 that impacts MBT travel times	6	6. The law enforcement unit will be informed of this problem.	No change
MBT OLP consultation summary	Need to develop more lanes for MBTs to use. Congestion is impacting their business with long travel times.	6	Covered in 7.4.4	No change
MBT OLP consultation summary	Government allows the disasters to happen. The legal operators don't want to operate this way. For this industry to come right and the plan to work need to address the issues within the MBT industry.	6	6. Engagements with the MBT industry is through the MBT subcommittee as part of the IPC. Challenges can be discussed at these engagements.	No change
MBT OLP consultation summary	Very expensive, sometimes there is congestion and drivers take alternate routes.	6	6. Noted	No change
NPO	Strategy on how and why these changes are being made – to what degree are they committed to grow cycling and by how much? 10% by 2035?	9	9. Cycling Strategy will be revised under the NMT Strategic Framework. In the meantime, infrastructure continues to be rolled out.	No change
NPO	Timeline of interventions and detail on hierarchy of modes	6	6. IPTN projects identification and prioritisation will be reconsidered and made in the IPTN Update.	No change
NPO	Upgrading of infrastructure (cost, dates, interventions, teams, public consultation)	7	7. The CITP lists planned infrastructure projects for the next 10 years in chapter 7 and appendix 1. More detail cannot be given here.	None
NPO	Modes of travel – e-bikes, etc. to complement the other modes and strategy for combining these into existing bike paths	9, 11	9. The speed differential between bicycles and e-bikes needs to be addressed for safety reasons 11. Add a new section on micro-e-mobility research and precedent	11. Add a new section on micro-e-mobility research and precedent
NPO	Behavioural change – carrot and stick?	8	Not emphasising any stick approaches because of the lack of choices people have when it comes to public transport.	
NPO	What lessons have they learnt from past failures? Will targets be met? What has changed to allow for this?	9	9. M&E of the Cycling Strategy will be necessary as part of its review	No change
NPO	NMT forum – what provision has been made for ongoing consultation with the cycling bodies (eg).	9	9. ITP subcommittee has a dedicated sustainable mobility working group	No change
NPO	Stellenbosch council has accepted new provisions – can the City of CT also adopt a similar programme? *(STELLENBOSCH MUNICIPALITY, NON-MOTORISED TRANSPORT POLICY, DRAFT VERSION 1, Date: January 2021)*	9	9. Can be considered when drafting the NMT Strategic Framework	No change
NPO	Class 3 and 4 - why does this city still accept it as best practice looking at the state of Albert and Bree? Or the fact that we are no-where near the target of the 2017 of commuting trips to be by bike by 2030.	9	9. Cape Town is an old city. Cycle lanes need to compete with other modes on historic narrow road networks, but the City will continue to plan for cycling in an integrated system.	No change
NPO	The Urban Mobility Directorate is looking at tactical bollards. Can we please add this to help reclaim existing lanes like Albert and Bree Streets? We would like to develop options for future cycling lanes like phase 4 where engineers still use the claim 'there is not enough space' for class 1 or 2.	9	9. Refer to ITP sustainable mobility working group	No change
NPO	Saw the mention of open streets days - but there is no mention of part pedestrianisation of streets like Adderley, Strand, Voortrekker Rd and others that are still built for cars and not people - why is not this not included?	9	9. Draft Pedestrianisation Plan will be developed under the NMT Strategic Framework	No change
NPO	What is the difference to this one when there are still engineers who choose to design for cars and speed over anything else?	9	9. The process to recognise the balance between efficiency and access is an ongoing challenge. Will need to identify which routes are important access routes and which are important mobility routes (and its official class of road). CITP needs to consider both mobility and access.	No change
NPO	The NMT budget is mostly being siphoned to MyCiTi - can this vision ask more for budget?	9	9. NMT funding is not lost to MyCiTi, in fact, MyCiTi funds are used for NMT to support the MyCiTi system.	No change

Organisation type	Comment	Chapter	Response	Change to document
NPO	Economics, the document speaks that roads are economic drivers - this is false and short-termism, as per your problem statement, making our cities more walkable, integrating public transportation, having class 1 or 2 cycling class (and or tactical bollards) lanes that are connected to a whole network - this is the economic argument - can the document change its narrative that active and public transportation is the real economic argument, not more roads.	2, 9	2. and 9. Economic activity is supported by all modes (e.g. vehicle mobility is needed for longer travel distances, as well as freight). Agreed that pedestrians (footfall) strongly support economic activity. This is promoted through promoting NMT, as well as through promoting proximity-based access through land use densification and mix.	9. No change needed
NPO	Street calming - are there more bottom up interventions to make streets calmer and also integrated with BSUD and WSUD? How can we make sure any new street ticks all these boxes.	7	7. Reactive traffic calming: speedbumps and mini-circles have been found to be most effective. The Road Safety Strategy could explore this.	No change
NPO	Lastly, what about culture and capacity within the Urban Mobility department - we still have engineers who choose speed and cars over everyone else as per James point, what is the road hierarchy being adopted across the organisation?	7	7. There are different classes of roads: those which enable mobility, and those which enable access. This is prescribed by law.	No change
NPO	There is no point if we have this document that talks about TOD, diverting our dependency away from private transportation if we have the same department that makes up their own plans when they make engineering decisions.	7	7. The CITP is the guiding document for everyone in the City with regard to all transport matters.	No change
NPO	There is a big disconnect between these policies and what is actually being built by engineers. Classification of Class 3 and 4 is an example and they have spoken to Niel Slingers that there is no evidence to support the current class of facilities along Bree and Albert Street. Looking at best practice, how can a document say that there is no evidence to support that people actually take up cycling because of the provision of cycling lanes and recognise its actually a design problem. Albert Street is not safe for cyclists. Can there be a departure from cars and say class 3 and 4 facilities are not best practice - can there be more attention to it or to not have cycle lanes at all.	9	9. There will be an ongoing debate on how the road space is shared for different users. Accept that the class of cycle lane should be appropriate to the context.	No change
NPO	Aware that we don't have rail but so much that can be done to shift out and try and stay a way from private transportation through active mobility and walking. Not sure were the City gets their data from but most school children walk to school.	5	5. Mode use of school children is picked up in household travel surveys, and NMT surveys.	No change
NPO	Complimented the city on an extremely well comprehensive document	-	Thank you	No change
NPO	Inquired on the Triple access principle, is extremely proactive and a great introduction to the plan. However the triple access principle needs more support not only from urban mobility but also action from spatial planning around the spatial aspect but more importantly from digital access. It brings in information technology and systems to the fore. He asked if these departments are on-board and are they aligning there strategies to enable the City's transport plan i.e. driving the digital access dimension.	2	2. There are strong and growing links with other directorates responsible for improved spatial structure and digital connectivity. Chapters 4 and 12 address spatial restructuring. Chapter 8 addresses travel demand management, and the role of remote working (assuming digital connectivity that was achieved during Covid-19 lockdown has been sustained). Chapter 11 refers to the City's IS&T Sector Plan that is pursuing ways of increasing digital connectivity for all.	No change
NPO	There is a lot of reference made to the National Household survey 2020 in the problem definition chapter. Was it the main source of the data collection or was there any transport data collected by the City?	5	Full explanation given in chapter 3.2.1 on how the National HH travel survey has been augmented.	No change
NPO	Couldn't find a thread between the vision to the objectives to the projects and back again, how does this project list enable the very progressive vision and what are the targets. How do the projects enhance the vision in a objective manner, is it historical projects or will the projects if implemented support the progressive vision.	2	2. A stronger link will be made from vision to projects. Targets are not provided in the CITP (a high-level planning document), but will be in internal operational plans. M&E could be strengthened in the annual review as implementation continues. It is acknowledged that there is a 'lag', once priorities shift, legacy projects must still be completed.	2. Add link between priorities and projects/programmes to relevant chapters. M&E will be strengthened in future annual reviews
Academic community	Inquired about the pilot project on electric vehicles. Offered his assistance should the City need any advice regarding electric vehicles because they are in the process of retrofitting vehicles to electric with Eskom and with Golden Arrow and the university's own fleet.	5, 6	5. In future, EVs could be counted separately to ICE cars. 6. Good to learn from the experience of others.	No change
Academic community	MB commented on Nicky's Comment "if rail service is localised, then the eventual next step would be privatisation." He said it may not be the case here because currently the condition of rail has basically collapsed and it's more of a revival activity than just pulling it local for the sake of getting it local. It's really a case of making it work at all. He thinks based on some of the evidence that he has seen is broader than just transport related, there's a chance that the City of Cape Town can actually have the rail working especially given the high demand of transport and the	6	6. Through the Intermodal Planning Committee (IPC), the City is working with PRASA to reinstate the rail services on the central line.	No change

Organisation type	Comment	Chapter	Response	Change to document
	very crucial economic purpose that rail conserves. He also doesn't think it's necessarily going to be the outcome that it becomes private.			
Academic community	Sounds like a good idea to build in a quicker feedback system for climate change adaptation just to reassess it frequently because it has the potential to completely disrupt everything. The transportation of food and people that may come from completely different areas in the future has the potential to change the whole transport sector and is a big unknown.	11	11. The implementation of the CCAP is reviewed annually	No change
Academic community	MB thinks it's important to also highlight that transport has become very much something that can't be siloed. It's multidisciplinary and one thing that he does miss in the presentation is the fact that there will have to be a lot of engagement with the electricity provision sector, especially when it comes to electric vehicles. This not a transport challenge anymore - this is an energy distribution challenge that is severely going to impact on transport and vice versa, especially given the grid constraints and renewable energy that's being added. You may want to just add that.	2	2. Recognise the nexus between transport and energy supply (chapter 11).	Consider adding this in next CITP
Academic community	Commented on the commuter rail plan considering the fact that rail has so spectacularly collapsed, particularly since the beginning of COVID. She asked what is the City doing? She is aware that there's a national drive as well to devolve rail from National to Municipalities. She also referred back to page 206 where the City's Rail study's first bullet point that states, "The purpose of this project is to investigate the feasibility risk and the implications of the urban passenger rail function as part of the City's public transport function". She said it is very vague and asked if it meant that the City is conducting the rail study to see what the feasibility, risk and implications to the City would be by actually taking over that function. MMB suggests that it should instead say "and the implications of the urban rail passenger function to be devolved to the City's public transport planning unit". She notes because it is a very difficult topic to discuss at the moment, considering that no one has an idea nationally what the plan is with rail. She said it's been nicely brought in that the City is still saying that rail should still be an integral part and should still be part of the backbone of public transport, but we're sitting with this problem at the moment that we just don't have that. She also thinks that the idea for bringing in the integrated public transport plan and bringing in a couple of corridors with as much as the City can do without providing the full system is a really good solution. She also wanted to know would it mean that the City would need to work much closer with the taxi industry to provide a particular service on those routes to be able to implement more corridors simultaneously and it would mean that the City will not be able to purchase big buses in time for all of those corridors, she however thinks it's a really great idea to spread the load.	6	6. The City is conducting a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function as part of the City's public transport function to plan and provide quality public transport services.	No change
Academic community	MMB said the Treasury is working very closely with the Vulindlela project and one of the aspects that they're considering is the devolution of rail to local authorities and metropolitan authorities and it would be very interesting to see what comes out of the National Treasury investigation. She also commented on the subsidies per passenger trips that has exponentially increased and the devolution would mean that there would be a reallocation of funding to the cities who take that over. She emphasised that they need to do that because at the moment PRASA is getting money but they are not providing the services and that has to be very strictly enforced by the cities who take over the function.	6	6. The City is conducting a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function as part of the City's public transport function to plan and provide quality public transport services.	No change
Academic community	Referred to the travel demand management and believes the work from home system during COVID had a big impact and it was a good system. It resulted in traffic reduction but now everybody is being forced to move back into their office and they are now seeing a massive increase in traffic. TDM is the only programme that you can really bring in now because the public transport system is not available in a lot of areas. The only TDM that you would be able to bring in is encouraging people to work flexi time and to work from home. Is anything mentioned in the document on what the City of Cape Town will be doing regarding the matter? She noted that she finds it interesting how everyone is moving back into the office knowing you are able to work from home.	8	8. Supported. Yes, TDM is very important when/where public transport options are limited. TDM can support economic development within local communities, as people meet their needs through local businesses. Also, in order to lock in the benefits of TDM post-Covid-19 lockdown, the City will continue to support remote working (working from home, and from satellite offices) internally within the organisation and support and promote remote working (and other flexible working options) amongst other large employers.	No change
Academic community	MMB, it's really nice to see a plan first of all that's been written by a municipality. She also notes it the most integrated transport plan that she has seen. The incremental approach seems like a really great idea.	-	Thank you	No change

Organisation type	Comment	Chapter	Response	Change to document
Academic community	M Vanderschuren (MV) added the City could phrase it to say, "what are the services that are still supported and subsidised nationally". "Will Transnet or whoever be responsible for the network? and can a service be provided where the users pay for the marginal costs on lines"? She notes that it will require scenario planning to look into how the funds can be allocated. How can we make sure that we supply for as many people as possible without it becoming too expensive. She envisages that's where the City should try and push national with regards to the funding. If the City can't do it better than PRASA, then why would they hand it over? If you structure that properly and do some calculations with people that are specialists on that, then the City could sell a really good product that theoretically would probably cost the same but where that subsidy is allocated is different and it could make the City look very good.	6	6. The City is conducting a Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function as part of the City's public transport function to plan and provide quality public transport services.	No change
Academic community	MV said with regards to public transport from her international experience, it is important that per corridor/route you avoid competition. If there is enough demand for rail, the rail needs to be there and if we don't add new lines then at least the lines that have collapsed need to be rebuilt and put in in place. She also said were there is enough demand for buses even articulated buses, if necessary, put them in. She thinks with City's engagement with the minibus taxi industry indicating that they shouldn't be on a certain corridor doesn't mean that the City wants to take business away from them. She mentions Herrie Schalekamp has worked with the minibus taxi industry, indicating, and doing calculations and explaining of how with a different approach, maybe slightly different vehicles, etc., they could make more money. She believes that should really be the approach of the City to work with them but make sure to get away from this competition that also creates violence and burning off buses and trains. MV notes her calculation is that for every train that is not on the central line, you have another 100 or more overloaded taxis on the road. There were eight trains per hour per direction in the morning peak in the past she emphasises the roads can't handle that and the City will need to start explaining those type of numbers to the minibus taxi industry. She said it doesn't help them to sit in traffic. They should rather shuttle and be the feeders.	6	6. The update and review of the Integrated Public Transport Network (IPTN) plan will consider all public transport modes.	No change
Academic community	On the incremental approach on slide 18 with the ticks of speed, capacity, security, safety and access, if the City has the incremental approach in the document in that order, the City is putting accessibility as the last priority. She said the City should be very cautious about how the columns are ordered although it academically doesn't make a difference, but it does make a difference in what you are presenting. MV gave positive feedback on the incremental approach, she believes in incremental improvements and noted the ticks for security and added that providing some preliminary accessibility on other corridors is also important. She does think that the message that the City is trying to give is important, but how it's packaged needs to be checked in more detail.	6	6. Noted. Will consider the order in which the incremental matrix is ordered in future.	No change
Academic community	MV - She is surprised that the uncertainty just looks at the formalisation and economy and we know that climate change is happening, but do we really know what's happening with climate change and what the effects could be on our infrastructure. She uses the drought that we've had in Cape Town and what that has done as an example. She notes that she has been trained to assess the surfaces and does it as she drives, she doesn't see any anything today and tomorrow there is a huge sinkhole in the same spot hence something has happened and she think what climate change is doing is that we as the different silos and Geotech is one of them and water is another, and transport is another. We need to be much more aware of what the potential effects are and even if you can't put it in the documentation today, she recommended that the City allude to it because she is actually really concerned that we don't understand the multifaceted impact of climate change. MV will be doing some more work on the impact of climate change and will share findings with the City. They might use Cape Town as a case study. But she thinks definitely alerting to the fact that it could be an issue.	2, 7	2. Climate change is recognised as important, and is mentioned multiple times, in many chapters in the document. However, when it came to the scenario building, which required distilling out the two greatest key UNCERTAINTIES, it was not seen as a critical uncertainty because it is fairly well understood. 7. (Speak to adaption re infrastructure maintenance.)	2. No change
Academic community	MV also states, from her engagements around the country, the capacity in government departments is a big risk as well and she think that might become an issue in the City of Cape Town, although she is not saying that it is the case now.	2	2. Agreed	2. Risk sections to be added to chapters in future
Academic community	She asked that the people in the meeting not to take it personally but she think one of the downfalls, and it's maybe not directly related to the plan itself, but again, a risk that she identify is that the City's detailed design plan coming out of in different places and then what materialises on the ground there's often a difference.	7	7. Yes, sometimes designs need to be changed to conform to regulations, but consistency between concept, detailed design and implementation should be checked through an M&E process. The rigorous review of capex projects through 'stage-gate' reviews provides for this to some extent	7. Not this time
Academic community	One of the big issues she has identified that should be something that that should be alerted to here is that there's no auditing of implementation before projects are closed up, and again that comes back to planning she would encourage the City to put something like that in this document.	2	2. This should be considered in the M&E addition in future.	2. Make mention of upscaling M&E in next review
Academic community	MMB asked how much is said about parking and parking provision and looking at reducing parking.	4	Supported by the Parking Policy (2020)	Section added to chapter 12

CITY OF CAPE TOWN
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APPENDIX 6 – PUBLIC TRANSPORT PLAN

URBAN MOBILITY DIRECTORATE

PUBLIC TRANSPORT PLAN

2023–2028

Document date: March 2023

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CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Making progress possible. Together.

Policy title

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Contact details

Neil Slingers
Director: Transport Planning and Network Management Department
Tel: 021 400 4735
Email: Neil.Slingers@capetown.gov.za

Keresha Naidoo
Manager: Integrated Transport Planning Branch
Tel: 021 400 9330
Email: Keresha.Naidoo@capetown.gov.za

Authors

Marli Swart
Senior Professional Officer: Integrated Transport Planning
Tel: 021 400 4784
Email: Marli.Swart@capetown.gov.za

Nicky Sasman
Head: Transport Planning and Policy Development
Tel: 021 400 9339
Email: nicola.sasman@capetown.gov.za

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ABBREVIATIONS AND ACRONYMS

ABBREVIATION OR ACRONYM	DESCRIPTION
ACSA	Airports Company South Africa
AFC	Automated Fare Collection
APTMS	Automated Public Transport Management System
BEPP	Built Environment Performance Plan
BICL	Bulk Infrastructure Contribution Levy
BMS	Bridge Management System
BRT	Bus Rapid Transit
CBD	Central Business District
CCTV	Closed Circuit Television
CITP	Comprehensive Integrated Transport Plan
CLDP	Catalytic Land Development Programme
CRR	Capital Replacement Revenue
DAR	Dial-a-Ride
DG	Dangerous Goods
DMS	Development Management Scheme
DoE	Department of Education
DORA	Division of Revenue Act
DoT	Department of Transport
DSDF	District Spatial Development Framework
DTPW	Department of Transport and Public Works
EAN	Equivalent Accident Number
EMME	Equilibre Multimodal, Multimodal Equilibrium
ETD	Education Training and Development
FMS	Freeway Management System
FY	Financial Year
GABS	Golden Arrow Bus Services
GGP	Gross Geographic Product
GIS	Geographic Information Systems
ICT	Information Communication and Technology
IDP	Integrated Development Plan

ABBREVIATION OR ACRONYM	DESCRIPTION
IGR	Intergovernmental relations
IIMS	Integrated Information Management System
IoT	Internet of things
IPC	Intermodal Planning Committee
IPTN	Integrated Public Transport Network
IPTV	Internet protocol television
IRT	Integrated rapid transit
ITP	Integrated Transport Plan
ITS	Intelligent Transport Systems
LDT	Long-distance transport
LMS	Load Management System
LSDF	Local Spatial Development Framework
LTAB	Land Transport Advisory Board
MBT	Minibus taxi
ME	Municipal entity
MEC	Member of Executive Council
MENA	Middle East and North Africa
MLTF	Municipal Land Transport Fund
MoA	Memorandum of Action
MoU	Memorandum of Understanding
MRE	Municipal regulatory entity
MSDF	Municipal Spatial Development Framework
MSE	Metro South East
MTEF	Medium-term Expenditure Framework
NATMAP	National Master Plan 2050
NDOT	National Department of Transport
NDPG	Neighbourhood Development Partnership Grant
NGO	Non-governmental organisation
NHTS	National Household Travel Survey
NLTA	National Land Transport Act, Act 5 of 2009
NLTAB	National Land Transport Amendment Bill

ABBREVIATION OR ACRONYM	DESCRIPTION
NLTTA	National Land and Transport Transition Act , Act 22 of 2000
NMT	Non-motorised transport
NPA	National Ports Authority
NPTR	National Public Transport Record
NRTA	National Road Traffic Act, Act 93 of 1996
OL	Operating licence
OLAS	Operating Licence Administration System
OLP	Operating Licences Plan
OLS	Operating Licence Strategy
ORIO	Dutch Development Grant
P&R	Park-and-ride
PLTF	Provincial Land Transport Framework
PMS	Pavement Management System
PMT	Project management team
PRASA	Passenger Rail Agency of South Africa
PRE	Provincial regulatory entity
PRoW	Public right of way
PSDF	Provincial Spatial Development Framework
PT	Public transport
PTI	Public transport interchange
PTP	Public Transport Plan
PTNG	Public Transport Network Grant
PTOG	Public Transport Operating Grant
RAG	Road Access Guidelines
RAS	Registration Information System
RTC	Regional taxi company
SANRAL	South African National Roads Agency Limited
SANS	South Africa National Standards
SAPS	South African Police Service
SATC	Southern African Transport Conference
SDF	Spatial Development Framework

ABBREVIATION OR ACRONYM	DESCRIPTION
SOP	Standard operating procedure
STATS SA	Statistics South Africa
TA	Transport authority
TAMS	Transport Authority Information Management System
TAZ	Travel analysis zone
TDI	Transport Development Index
TDM	Travel Demand Management
TEU	Transport Enforcement Unit
TFR	Transnet Freight Rail
TI	Transport interchange
TMC	Transport Management Centre
TOC	Transport operating company
TOD	Transit-oriented development
TRS	Transport Reporting System
TRUP	Two Rivers Urban Park
TSM	Transport System Management
UA	Universal access
UATP	Africa Chapter of UITP
UDI	Urban Development Index
USDG	Urban Settlements Development Grant
VOC	Vehicle operating company
WCED	Western Cape Education Department
WCG	Western Cape Government
WIM	Weight-in-motion

1. INTRODUCTION

The focus of the City's Public Transport Plan (PTP) is to integrate the Public Transport network, services and modes within Cape Town and its surrounding functional area. As part of the PTP, the review and update of the Integrated Public Transport Network (IPTN) Plan is being undertaken. One of the first steps of this update was to take a step back and understand the lessons learnt from the previous IPTN 2032 Plan. To guide the development of the IPTN Plan update, the most important lessons learnt have been identified as follows:

- It is very difficult, if not impossible, to accurately predict the future, particularly the long-term future.
- The demise of rail has significantly contributed to congestion and has invalidated transport plans that were based on rail as the backbone of the network.
- Ignoring uncertainties/risks reduces the resilience of the plan.
- The fragmented responsibility for public transport across different spheres of government makes planning and implementation of plans difficult.

To ensure the updated IPTN Plan takes the lessons learnt into account, the update will make use of new methodologies to ensure the planning approach is as relevant as possible. The IPTN Plan update will focus on embracing planning in uncertainty to enable a resilient rather than a purely optimised future plan. The planning will build on the alternative futures developed in the CITP process, and will be developed in line with the new CITP vision, strategies and priorities. The implementation approach will focus on the incremental approach, including temporal modal appropriateness on key corridors and routes.

The three main paradigm shifts for the IPTN Plan to address speed of improvements, costs, resilience, agility and applicability can be summarised as follows:

- How we plan the IPTN: **Embrace uncertainty** and use the 'planning under deep uncertainty' method in which the uncertainty about the future is embraced by exploring diverse, plausible futures through transport modelling and the future trends that may create them.
- How we implement the IPTN: The **incremental approach** seeks to drive rapid incremental improvements across multiple transport modes and access provision options through a framework that guides all the improvements in the same direction.
- How we best serve through the IPTN: The primary purpose of transport is to access opportunities, resources and services. The **triple access system** and the access triangle illustrate the role of transport services as one aspect in a larger access system. Apart from the physical mobility (transport system), there is also spatial proximity (land use system) and digital connectivity (telecommunications system). Working together with the spatial planning and IS&T sectors, transport planning can identify opportunities to increase proximity-based access and digitally-based access or at least explore how they can be more mutually supportive.

The Urban Mobility Directorate will assess the changing nature of travel from a travel behaviour perspective and the district spatial development frameworks, and how these will impact the IPTN Plan. The IPTN Plan update will include a review of the City's assumptions regarding the provision of rail and the likely available funding for the implementation of the IPTN Plan.

With the focus on a networked, systemic approach to meeting the access needs in the city, which can also identify opportunities where less infrastructure-intensive transport and non-transport access solutions are more appropriate, the department will accelerate the completion of the conceptual

designs of the most critical public transport corridors. The department will also focus on intergovernmental relations (IGR) mechanisms to lobby state-owned enterprises to invest in their assets in a way that best facilitates economic recovery.

This integration of PT is at the core of each of the three interrelated elements that run through the City's Comprehensive Integrated Transport Plan (CITP) 2023–2028:

- The delivery of integrated, intermodal and interoperable transport in Cape Town. This is based on the City's IPTN package of plans (Network Plan, Operations Plan, Implementation Plan and Business Plan)
- The use of transit-oriented development (TOD) to bring about the spatial transformation of Cape Town itself
- The City's proposals for the future of the rail function, allowing a fully integrated transport system to deliver comprehensive TOD with rail as its backbone and addressing the current rail crisis in Cape Town

Against this backdrop, the detail of PTP provides the basis for:

- rationalising and restructuring Cape Town's PT system;
- designing contracts for contracted services; and
- awarding operating licences (OLs) to non-contracted services.

The PTP is based on all relevant data and information available, including the Transport Register, the Operating Licence Administration System (OLAS), the business plans submitted to the national Department of Transport (NDOT) in support of applications for the Public Transport Network Grant (PTNG) funding and other funding, and existing contract documents.

The PTP uses the IPTN Network Plan 2032 (2014) and IPTN Operational Plan (2015) as its foundation. These, along with the IPTN Implementation Plan (2017) and IPTN Business Plan (2017) will be the guiding instruments for the integrated PT system in Cape Town.

The PTP has been developed as part of the process through which the City is formulating its CITP. The PTP comprises six parts:

- Policies and strategies
- Overall network design
- Commuter Rail Plan
- Contracted Services Plan
- Non-contracted Services Plan
- Operating Licences Plan (OLP)

2 POLICIES AND STRATEGIES

2.1 Introduction

The City's PT policies and strategies are designed to support the achievement of the CITP's three key elements referred to above: embracing uncertainty, incremental approach and the triple access system. In relation to the integrated transport element in particular, they are directed at designing a network of contracted and non-contracted services that:

- progressively reduce the cost of the access priorities for all user groups in Cape Town (as measured by the City's Urban Development Index (UDI)). These access priorities are the priorities of different user groups as broken down into direct costs (such as the price of a ticket) or indirect costs (such as flexibility, safety, reliability, crime or congestion);
- cater for the needs of all potential users, including targeted categories of passengers such as learners, and that are universally accessible;
- maximise access to services by pedestrians;
- minimise duplication between services;
- reduce under- or over-utilisation of available capacity;
- are cost effective and fiscally and financially sustainable
- employ the appropriate mode for the requirements of the route or corridor in question, and in particular for the three critical integration zones identified in the City's TOD Strategic Framework 2015. These are Metro South East, Voortrekker Road and Blue Downs/Symphony Way;
- are convenient to passengers;
- support the objectives of the City's Municipal Spatial Development Framework (MSDF), and TOD Strategic Framework;
- integrate PT services in and between modes by developing a network, schedules and service frequencies in such a fashion that passengers can move optimally from origin to destination with the minimum number of transfers, waiting times and fare-paying transactions. It also requires integrating transport infrastructure and passenger information across services and modes;
- incrementally use interoperable electronic fare systems (common fare medium), and charge affordable fares;
- avoid destructive competition between different services on the same route or corridor;
- put any financial support (subsidy) to optimum use, by taking into consideration the cost-performance ratio of modal alternatives before any new contract is designed and awarded;
- are given priority over private transport.

2.2 The future development of the public transport system

As mentioned above, in determining the future development of the City's PT system, the City used the following documents:

- IPTN Network Plan 2032, as approved in 2014
- IPTN Operational Plan 2016
- IPTN Implementation Plan 2017
- IPTN Business Plan 2017

The review and update of the IPTN 2032 suite of plans is under way and will be available by the end of 2025. These plans will be used to update the PTP and CITP in the relevant annual update once the

project is complete. In the meantime, the current approved IPTN 2032 suite of plans is used to guide the public transport planning for the City.

The City also took into account business considerations and how it might capitalise on new emerging technologies to improve transport systems so as to ensure long-term financial and fiscal sustainability.

The City's approach to integrated transport is multimodal. The key modes are passenger rail, bus rapid transit (BRT), quality bus services (being conventional bus services enhanced by modernising features and integration with the wider network) and minibus taxis. These modes (including innovations from the new generation technology) will together form part of an integrated transport solution. These modes will also be complemented by improved provision for non-motorised transport (NMT).

All modes will be bolstered by the new technologies, such as e-hailing that have the potential to revolutionise PT in the coming decades and will result in a 'new generation' of service offerings, especially on-demand unscheduled services potentially particularly well suited to e-hailing (new generation services). These technologies will offer new options for minibus taxi services and other providers to meet demand more efficiently, especially when demand is low. This will reduce the extent to which minibus taxis wait to fill up at ranks, increase the ease of boarding along the route, and increase the scope for direct routings between origin and destination.

While the most significant impacts are likely to be witnessed in the services provided by smaller vehicles, which are able to respond more flexibly to demand, substantial efficiencies are also possible in the combination of these services with BRT, quality bus and rail services.

New generation technologies also offer scope for designing integrated solutions for universal accessibility and transporting passengers with disabilities between the universally accessible trunk network and ultimate origins and destinations.

An integrated, multimodal solution requires a strong governance system. In Cape Town, this will be performed by the City's Urban Mobility Directorate. It will set the standards and manage scheduled and on-demand service providers per mode so as to ensure that travel demand is met by the most appropriate combination of modes and that users can connect easily between modes.

As stated above, the City is focused on reducing the costs of access priorities for user groups. It is clear, however, that this cannot be done by enhancing mobility per mode alone. Instead, to do this, the City's methodology is to address the interrelationships between modes, the systems that manage the modes (e.g. integrated ticketing), the relationship between the urban form and the transport system that enables access, and the changing patterns of demand. In particular, the City has begun to action its TOD Strategic Framework and its Travel Demand Management (TDM) Strategy (see appendix 1) as the basis for the spatial transformation of Cape Town and to build sustainable communities. The Travel Demand Strategy in particular needs to look at the role that digital access will play in accessing opportunities and services in future.

The City's approach to the interrelationships between modes and relationship of modes to land use density is as follows:

- Rail and BRT are the trunk routes serving higher densities
- Quality bus services will complement the rail and BRT network by providing a combination of feeder and direct services (and trunk services pending the construction of dedicated BRT infrastructure)
- An improved minibus taxi system will play a significant role in the overall PT solution in providing on-demand and demand-responsive services, both as feeders to the trunk

services as well as direct services from origins to final destinations where appropriate, and within their own economic ecosystems

As part of the City's methodology referred to above, it proposes the following (in order of operational hierarchy) for each PT mode:

2.2.1 Rail

Rail services in Cape Town are of paramount importance to those that live and work in the city. With rail accounting for a large proportion of the passenger journeys, it is the backbone of Cape Town's public transport system. Rail is also integral to three key strategies for the City of Cape Town:

- The delivery of integrated transport
- The use of transit-oriented development (TOD) to bring about spatial transformation and to build sustainable communities
- The implementation of the green agenda

While the rail service has been getting worse for many years, it has recently declined much more sharply. Inevitably, the vast majority of rail passengers have migrated to the road network leading to increased congestion in peak periods with an associated cost to commuters, as well as to the City and its economy.

This crisis in rail has crystallised the need for the City to make a decision on its approach to rail. The crisis in rail may mean that the City is required to absorb a greater level of risk in tackling the issues to bring about solutions. Any such approach would, however, need to be supported by an appropriate risk management strategy.

In order to respond to this crisis, the City has embarked on the Cape Town Rail Study to investigate the feasibility, risk and implications of the urban passenger rail function as part of the City's public transport function to plan and provide quality public transport services. Further details are set out in the Commuter Rail Plan within this PTP.

2.2.2 BRT

The BRT trunk routes in the 2032 IPTN consist of four existing routes (T01, T02, T03, T04) that form part of Phase 1. The MyCiTi service also runs direct routes from Khayelitsha and Mitchells Plan (N2 Express services) and from Dunoon. The aim is for both the rail and BRT system to be the catalyst of spatial integration, especially around the railway stations and BRT stations, by using interventions based on TOD principles. This will not only ensure a financially and fiscally sustainable network, but also reduce the costs of access priorities for user groups over time.

In making these interventions in relation to BRT, the City will heed the lessons from the rollout of Phase 1 of BRT as MyCiTi. In essence, it was found that a full replacement model was neither viable nor financially sustainable because of the high infrastructure and operational costs, lower than anticipated fare revenue and the lack of a multiple mode hierarchy. As a result, the City will now deploy an integrated, intermodal and interoperable model that prioritises PT in accordance with demand, density and land use intensity.

The further rollout of BRT will focus on priority corridors and take advantage of TOD property development along those. In order to ensure financial sustainability, the City will also address the

appropriate design, operational efficiency, flexibility, reduction in lifecycle costs and competition characteristics of BRT.

2.2.3 Contracted services

The City is pursuing the assignment of the contracting authority function that relates to scheduled contracted bus services. On assignment, the City will initially operate the services 'as-is'. Thereafter, the City's strategy is to review and, where necessary, reconfigure the contracted bus services and create an integrated network of quality bus services that feed the higher-order trunk services and provide direct services in some instances. The aim is to ensure that the entire scheduled road-based services have the same quality of branding, communication, fare systems, scheduling and safety.

As feeders and direct services, the quality bus services will operate mostly in mixed traffic. Priority measures for quality bus services at the higher end of the threshold will include dedicated lanes, signal prioritisation and various queue jumping mechanisms at intersections and elsewhere.

Until TOD has been fully implemented, the quality bus services will not operate at the same frequency as that of the trunks and especially in the off-peak. In some cases, where densities are at the lower end of a scheduled service threshold, on-demand services might also be required in the off-peaks.

As operators transition into this new integrated methodology, they will be collectively managed by the City under structured performance-driven contracts so as to facilitate improved operating efficiencies and customer-facing service delivery.

2.2.4 Minibus taxis

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

- The traditional full replacement BRT model proved to be unsustainable in Cape Town due to its low density and disparate spatial form
- Actual operating costs were higher and revenues lower than expected
- Many taxis are still operating illegally in competition with the MyCiTi services as they took up the shortfall in MyCiTi's coverage
- There is inadequate enforcement and administrative capacity to address these illegal taxis
- Some passengers choose to use the minibus taxis rather than the MyCiTi services
- The creation of the initial twelve-year vehicle operating company (VOC) contracts as part of the replacement of minibus taxis by MyCiTi was on the basis of very high compensation settlements
- The process of the full replacement model was both time and resource intensive for the City

As a result of these issues, this full replacement model was found to be unaffordable and functionally unviable.

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

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

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

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

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

In respect of MyCiTi Phase 1 and Phase 2A (the Metro South East BRT corridor) services, it is envisioned that MBTs will form part of the services by providing feeder services through an incentivised manner. The objective of this is to encourage use of MBTs to feed MyCiTi trunk and direct services, as well as other modes, including passenger rail.

2.2.5 Services for persons with disabilities

Dial-a-Ride (DaR) is a public transport service for people with disabilities who are unable to access mainstream public transport services and is provided within the municipal boundaries of Cape Town. The City is embarking on a new long-term contract for the provision of Dial-a-Ride (DaR) services in Cape Town, informed by the DaR Business Plan 2022.

Currently, DaR services are costly and opportunities exist to optimise its functioning towards creating a lower cost and more responsive service. It is intended to provide the service through the use of four new types of operators to be subcontracted through a management company that provides management, booking and scheduling and receives the fares, as well as provides a base load of adapted vehicles. The operators will include existing operators or NGOs with vehicles adapted for wheelchair use, as well as sedan or unadapted vehicles, who will be subcontracted at tendered rates to provide additional DaR services. During the contract, the services of the operators will be piloted with the view of expansion. This contract will be a nett cost model, where the City does not pay the operator the full cost of the service. The City rather pays a subsidy to lower the cost to passengers and to attract delivery of service, which results in the ability to serve more passengers.

The business plan therefore proposes a six-year 'transitionary contract', transforming the service from the current model of a dedicated adapted fleet under City control, to eventually stimulating the market through providing subsidies directly to various private and public transport operators to transport DaR passengers. The six-year contract aims to test the use of subsidies to incentivise these services, which will inform the expansion of such services in the next long-term contract thereafter. It is also anticipated that the use of subsidies to incentivise such services will be expanded to be

provided by operators providing feeder services in the MyCiTi Phase 1 and Phase 2A (the Metro South East BRT corridor) footprints.

2.2.6 'Last-mile-home' modes

Tuk-tuks render a 'last-mile-home' type service and the City does not recognise them as part of the mainstream public transport system, since this type of vehicle is not suited to operate during the adverse weather conditions that are common in Cape Town and are thus considered unreliable. These modes should only operate with a very limited radius from their 'rank' or loading points due to potential fatigue of both driver and passenger, given the limited comfort of this vehicle. Typical on-street ranking and stacking for these vehicles present a challenge, given the priority that mainstream public transport requires. The City is to explore the possibility of recommending tuk-tuk services in areas such as: Fresnaye/Bantry Bay; Sea Point; Green Point; Bo-Kaap/De Waterkant; Tamboerskloof; Walmer Estate/University Estate/Zonnebloem/District Six; Kalk Bay/St James/Fish Hoek; Simon's Town; and Durbanville. From a land use perspective, tuk-tuks may then also use normal road facilities for parking, safe stopping/loading areas.

2.2.7 NMT

The City has developed an NMT Network Plan (see appendix 1) and a Cycling Strategy (see appendix 1). These are aimed at increasing the market share of cycling. A key element of this is to improve the quality of access for those whose income constraints mean they have no other choice but to travel by NMT.

The focus of these plans and strategies is twofold: To improve safety for pedestrians and cyclists, and to enable the provision of affordable bicycles (starting with children).

2.3 Other public transport-related strategies

The City has also been developing other strategies that relate either directly or indirectly to PT. For example, the City's TDM Strategy is designed to ensure that PT is given priority over private transport. To this end, the City is launching the following initiatives:

- Improving access to the public transport network through park-and-ride facilities

The City intends to broaden the footprint of park-and-ride facilities for the integrated PT network with a focus on the major BRT and rail stations, and PTIs.

- Incentivising a reduced dependency on private cars through the revised Parking Strategy

The City's revised Parking Policy (policy number 17913) was approved in December 2020 (C22/12/2020), setting the policy context for a revised managed parking tender. The following changes are informed by travel demand management principles.

In managed parking areas, the changes allow for:

- broadening of some of the enforcement mechanisms for parking to include technology, and area management bodies
- implementing a cashless payment system for customer convenience, and to curb non-compliance
- a TDM-informed demarcation of managed parking zones, as well as the pricing of parking in terms of peak-time usage and location
- changes to the tariffs to better influence travel demand

- encouraging short-stay parking
- adequately providing for motorbike parking

In all areas, the changes allow for:

- preferential parking for more sustainable transport modes
- ensuring that the provision and management of parking areas add to walkability, i.e. comfort and security
- greater support for users of park-and-ride facilities
- enforcement of illegal parking that restricts NMT use

In particular, protect on-street parking for residents in high-demand parking locations.

Identify and implement zones in which NMT and/or public transport are prioritised.

2.4 Policies in relation to contracts

The key policies in relation to contracts are set out below.

The City has a Contract Register Monitoring System (CRMS) that is used to do monthly performance management of all contracts. This includes the contract management of all scheduled PT services irrespective of the number of vehicle operators.

The first step was to place the section 41 MyCiTi contracts under this contract management system. Next steps include:

2.4.1 Contract management

2.4.1.1 Introduction

This part of the PTP sets out the City's plans for dealing with both existing and new contracts for road-based PT services in its functional area, being MyCiTi and GABS. It describes the process for rationalising existing contracts and sets out the requirements for each new contract in terms of the proposed routes, frequencies and fleet requirements.

2.4.1.2 Existing contracts

There are currently four existing contracts operated by VOCs under the MyCiTi banner. Three of the VOCs have a 12-year contract, as determined through a negotiated process. The current negotiated vehicle operator company (VOC) contracts from Phase 1 expire on 31 October 2025. In accordance with the requirements of the Constitution, the MFMA and the NLTA, the new VOC contracts for the second stage of the MyCiTi Phase 1 service are planned to be procured by way of a competitive tender.

The fourth contract is for the N2 Express service, operating under an interim contract by the N2 Express JV that is comprised of three parties namely CODETA, Route 6 Taxi Association and GABS. The contract expires in June 2024. The assumption was made that the passenger rail services would have been improved by then, but rail has deteriorated significantly and it is therefore likely that the N2 Express service will be required for much longer. This requires the City to engage with the national Department of Transport (NDOT), National Treasury (NT) and PRASA to attempt to secure additional funding for continuing the N2 Express service beyond June 2024.

2.4.1.3 Proposed plan for new contracts

In the next five years, the City intends to enter into new contracts in alignment with the Implementation Plan of the IPTN 2032 with primary focus on the following:

- The first long-term vehicle operator company (VOC) contracts for Phase 1 Stage 1 of MyCiTi services were negotiated in terms of the National Land Transport Act (NLTA) for a period of 12 years. These contracts commenced on 1 November 2013 and are due to expire at the end of October 2025. The City intends to put the new contracts out to tender, with their operation commencing from 1 November 2025.
- In parallel with this Phase 1 Stage 2 tender, Phase 2A of MyCiTi linking the Metro South East area to Claremont and Wynberg is also planned to come into operation through a negotiated contract, provided reasonable terms can be negotiated within a reasonable period with industry stakeholders. Infrastructure construction for the Phase 2A is already in full swing. The N2 Express service between the Cape Town CBD and Khayelitsha and Mitchells Plain is currently operational and will in due course form part of the Phase 2A services.

2.4.1.4 Process for rationalising existing contracts

Upon assignment of the contracted services through the contracting authority, there will be a detailed rationalisation in terms of the principles of the IPTN 2032. In terms of the approved IPTN Business Plan, these services will be integrated into the entire MyCiTi network to create a seamless service, even though the contractors will be different.

The assignment of the contracting function to the City does not mean that the City runs the bus service as an internal service. It merely means that the City is responsible for managing the contract and putting it out to tender as appropriate. Assignment makes it possible to structure the tender appropriately and set the terms and conditions that need to be met to optimise the multimodal system.

The City has applied for assignment of the NLTA section 46 contracting authority, in terms of the provisions of the Act. Hence, the City will pursue assignment of the function over the five-year CITP period, towards the goal of attaining assignment within the 2023–2028 CITP period. This will achieve much closer coordination and integration between GABS and MyCiTi, as well as more consistent policies across contracted road-based services.

Although the City has pursued the assignment of the section 46 contracting authority functions for several years, an opportunity exists to pursue these with focused intent in parallel with the processes and policies envisaged by the CITP 2023–2028.

2.4.1.5 Requirements for each new contract

Contract duration for negotiated vehicle operating contracts

The contract duration of any section 41-type negotiated contract will be awarded for the 12-year period but subject to early termination in the event that the VOC fails to meet predetermined minimum performance standards measured over a period and following issue of notice by the City.

Contract duration for tendered vehicle operating contracts

Regarding other long-term contracts concluded outside of the NLTA section 41 provisions, the NLTA only permits the City to contract for a period of up to seven years. Contracts will be awarded for the seven-year period but subject to early termination in the event that the VOC fails to meet

predetermined minimum performance standards measured over a period and following issue of notice by the City.

It has to be kept in mind that early termination brings with it the difficulty of ensuring service continuation as it requires significant time to tender, award and establish a new contract. As part of the development of all future operating contracts, it needs to be established what legislative rules will be applicable to the transfer of a contract from a terminated contract to another existing operator, bypassing a formal tender process. To be investigated is the option of requiring remaining operators to provide a pricing proposal in what amounts to a closed bid.

2.4.1.6 Section 41 contracts

The key issues relating to the section 41 contracts (BRT) are set out below:

a) As these are being taken up by the affected operators, these negotiated contracts (in terms of the NLTA) will be for a 12-year term. Following that, they will be subject to an open competitive tender. To support the industry as it moves from on-demand to scheduled services, there may be an interim contract period before 12-year long-term contracts.
b) Given the long-term nature of these 12-year contracts, they will be subject to a mini-operational review during year five. This will cover bus logistics and refurbishment, the introduction of any appropriate new technologies and operational performance. This operational review is not designed to change the parameters of the contracts or to lead to any price renegotiations.
c) Future section 41 contracts will be packaged in accordance with the identified IPTN routes, where appropriate, as informed by the relevant Business Plans. These are prepared at a corridor level to incorporate systems, network, infrastructure, operations and industry transition aspects as well as the parameters required for the design of contracted services. The contracts for each of the BRT trunk routes may be divided into more than one VOC depending on the geographical boundaries of the affected operators.
d) The City, in partnership with the minibus taxi industry, is implementing the Minibus Taxi Transformation Strategy to facilitate a natural progression from minibus taxi operators (including those that have formed TOCs) to VOCs. This will help ensure that the compensation process is on a robust commercial basis from the City's perspective.
e) The City is responsible for the BRT-related infrastructure and all such infrastructure for trunk routes will be universally accessible.
f) Since 2015, the NDOT has required that any new buses will have to be purchased by the VOC and not the City. The City is in the process of reviewing different procurement ownership models and the approach towards bus maintenance and refurbishment and will engage NDOT if required.

The basic formula in relation to bus operations is:

a) VOC COST – REVENUE = deficit/subsidy amount.
b) In the case of gross cost section 41 contracts, the deficit/subsidy is for the account of the municipality. The City has assigned up to 4% of its rates to subsidise the current MyCiTi (Phase 1 and N2 Express) services.

2.4.1.7 Section 46 contracts

Following assignment of the contracting authority function to the City, the key aspects relating to the section 46 contract (contracted/quality bus) are as set out below in accordance with the provisions of the NLTA.

a) The section 46 contract is planned for a maximum seven-year period after which an open competitive tender is envisaged. This might result in this being divided into more than one contract.
b) It is estimated that 18 months will be sufficient to give effect to a new contract that will fall under the City's contracting authority function.
c) While subject to the review, it is highly likely that a combination between nett and gross contract will be preferred. Elements of the nett arrangement will be included to manage financial risk to the City, and to continue to incentivise the operator to attract passengers. However, it will also likely be preferable to specify a minimum level of service during peak and off-peak hours, which is representative of a gross contract. The contracting approach and terms and conditions required to be specified in these operational contracts need to be determined through the development of a business plan for the section 46 services. New performance-based provisions will be built into the contract to ensure optimal modal integration.
d) The City's intention is to increase the PT network to address not only population growth but also urbanisation. Its aim is for the section 41 contracts to serve as new services. If section 46 contracts are displaced as a result of services being introduced, such displaced services may be reallocated to other areas of need, subject to the remaining PTOG grant used to subsidise these services.
e) Universal access standards are to be introduced progressively based on affordability. The existing section 46 contractor has a fleet of approximately 1 100 buses that are based on the standards for the current contracted services. These standards do not require buses to be universally accessible. The buses also have different seating configurations and, in many cases, are front-engined. The City's long-term aim is to have a fleet of quality buses that are universally accessible. This, however, will need to be undertaken incrementally so as to ensure affordability. In order to do this, the MoU requires a Bus Recapitalisation Plan to be compiled that forms part of the business plan for introducing quality bus services. This plan will address sustainability issues with regard to cost and the approach to be followed as described above.
f) The City intends to explore the use of electric buses so as to reduce overall lifecycle costs as well as contribute to a reduction in the City's carbon footprint. This policy will be explored for both section 41 and section 46 vehicles.
g) The City aims to expedite the introduction of standardised PT street furniture (bus shelters and bus stops) across Cape Town so as to improve the equality of access.
h) The City will begin a process to ensure that all passengers, irrespective of income, will be able to access a paperless integrated ticketing system.

As referred to above, the basic formula in relation to bus operations is:

a) VOC COST – REVENUE = deficit/subsidy amount.
b) In the case of the section 46 nett cost contract, the Public Transport Operating Grant (PTOG) subsidises the deficit. On assignment of the contracting authority function, the formula for the calculation of the consumer price index (CPI) will be amended to include two transport-related indices: fuel and labour. This is to ensure that the subsidy allocation does not decline out of step with the City's actual costs of operation.

2.5 Policies on public transport regulation

The City has applied for the assignment of the municipal regulatory entity (MRE) function in order to establish proactive regulatory management of PT. To do so, the City will apply the following principles to the disposal and management of OLs:

- Urban mobility: Regulations will measure demand in relation to the proposed IPTN to determine the number and type of OLs in a given area. This number per mode will then be available for uptake and is currently intended to be operated either by the VOCs or by the TOCs on a commercial basis. The new approach seeks to create a check and balance – as more licences are issued, the profit share for the TOCs decreases. In this way, there is a natural brake on an excessive number of licences being issued. In addition, the City will update its demand analysis every five years (or sooner depending on the uptake of supporting technology) to take into account any changes in land use or urbanisation. It will then adjust the estimated number of OLs for a given area accordingly.
- Urban mobility: Regulations will develop an incentives-based process for the efficient disposal of all OLs. This will take into account the historical anomalies that have occurred such as those licences that have multiple rights (for example, covering both local and long distance).

2.6 Public transport fleet policy

The PT fleet policy for reducing carbon emissions and air pollution, and also for providing universal access is set out below.

2.6.1 Reducing carbon emissions and air pollution

In 2018, the NDOT published the Green Transport Strategy for South Africa (2018-2050) that proposes a target of '*10% of municipal bus fleets to be clean energy in the next 10-20 years*'. In addition, the City of Cape Town has set certain targets and made climate change commitments on carbon reduction and the adoption of green energy that will directly affect the MyCiTi service. These are contained in the Council-approved documents entitled *Carbon Neutral 2050 Commitment* and the *Climate Change Action Plan (CCAP)*. The latter document contains specific actions for public transport operations, planning and fleet regarding the adoption of electric or green technology in the MyCiTi BRT system.

A few specific actions that relate to the MyCiTi BRT system are listed under **Goal 20** of the CCAP. **Goal 20** relates to preparing for a complete transition to electric or alternative fuel-powered freight, bus, taxi, and passenger vehicles by 2050. The actions under **Goal 20** are listed below:

- **Action 20.1:** Develop a procurement strategy for low-carbon emission vehicles and fuel technologies towards carbon neutrality.
- **Action 20.2:** Develop the necessary policy and regulatory environment to promote the uptake of electro-mobility freight and electric passenger transport (including public and private vehicles and minibus taxis) and manage risks to the electricity grid.
- **Action 20.3:** Show City leadership and gather real-world data from EV pilot programmes such as the installation of publicly accessible demonstration chargers and the procurement of EVs for the City fleet.

Action 20.1 entails a comprehensive study to evaluate which alternative vehicle and fuel options are

best for the City's MyCiTi BRT system and how best to address the supporting infrastructure required. This supports the City's commitment to the C40 Green and Healthy Streets declaration. Furthermore, in line with the City's Fleet Management Strategy, this action involves developing a procurement strategy for low-carbon emission vehicle options for the City's corporate fleets.

To work towards achieving Action 20.1, the City intends investigating the known advantages and disadvantages of various fuel/energy types and technology options around the world. Bus technologies such as fossil fuel, hydrogen, biofuels, electric and hybrid options will be investigated. The City also intends to pilot the use of low-emission buses within the MyCiTi system to better understand how these buses would perform in local Cape Town conditions, as well as understand the financial implications.

The Climate Action Plan is referenced in chapter 11 of the CITP.

2.6.2 Providing universal access

The City's long-term policy objective for its PT fleet is to achieve universal accessibility by preferably accommodating users with disabilities within the transport system.

The BRT trunk services and quality bus services will be designed for universal accessibility (such as level boarding for wheelchair passengers). For quality bus services, the City will schedule buses throughout the day that have wheelchair facilities using demand analysis to identify where these facilities are needed. All buses will be fitted with other universal access features such as tactile flooring and yellow grab rails. In the longer term, the City aims to have a fleet of quality buses that are universally accessible but this will need to be undertaken incrementally so as to ensure affordability.

As mentioned before, other feeder and direct services will be provided by minibus taxis. The City recognises the challenge of using minibus taxis as these are not designed for level boarding. In the light of this as well as the affordability constraints of providing universally accessible quality bus feeder services, the City's approach will be to combine a set of universally accessible on-demand feeder services with the universally accessible trunk services.

On demand feeder services for passengers with disabilities are currently provided by Dial-a-Ride services. These cover the full trip from origin to destination. Because of the costs involved, however, they meet only a small proportion of demand. By linking with the universally accessible trunk and the operations-based model for quality bus services as outlined above, the on-demand services for passengers with disabilities will be able to operate as regionally based feeders and therefore provide many more passenger trips per day per vehicle.

Under the intended model, smartphone technological innovation will also be introduced to these on-demand services for wheelchair users, which should significantly improve the process of requesting such services.

For rail, PRASA has indicated an intention to make the rail services universally accessible, although this will take some time to achieve as it is being done in conjunction with their current major recapitalisation programme.

3 OVERALL NETWORK DESIGN

3.1 Introduction

The focus of the City's Public Transport Plan (PTP) is to integrate the public transport network, services and modes within Cape Town and its surrounding functional area. As part of the PTP, the review and update of the Integrated Public Transport Network (IPTN) Plan is being undertaken. One of the first steps of this update was to take a step back and understand the lessons learnt from the previous IPTN 2032 Plan. To guide the development of the IPTN Plan update, the most important lessons learnt have been identified as follows:

- It is very difficult, if not impossible, to accurately predict the future, particularly the long-term future.
- The demise of rail has significantly contributed to congestion and has invalidated transport plans that were based on rail as the backbone of the network.
- Ignoring uncertainties/risks reduces the resilience of the plan.
- The fragmented responsibility for public transport across different spheres of government makes planning and implementation of plans difficult.

To ensure the updated IPTN Plan takes the lessons learnt into account, the update will make use of new methodologies to ensure the planning approach is as relevant as possible. The IPTN Plan update will focus on embracing planning in uncertainty to enable a resilient rather than a purely optimised future plan. The planning will build on the alternative futures developed in the CITP process, and will be developed in line with the new CITP vision, strategies and priorities. The implementation approach will focus on the incremental approach, including temporal modal appropriateness on key corridors and routes.

The three main paradigm shifts for the IPTN Plan to address speed of improvements, costs, resilience, agility and applicability can be summarised as follows:

- How we plan the IPTN: **Embrace uncertainty** and use the 'planning under deep uncertainty' method in which the uncertainty about the future is embraced by exploring diverse, plausible futures through transport modelling and the future trends that may create them.
- How we implement the IPTN: The **incremental approach** seeks to drive rapid incremental improvements across multiple transport modes and access provision options through a framework that guides all the improvements in the same direction.
- How we best serve through the IPTN: The primary purpose of transport is to access opportunities, resources and services. The **triple access system** and the access triangle illustrate the role of transport services as one aspect in a larger access system. Apart from the physical mobility (transport system), there is also spatial proximity (land use system) and digital connectivity (telecommunications system). Working together with the spatial planning and IS&T sectors, transport planning can identify opportunities to increase proximity-based access and digitally-based access or at least explore how they can be more mutually supportive.

The Urban Mobility Directorate will assess the changing nature of travel from a travel behaviour perspective and the district spatial development frameworks, and how these will impact the IPTN Plan. The IPTN Plan update will include a review of the City's assumptions regarding the provision of rail and the likely available funding for the implementation of the IPTN Plan.

With the focus on a networked, systemic approach to meeting the access needs in the city, which can also identify opportunities where less infrastructure-intensive transport and non-transport access solutions are more appropriate, the department will accelerate the completion of the conceptual designs of the most critical public transport corridors. The department will also focus on intergovernmental relations (IGR) mechanisms to lobby state-owned enterprises to invest in their assets in a way that best facilitates economic recovery.

3.2 Multimodal integrated public transport approach

Whilst the new concepts and thinking around 'planning under deep uncertainty' is changing the direction and focus of the City's transport plans, the update of the IPTN Plan will only be finalised towards the end of 2025. This means that the current 2032 ITPN Plan is still the approved plan and the following section summarises the main concepts of this plan.

The integration of public transport is at the core of each of the three interrelated elements that run through the CITP:

- The delivery of integrated, intermodal and interoperable transport in Cape Town. This is based on the City's IPTN package of plans (Network Plan, Operations Plan, Implementation Plan and Business Plan)
- The use of TOD to bring about the spatial transformation of Cape Town itself as well as the building of sustainable communities
- The City's plans to deal with the current crisis in rail in Cape Town, acknowledging that rail is the backbone of its public transport system

The multimodal integrated public transport approach encompasses three broad sets of motorised services including:

- Passenger rail services;
- Bus Rapid Transit (BRT) with dedicated roadways and median stations and scheduled formal bus services (referred to as quality bus services), with enhanced features, which operate mostly in mixed traffic, but with prioritisation measures, including queue jumping infrastructure and dedicated bus and minibus taxi lanes (BMT), where feasible. Quality bus services will provide feeders to the trunks as well as direct services across the city; and
- Minibus taxis and new generation services, which will provide the majority of feeder and distribution services.

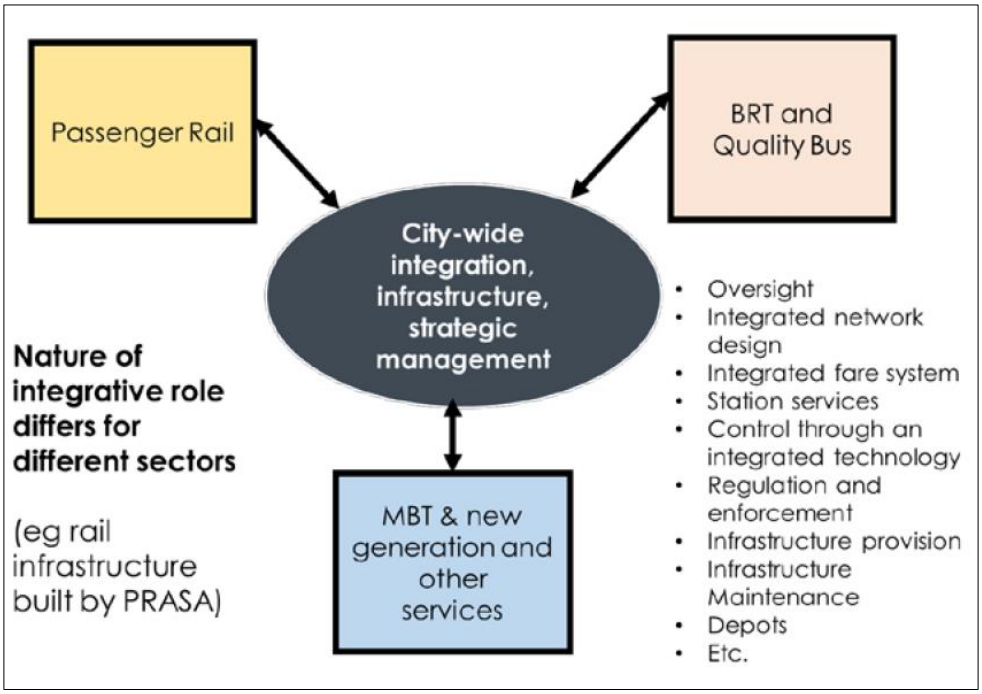

Figure 3-1: Multimodal integrated public transport approach

Against this backdrop, the Public Transport Plan (PTP) provides the basis for:

- rationalising and restructuring Cape Town's public transport system
- designing contracts for contracted services
- awarding operating licences to non-contracted services

The PTP uses the Integrated Public Transport Network Plan 2032 (2014) and the Integrated Public Transport Operational Plan (2016) as its foundation. These, along with the IPTN Implementation Plan and IPTN Business Plan (2017) are the guiding instruments for the integrated public transport system in Cape Town.

The National Land Transport Act (NLTA), Act 5 of 2009 requires all planning authorities to plan, implement and manage modally integrated public transport networks (IPTNs). An IPTN is defined in the NLTA as a system in a particular area that integrates public transport services between modes, with through-ticketing and other appropriate mechanisms to provide optimal solutions that enable travel from origins to destinations in a seamless manner.

The 2007 National Public Transport Strategy and Action Plan provides a vision of moving from basic public transport commuter operations to accelerated modal upgrades and the establishment of integrated public transport networks in the major metropolitan areas of South Africa. In support of this strategy, the City of Cape Town developed a package of plans, which provides the basis for strategic intervention and investment, related to all modes of public transport, and referred to collectively as the IPTN.

The relationship between the various City plans is shown diagrammatically in Figure 3-2 below. The IPTN package of high-level plans informs the preparation of detailed corridor plans, which in turn lead to the implementation of individual projects.

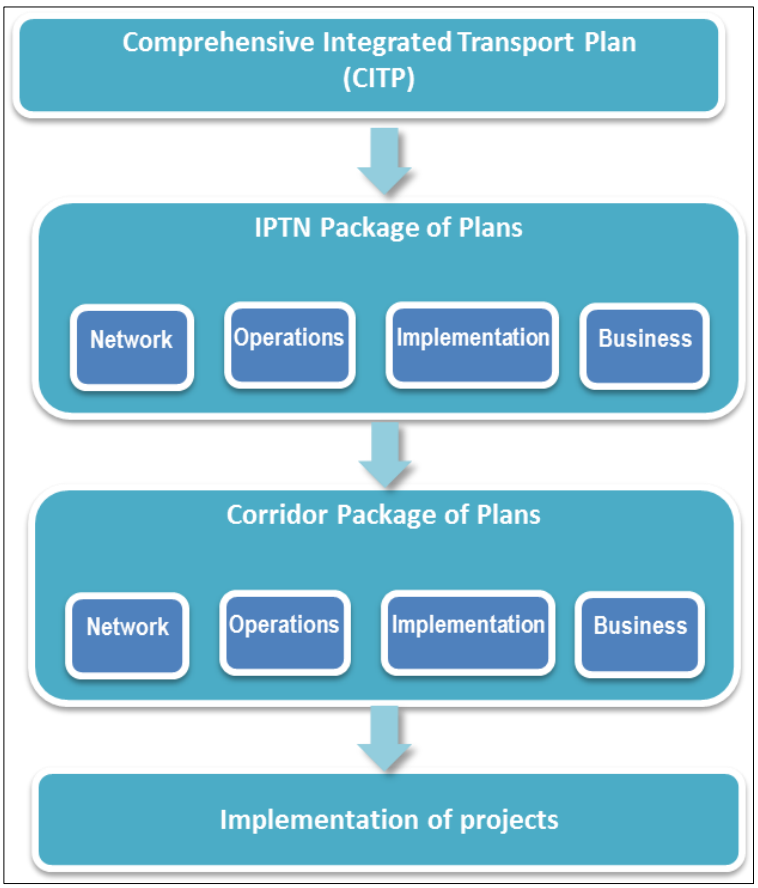

Figure 3-2: Integrated public transport network package of plans

While implementation tends to follow a corridor-by-corridor (or project-by-project) approach, there is also a need for business planning over the short/medium term encompassing all the City's transport responsibilities. This is especially true of the multi-year financial operational plan, which can only assure the financial viability of a corridor or project in the context of all public transport spending obligations and revenue sources.

While the City's IPTN business plan contains sufficient financial analysis to ensure long-term strategic plans are financially sustainable, the short-/medium-term financial plans require a greater level of specific detail, since they play a greater role in making expenditure commitments on actual projects.

As discussed, the IPTN planning process has resulted in the development of four planning documents, namely the 2032 IPTN Network Plan, 2032 IPTN Operations Plan, 2032 IPTN Implementation Plan, and 2032 IPTN Business Plan, which together provide strategic guidance for the development of more detailed planning and public transport implementation. The purpose and main contents of each of these plans are indicated in the table below.

Table 3-1: Integrated public transport network package of plans

PLAN	PURPOSE	MAIN CONTENTS	STATUS
2032 IPTN Network Plan	To develop an integrated network of public transport routes catering for current demand and future trends, including trunk routes and feeder routes recommending a preferred network alternative. This forms the basis of future public transport planning, including corridor planning and local area planning.	Evaluation of alternative public transport networks for 2032 population and land use scenarios using a travel demand forecast model. Maps and descriptions of public transport routes in the Integrated Public Transport Network for 2032.	Approved by Council in June 2014
2032 IPTN Operations Plan	To determine system require-ments (such as the fleet, depots, headways) required per corridor to operate the IPTN for 2032 passenger forecasts.	Operational parameters and service design, including fleet type, fleet numbers, headways, operating speeds, express services, station types, hours of operation, size of stations and depots.	Approved by Council in May 2015
2032 IPTN Implementation Plan	To determine the rollout sequence for the implementation of the IPTN. Prioritises the order of implementation of the IPTN trunk corridors.	Implementation strategy, prioritisation of corridors, cost estimates, funding availability, design and construction time, vehicle procurement lead time.	Approved by Council in April 2017
2032 IPTN Business Plan	To determine the IPTN's financial sustainability in greater detail, including applicable business parameters and funding mechanisms.	Financial assessment and business analysis, business structure for the IPTN, business parameters, industry transition and company formation aspects.	Approved by Council in June 2017

The City's long-term strategic plans were produced sequentially, as shown in the table above, commencing with the IPTN Network Plan, followed by the Operations Plan and Implementation Plan. However, following the development of the Business Plan it became clear that other plans needed to be adapted to achieve financial sustainability. Business viability is a function of how the system is designed, which will be considered in the review process of the IPTN package of plans.

The IPTN Business Plan established the notion that minibus taxis are required to form part of an integrated solution in what is referred to as a 'hybrid' model. It also introduced the need to plan for new e-hailing and related technologies that are set to change public transport in the coming decades.

3.3 Overall network design

3.3.1 Introduction

The City's overall network design described in the PTP sets out the high-level view of the future system for rail and road-based services, contracted and non-contracted. The overall network design for Cape Town is described below.

3.3.2 Preferred modes for particular routes or corridors

Figure 3-3 identifies the routes and corridors for BRT, existing MyCiTi service and existing passenger rail, as well as proposed passenger routes in Cape Town. This includes:

- transport into or from the areas of other planning authorities; and
- routes that cross provincial boundaries

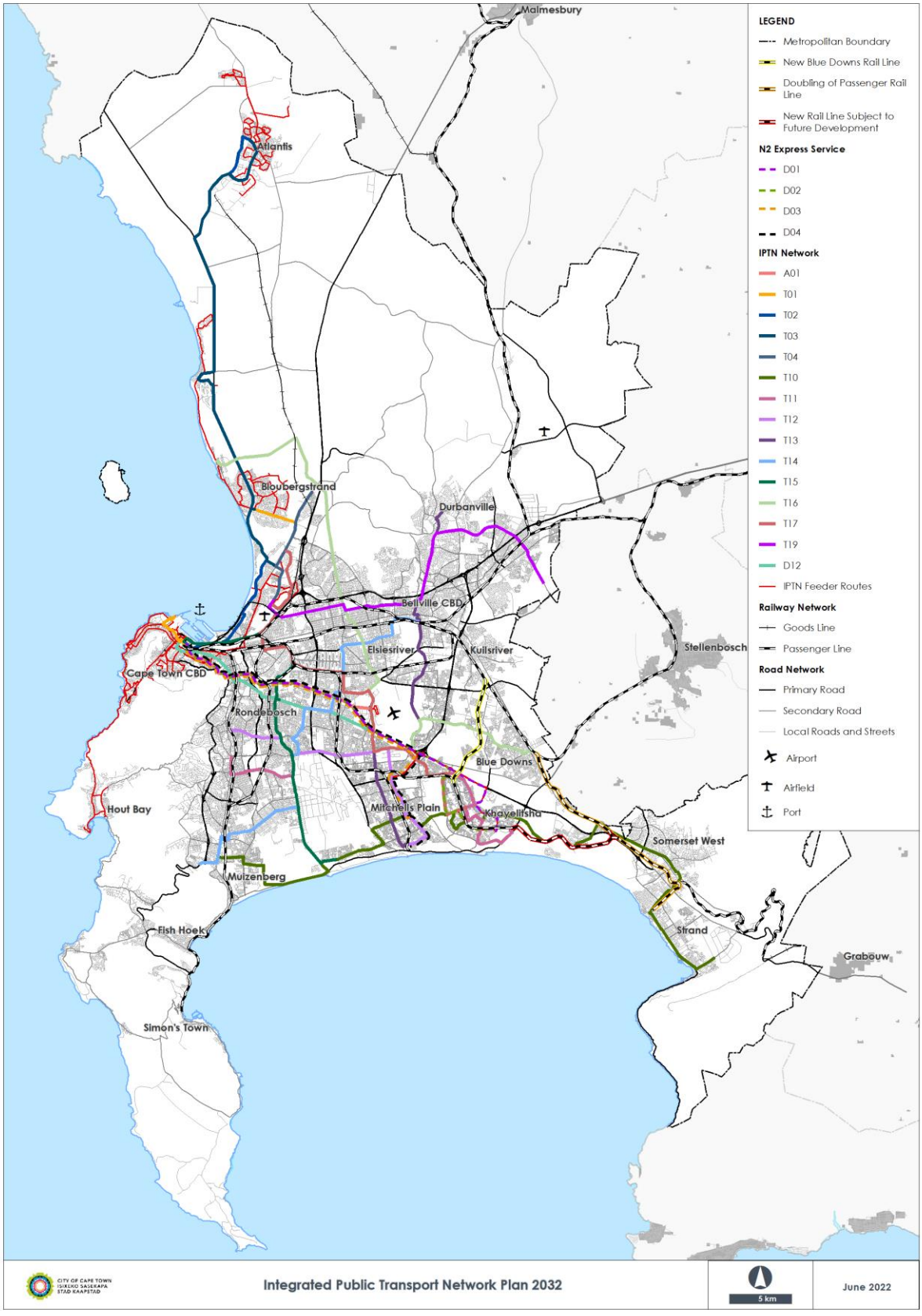

Figure 3-3: Integrated Public Transport Network Plan 2032

The proposed overall network design is based on the City's assessment of the status quo, policies for the rationalisation and restructuring of existing contracted services, the development of new contracted services and the restructuring of the non-contracted services.

Following the approval of the IPTN 2032 network, the City adopted the IPTN business plan to ensure financial and fiscal sustainability and to exploit the opportunities being presented by new technologies. This resulted in adjustments to the preceding IPTN suite of plans.

The IPTN Business Plan provides strategic direction to optimise Cape Town's public transport system within fiscal and financial constraints. Fundamental to its approach is multimodalism in which passenger rail, BRT, quality bus services and minibus taxis will all form part of an integrated solution.

Integral to this is the recognition that full replacement of road-based public transport modes or including minibus taxis with MyCiTi services is not financially viable.

This recognises that minibus taxis are able to provide services where MyCiTi cannot serve public transport demand sustainably, e.g. low-volume feeder routes, and that there are benefits to having elements of competition in the provision of public transport services.

In general, the comparative advantage of MyCiTi is mostly on the trunk services, with their dedicated roadways and stations offering quick boarding and alighting, and where passenger numbers permit large vehicles to run on short headways, rather than the feeder services where headways are longer and vehicles tend to be slowed by traffic congestion. For MyCiTi the ideal is that rather than providing subsidy-hungry feeder services itself, passengers are fed to and distributed from trunk routes by minibus taxis.

The City seeks to utilise the strengths and potential comparative advantages of the minibus taxi sector as a significant element of the integrated transport system on the basis that shortcomings within the minibus taxi industry can be addressed. While passenger rail and BRT systems are generally more efficient than minibus taxis at providing services along high-volume trunk routes, some minibus taxis will continue to operate along trunk routes. The flexible nature of minibus taxi services means that they can provide services on non-trunk routes more cost effectively than BRT and rail.

Moreover, minibus taxis are very well placed to provide a new generation of on-demand and demand-responsive services. These services are expected to become a growing feature of the network as mobile phone e-hailing technologies become increasingly prevalent.

The hybrid approach – which recognises that minibus taxis will continue to operate in the same market as formal services – makes predicting passenger numbers more difficult. This has implications not only for determining fleet size, but the sizing of infrastructure more generally. This makes the principle of flexibility more critical.

The concept of flexibility and the more incremental approaches it permits are discussed in the IPTN Business Plan (2017) and each annual Multi-Year Financial Operational Plan (MYFIN) report from 2017 to present. The MYFIN reports considered the operational and capital funding requirements for Phase 1, the N2 Express and the next phase of MyCiTi services (Phase 2A that provides services from the Metro South East to Claremont/Wynberg) as well as the assigned section 46 services (currently operated by Golden Arrow Bus Services).

Flexible systems are more robust as they can adjust when circumstances differ from those anticipated in the planning phase. In principle, the approach is to provide for higher usage when building fixed infrastructure, which will be expensive to retrofit if it proves too small, but lower usage on items that can be expanded, such as fleet size. This can then be adapted incrementally in the face of actual demand.

3.3.3 Current IPTN review process

The current approved IPTN will be updated with all documents, i.e. the network plan, the operations plan and the implementation plan, being reviewed and updated with the latest data, planning practices, and in accordance with the latest guidelines. The national Department of Transport developed a document entitled Integrated Public Transport Network (IPTN) Plan Development Technical Guidance Version 4 (dated 2018) and this document will guide the update of the City's IPTN. The IPTN update will address all public transport modes and will have a particular focus on financial and fiscal sustainability. While the network plan will focus on the long-term strategic public transport plan for the city, the implementation plan will address incrementalism.

Currently, the existing IPTN 2032 Plan is undergoing various stress tests. As the review and update of the IPTN is a multi-year process, there appears to be a need to begin to understand what the impacts are of various assumptions that underpin the IPTN not materialising, e.g. what are the consequences of the entire commuter rail system ceasing to operate, or the rail system does not operate optimally as is currently assumed in the IPTN.

3.4 The future development of the public transport system

The City's approach to integrated transport is multimodal. The key modes are passenger rail, BRT, quality bus services (conventional bus services enhanced by modernising features and integration with the wider network) and minibus taxis. These modes (including innovations from new generation technology) will together contribute to an integrated transport solution. These modes will also be complemented by improved provision for NMT, as discussed in chapter 9.

All modes will be bolstered by new e-hailing and related technologies that are set to revolutionise transport in the coming decades and will result in new service offerings, especially on-demand unscheduled services potentially well suited to e-hailing. These technologies will offer new options for minibus taxis and other providers to meet demand more efficiently. This could reduce the extent to which minibus taxis wait to fill up at ranks, improve ease of boarding along the route, and increase the scope for direct routings between origin and destination.

Quality bus services will play an important role in the IPTN, complementing the rail and MyCiTi network by providing a combination of feeder and direct services. The intention is that quality bus services will have an opportunity to maximise the use of some of the MyCiTi infrastructure where the vehicles and operations of non-MyCiTi services are such that they could derive advantage from the infrastructure without interfering with the MyCiTi services. Quality bus services will be integrated with the IPTN in terms of scheduling and systems, fares and ticketing, quality standards, and branding. Quality bus services will be provided by operators on either a subsidised or commercial contract basis. Legislation, including the Constitution, requires that procurement of all services be done ultimately through a competitive tendering process, and it is envisaged that this will apply in the case of the quality bus services. However, in significant respects the current Golden Arrow Bus Services are not dissimilar from the envisaged quality bus services. The process of assigning the contracting authority function from the Provincial Government of the Western Cape to the City is being pursued by the City.

Substantial efficiencies are possible in the combination of minibus taxi services with BRT, quality bus and rail services.

New generation technologies also offer scope for designing integrated solutions for universal accessibility and transporting passengers with disabilities. This is proposed as a new way of providing dial-a-ride services, further linked to trunk services such as BRT and rail.

An integrated, multimodal solution requires a strong governance system. In Cape Town, this will be performed by the Urban Mobility Directorate. It will set the standards and manage scheduled and on-demand service providers per mode to ensure that travel demand is met by the most appropriate combination of modes and that users can connect easily between modes.

The City is focused on reducing the cost of access for transport user groups. It is clear, however, that this cannot be done by enhancing mobility per mode alone. Instead, the City's methodology is to address the interrelationships between modes, the systems that manage the modes (e.g. integrated ticketing), the relationship between the urban form and the transport system that enables access, and the changing patterns of demand. In particular, the City has begun to action its TOD Strategic Framework and its TDM Strategy (see chapter 8) as the basis for the spatial transformation of Cape Town and the building of sustainable communities.

The City's approach to interrelationships between modes and the relationship of modes to land use density is as follows:

- Rail and BRT are the trunk routes serving higher-density origins and destinations
- Quality bus services will complement the rail and BRT network by providing a combination of feeder and direct services (utilising some portions of trunk routes pending the construction of dedicated BRT infrastructure)
- An improved minibus taxi system will play a significant role by providing on-demand and demand-responsive services, both as feeders to the trunk services as well as direct services from origins to final destinations, where appropriate, and within their own economic ecosystems.

3.5 Incremental public transport rollout and improvement

The implementation strategy for the integrated public transport network (ITPN) needs to be a balanced approach between the large capital investment in infrastructure and vehicles required to roll out the corridors, which may take several years (the 'corridor' approach), and an 'incremental' approach to ensure that public transport improvements are introduced to more parts of the city earlier, before the larger investments required by the introduction of formal BRT in each corridor are made.

A key part of an incremental approach is to ensure that public transport improvements are introduced to more parts of the network earlier, particularly in light of fiscal constraints that may delay the implementation of identified corridors. The incremental approach focuses on transport system management (TSM) improvements such as passenger safety, security, convenience and shelters at modal interchanges, regulated services, improved scheduling, priority public transport lanes through critical intersections, integrated ticketing systems, upgraded non-motorised transport facilities and better information systems.

This seeks to ensure a balance between the rollout of corridor services and the continuous improvement of public transport facilities and operations that support the IPTN throughout the city. The incremental approach recognises the dynamic relationship between transport and land use and emphasises that improvement to the public transport system happens at various levels, most of which do not require physical infrastructure. For example, improvement of safety, security, integrated ticketing, information systems and scheduling could retain and attract as many passengers as the speed advantage obtained by extensive infrastructure improvements.

Figure 3-4 illustrates the application of the incremental approach to improvements and corridor development.

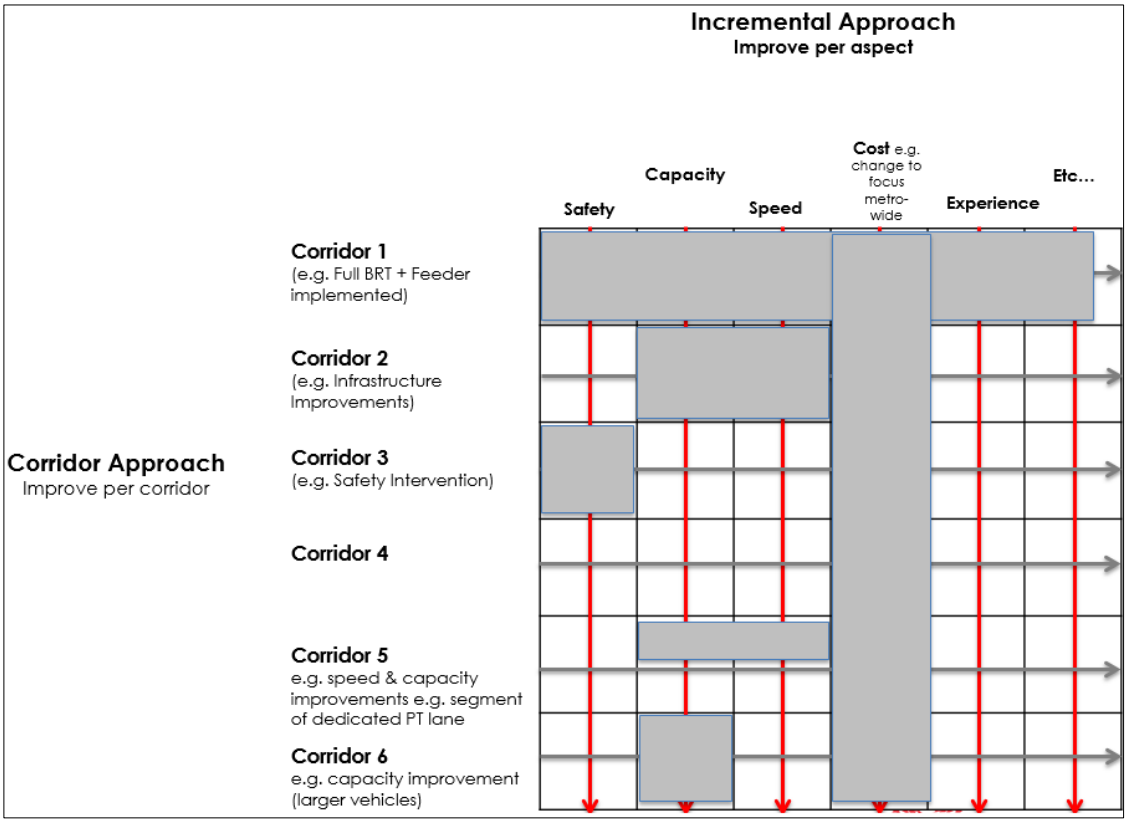

Figure 3-4: The incremental approach to improvements and corridor development

There is also a need to investigate the implications of a dual rollout strategy, whereby instead of whole trunk corridors being implemented sequentially, portions of trunk corridors across the planned IPTN system are prioritised, planned and constructed, according to the impacts that these investments will have for the commuter and the system. The rollout programme can be adjusted by constructing more than one corridor at a time given additional funding or, to a lesser extent, by using an incremental approach.

Furthermore, recognising the importance of scheduled bus and taxi services during the rollout period, consideration should be given to fast-tracking improvements such as dedicated rights of way, pre-validated boarding locations and intersection priority schemes for public transport along future trunk corridors where these will benefit large numbers of passengers, irrespective of whether or not full BRT services along these corridors are imminent. Urban development and regeneration priorities could also inform the prioritisation of trunk route sections for implementation.

The above is in line with the Council resolution C13/04/17: Integrated Public Transport Network (IPTN) 2032: Implementation Plan that "the concept and the practice of an incremental approach to the rollout and implementation of the IPTN 2032, be approved."

3.5.1 Public transport priority measures programme

3.5.1.1 Introduction

The growth and development of Cape Town has exceeded the rate at which transport infrastructure and systems have been provided to cope with the resultant travel demand. This, coupled with decline of the passenger rail service over the last few years, has resulted in a sharp increase in the road-based travel demand – increasing congestion levels for both private and road-based public transport (where road-based public transport operates in mixed traffic).

The City is continuously engaged in measures to alleviate congestion through interventions of behavioural change, infrastructure provision and the operational efficiency improvements of the transport systems.

Through observation and data analysis, a programme of Public transport priority measures is being developed that will provide road-based public transport in mixed traffic speed advantage at various locations throughout Cape Town.

3.5.1.2 Problem statement

Cape Town, similar to many other urban centres in South Africa, is experiencing a rapid population growth, with an increasing demand for travel. Most residents rely on public transport to gain access to economic, social, educational, medical, and cultural activities. In 2017, more than 70% of people in the lowest income group were reliant on public transport (PT), and more than 50% in the low-medium income group. Public transport thus remains an absolute necessity to a significant part of the population. The PT system of Cape Town, however, is **challenged by** the following:

- The majority of PT trips are undertaken by road-based public transport (RBPT; approximately 70% for work trips), i.e. using minibus taxi (MBT, 46%) and GABS buses (23%).
- The overall quality and reliability and availability of rail services are deteriorating, and commuters rely more and more on MBT and bus.
- Consequently, RBPT is has become dominant in Cape Town's PT system but is impacted by congestion and currently does not receive much of a prioritisation in the mix over private transport.
- Current institutional arrangements and the associated complexities make the assignment of the urban rail service to the local municipal level complex and it could be a lengthy process.
- South Africa's hopes of providing efficient and convenient PT solutions are placed on integrated rapid public transport networks (IRPTNs) systems, which have been rolled out in most major cities in South Africa. Progress has been slow as the institutional and associated contractual arrangements are complex. Coupled with the huge financial investment required in rolling out BRT systems, the often corridor-by-corridor rollout of IRPTNs is an ineffective and inefficient approach to improving PT spatially and temporally. Success of IPTN services have therefore reached only a very small proportion of the population over the last 10 years (Cape Town's citywide modal share for BRT is at only 4%).
- However, funding availability and conditions concentrate almost all focus currently on BRT, whereas the City should ideally be incrementally improving the current transport services through implementing a programme of PT priority measures in parallel to the larger projects such as BRT. Where the interventions for PT priority measures are well chosen technically and spatially, the impact will benefit all modes of road-based transport.
- PT funding availability and the mechanisms available to explore innovative funding solutions are challenging. As mentioned before, most PT funding sources are limited to IPTN service roll-out that is subject to available funding from national government grants, projected system revenues and the City's own contribution being available. This exacerbates the problem and curtails the City's new approach to incrementally improving PT with shorter time horizons and greater geographical spread.

These challenges reduce the economic and social accessibility of Cape Town's residents and entrench the developmental challenges of poverty and growing inequalities across income groups.

There is now a growing recognition that current strategies need to be reviewed and new approaches must be explored. The City of Cape Town's transport sector's core responsibility is to develop an efficient, integrated transport system, through the creation of a framework of plans, policies,

regulations and models that are both sustainable and implementable. The City's Transport Planning Branch is driving these new approaches and this project of PT priority measures is one of the solutions rooted in the new transformative approach.

3.5.1.3 Strategic Intent

The City strives to incrementally improve RBPT to positively influence transit-oriented development (TOD) at development-appropriate speeds, and in line with the vision of the Municipal Spatial Development Framework (MSDF) to pave the way towards spatial transformation. It is about the appropriate planning around the operational needs of the City, and does not only focus on large-scale and expensive BRT implementation. This includes **prioritisation of RBPT to complement BRT-PT investment**.

This thinking is the first of its kind in South Africa and already described partly in the City's Comprehensive Integrated Transport Plan (CITP) and Public Transport Plan (PTP). The PTP uses the IPTN Network Plan 2032 (2015) and the IPTN Operational Plan (2016) as its foundation. These, along with the IPTN Implementation Plan and IPTN Business Plan, 2017 are the guiding instruments for the integrated PT system in Cape Town.

The intention of these strategic documents is to develop sustainable transport philosophies underpinning public transport delivery to encourage effective delivery of public transport. Accordingly, road planning, design and construction should support public transport implementation and operations. The CITP, with reference to the MSDF, highlights specific measures to support PT. The three spatial strategies and the associated substrategies of the MSDF support PT as well as the urban form and structure required to support PT. Specifically, 'Integrate land use, economic and transport planning and support the sustainable operation of the IPTN' is an important substrategy.

This speaks to the City's approach **to incrementally improve public transport operations across the city** in parallel to the Integrated Public Transport Network (IPTN) 2032 Implementation Plan, which, given the limited available funding for this type of BRT public transport infrastructure and operations, limits the City's efforts in making a real impact on the PT user. The City believes that using incremental improvements to integrate transport as a catalyst and transformative tool to change the spatial form of Cape Town, as well as build a sustainable inclusive city, is the right approach.

An incremental approach seeks to ensure a balance between the rollout of corridor BRT services and the continuous improvement of public transport infrastructure and operations that support the IPTN throughout the city. A key part of an incremental approach is to ensure that public transport improvements are introduced to more parts of the network earlier, particularly in light of fiscal constraints that may delay the implementation of identified corridors. It further has the element of continuous improvement of the current transport services (at various locations where most needed) provided through M&E, and elements of phasing to achieve appropriate modal choice, modal integration and interoperability, shorter planning and implementation cycles within longer-term cycles and the critical elements of flexibility and responsiveness to the needs of citizens and a city changing in function and form.

The MyCiTi Business Plan Update (2022) includes strategies to achieve incremental improvement of public transport, such as designing infrastructure to accommodate alternative public transport vehicle integration. One of the most important needs in respect of all current and future MyCiTi infrastructure is the achievement of improved integration with modes other than MyCiTi. This means being able to accommodate vehicles with left-hand side, kerb-height boarding. This mainly affects stops and stations, but the deployment of a wider range of vehicles with a broader range of routes onto some MyCiTi infrastructure to maximise its utilisation and benefit to the City also requires

consideration of intersection designs to ensure that bus lanes are accessible to non-MyCiTi buses using alternative routing to and from the intersection. Detailed review is required of both existing infrastructure and planned and under-construction infrastructure to give effect to the need to ensure intermodal integration at a level that is attractive to MyCiTi passengers, present or future.

3.5.1.4 Methodology

The programme will include a prioritised list of locations with related interventions that will inform the infrastructure project pipeline. The methodology employed to identify and rank the various locations in order of priority will include the following considerations:

- Analysis of existing data in a manner that informs the locations, prioritisation and proposed interventions that reduce the impact of congestion on road-based public transport vehicles and hence passengers;
- Road-based public transport routes with high passenger demand profiles;
- Targeted interventions that give speed advantage to benefit public transport vehicles thus benefiting higher numbers of people and possibly promoting modal shift towards public transport;
- Quantifying the impacts of congestion at major intersections and routes for road-based public transport and to further identify measures that can be implemented to reduce public transport travel time for road-based public transport;
- Developing measures of efficiency that are to be used to assist in the categorisation of the performance of certain public transport routes and inform the prioritisation of the locations and proposed interventions, focusing on the public transport vehicle and passenger. One of the measures of efficiency could be the number of passenger hours exposed to congestion;
- The impact of the public transport priority measures on the network, including the impact on private transport.

It is envisaged that the application of the methodology will result in a number of locations and interventions where public transport vehicles can be given speed advantage. The prioritisation will further result in initially 10 locations together with related proposed interventions identified, ranked and prioritised as the first phase of the public transport priority measures programme.

3.5.2 Fare structure and policy

The City of Cape Town's (CCT's) fares policy for contracted road-based public transport (2015) sets out the principles for how the City structures and implements its fare structure for public transport services under its control. Fare structure and technology/fare collection system are two major components that make up the fare system.

A study was undertaken to review the fare policy and the fare structure. A report of the study was compiled, which made recommendations on what updates are required. One of the key issues investigated in this report is the most appropriate fare structure for the CCT moving forward. The CCT currently operates the MyCiTi and Dial-a-Ride services that make use of a distance band-based fare structure.

The CCT may become the contracting authority for Golden Arrow Bus Services (GABS), the facilitator for minibus taxi (MBT) hybrid services as well as cater for the inclusion of rail in the future. Therefore, the investigation on the most appropriate fare structure must be robust enough in order that the City's fare policy can accommodate future modes.

The desired outcomes of the review of the fare policy and fare structure are as follows:

- Simplify the fare system for passengers.
- Improve access to Public Transport for passengers through increasing the number of Mover point loading and fare media options (such as: credit cards, debit cards, mobile phone payment apps, MyCiTi cards, etc.) for passengers.
- Create a cheaper, simpler and more flexible fare system to operate, manage and maintain.
- Improve integration between public transport modes and services.

The process to amend the existing fares policy is currently under way. This process will include public participation.

3.5.3 New Generation Technology Framework

New generation technology (NGT) services had been coined in the 2017 IPTN Business Plan to denote the new types of services and improvements that could be made to existing services that are possible because of new information technologies. This led to the development of the New Generation Technology Strategic Framework that highlights how advances in data collection and storage, analytics and connectivity can be combined to create a paradigm shift in the way urban transport functions. Through the application of these new information technologies, the City will be better placed to manage ad align the supply and demand of people and freight movement services in Cape Town in order to improve access, inclusion, affordability, convenience and sustainability.

Six areas of action are required to achieve these objectives:

1. **Data and information enhancement.** The collection, management and sharing of transport-related data needs to be consolidated to establish more open-shared, multi-organisational data pools that would enable a massive increase in transport-related data collection, management, and use. This involves a reconfiguration of systems rather than building new systems, but requires common rules and guidelines governing data collection and aggregation, data standards, communications infrastructure, governance and accountability and the use and analysis of data that balance privacy, competition, and public benefit. The framework proposes that the City take the lead in establishing a transport data warehouse capacity that can link multiple internal and external data pools and allow access to the data by a variety of internal and external users in accordance with the rules.

2. **Intelligent transport, planning, management and regulation.** The intelligent use of transport information to plan, manage, regulate and integrate modes needs to be promoted to enable movement from outdated, manual and compliance-oriented approaches. Regulatory reform also needs to effectively address new mobility services built on NGT innovation such as e-hailing to ensure that these services function in alignment with the City's overall strategy and that a level playing field for competition is established.

3. **User relationship.** The City needs to reposition itself as a much more effective 'partner' of the user and to promote tools to empower transport users and to enhance operator responsiveness to their needs.

4. **Service options expansion.** The City needs to encourage public and private innovation to expand and improve the currently limited range of public transport mobility options. This includes improved public transport operations, integrated ticketing across modes as well as micromobility and Mobility as a Service (MaaS) alternatives to the low-occupancy private car.

5. **Resourcing and capability.** City capability to leverage NGT to manage the multimodal public transport system needs to be enhanced to enable the efficiencies and impact of smart, NGT-enabled, data-rich near 'real-time' planning, resource allocation and operations management.

6. **Institutional arrangements.** The City needs to take the lead in facilitating multi-stakeholder NGT collaboration based on clear institutional arrangements geared to shifting from a poorly organised and siloed transport system that is fragmented across spheres of government to a more coordinated, collaborative, efficiency optimising, user-focused, multimodal ecosystem with the City as a key locus of authority.

NGT advances have huge potential to leverage considerable improvements in urban mobility and to transform entrenched negative patterns such as inequitable access, congestion, and the digital divide if managed correctly. The City needs to take the lead in ensuring that these new information technologies are harnessed and regulated to better manage and align the supply and demand of people and freight movement services in Cape Town to improve access, inclusion, affordability, convenience, and sustainability.

An agile approach to implementing this strategy should be adopted that allows the strategy to adjust with time and focuses simultaneously on short-, medium- and long-term initiatives. This will allow the City to advance with easily achievable goals in the short term, to make progress with initiatives that position the organisation in the medium term, while keeping aligned with future trends that require course correction over the long term.

The strategic framework also needs to be embedded by initiatives that help drive change across all or most of those six areas including:

- Ensuring organisational alignment by confirming the guiding principles – integrated multimodal transport system; external stakeholder collaboration; user-centricity; a shared open data platform; and internal capability development.
- Creating an external stakeholder collaboration platform potentially utilising existing mechanisms such as the Intermodal Planning Committee (IPC).
- Working with internal and external stakeholders to collaboratively explore and develop a shared open data platform.
- Working with internal and external stakeholders to explore and co-create solutions that address the diverse needs of urban mobility service users.
- Establishing an internal platform for collaboration and capability development.

The incremental development of an integrated ticketing system that can be extended over time to incorporate all public transport modes should be seen as the catalytic flagship initiative because of its ability to both accelerate a more integrated multimodal transport system and to support change across all six areas of action. This approach and the required actions are detailed in the New Generation Technologies for Transport Strategic Framework 2022.

3.5.4 Integrated Ticketing System Business Plan

Integrated ticketing is regarded as a key lever that can drive a NGT approach. Thus the Integrated Ticketing Business plan puts forward recommendations on how the City could achieve a proposed integrated ticketing system through a fare programme, fare media, design, architecture and typology together with the required resources, which could be implemented incrementally and to further ensure financial sustainability. The Integrated Ticketing Business Plan seeks to ensure interoperability where travellers can access any or all the public transport modes and public transport ancillary services (for example, parking) seamlessly via a range of standardised non-proprietary fare media

and payment options. The Integrated Ticketing Business Plan identifies an account-based ticketing system that integrates fare media, fare payment and traveller accounts.

There are two key options the City should consider for implementation:

- Option 1: An integrated option where there is one contract for design, build, operate and maintain (DBOM).
- Option 2: A segmented option where there is one contract for design and build, and a separate contract for operate and maintain.
- Option 3: A hybrid between the two.

The document outlines recommendations regarding each of the following; the associated risks and key mitigation actions are outlined in chapter 14 of the Integrated Ticketing System Business Plan:

1. The contractual structure should provide for the transfer of design, build, operational and cost-related risks where appropriate to the contractor, since the City currently does not have the capacity in-house.
2. The automated fare collection (AFC) system and scheduling component must in future both form part of a single contract.
3. It is recommended that this new contract includes:
    a. an open-system architecture, with a supporting integration layer of APIs for enabling new innovative technologies and facilitating integration with other operators (such as GABS and PRASA, etc.).
    b. For the City to own all data generated through the AFC&S system.
    c. The system should encourage independent development of applications, making use of the systems APIs.

The actions required for implementing integrated ticketing are detailed in the Integrated Ticketing System Business Plan 2022.

3.6 Planned sequencing of network implementation

This section of the PTP describes the planned sequencing of the network implementation as described in the IPTN Implementation Plan.

The IPTN 2032 Implementation Plan provides a rollout plan for the implementation of the IPTN system.

The Implementation Plan prioritises corridors for implementation so as to maximise patronage, impact on passenger convenience, serving low-income households, integrating opportunities and impacting on modal shift. This is subject to available funding from national government grants, projected system revenues and the City's own contribution being available, as well as other funding sources.

Table 3-2: Proposed rollout programme

Phase	Route code	Route description	Construction period
	T11/12	Metro South East – Claremont/Wynberg	6

Phase	Route code	Route description	Construction period
2	PHBV	Blue Downs Rail	3
	T17	Khayelitsha – Century City	4
	D12	Klipfontein Road Corridor	3
	T13	Symphony Way Corridor	3
3	T15	Strandfontein – CBD	3
	T14	Westlake – Bellville	3
	T16	Eerste River – Blouberg	4
	T19	Kraaifontein – Century City	3
	T10	Gordons Bay – Retreat	5

The rollout programme can be adjusted by constructing more than one corridor at a time, given additional funding or, to a lesser extent, by using an incremental approach to route construction (which is limited by practical considerations such as route viability).

4 COMMUTER RAIL PLAN

4.1 Introduction

Rail services in Cape Town are of paramount importance to those that live and work in the city. With rail accounting for a large proportion of the passenger journeys, it is the backbone of Cape Town's public transport system. Rail is also integral to three key strategies for the City of Cape Town:

- the delivery of integrated transport
- the use of transit-oriented development (TOD) to bring about spatial transformation and to build sustainable communities
- the implementation of the green agenda.

While the rail service has been getting worse for many years, it has recently declined much more sharply. Inevitably, the vast majority of rail passengers have migrated to the road network leading to increased congestion in peak periods with an associated cost to commuters, as well as to the City and its economy.

This crisis in rail has crystallised the need for the City to make a decision on its approach to rail. The crisis in rail may mean that the City is required to absorb a greater level of risk in tackling the issues to bring about solutions. Any such approach would, however, need to be supported by an appropriate risk management strategy.

4.2 City of Cape Town Rail Study

It is evident that the rail service is failing the needs of Cape Town's public transport users as well as potential public transport users. It is still the Urban Mobility Directorate's view that rail should form the backbone of public transport in Cape Town and hence a concerted, coordinated, multidimensional effort is required to restore the rail service.

In support of the crisis in rail, the Urban Mobility Directorate is doing the City of Cape Town Rail Study. The study includes the following:

- The purpose of this project is to investigate the feasibility, risk and the implications of the urban passenger rail function as part of the City's public transport function to plan and provide quality public transport services.
- The project will focus on the development of a feasible incremental and structured approach towards the planning, operations and management of an improved urban rail service.
- Only after the completion of this study will there be more definitive direction regarding the role that the City will play.

4.2.1 Service level agreement (SLA) between the City of Cape Town and PRASA

The City of Cape Town is currently in the process of developing a service level agreement (SLA) to be entered into between the City of Cape Town and PRASA. The establishment of an SLA between organs of state (the CCT and PRASA are both organs of state) is provided for in the Constitution, the Local Government: Municipal Systems Act, Act 32 of 2000 and the National Land Transport Act, Act 5 of 2009.

The objective of the SLA is to ensure that PRASA delivers regular, reliable, safe and secure rail services that attract a shift of passengers from road to rail. The SLA will address the following matters:

responsibilities of the parties, financial and funding arrangements, liaison between the parties, monitoring of the services and the services to be provided by PRASA.

4.3 Public transport enforcement

4.3.1 Rail Enforcement Unit

The Rail Enforcement Unit (REU) was launched by the national Minister of Transport in October 2018. The unit is jointly funded by the City of Cape Town, the Western Cape Government and the Passenger Rail Agency of South Africa (PRASA). It provides 100 law enforcement officers in addition to the existing security personnel to assist in stabilising the urban rail services.

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

The Rail Enforcement Unit (REU) is currently on hold due to Prasa finalising its funding arrangements.

4.3.2 Bus Enforcement Unit (BEU)

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

The project is in pre-implementation phase with the memorandum of agreement undergoing final vetting.

5 CONTRACTED SERVICES PLAN

5.1 Introduction

This part of the PTP sets out the City's plans for dealing with both existing and new contracts for road-based PT services in its functional area, being MyCiTi and GABS. It describes the process for rationalising existing contracts and sets out the requirements for each new contract in terms of the proposed routes, frequencies and fleet requirements.

5.2 Existing contracts

There are currently four existing contracts operated by VOCs under the MyCiTi banner. Three of the VOCs have a 12-year contract, as determined through a negotiated process. The current negotiated vehicles operator company (VOC) contracts from Phase 1 expire on 31 October 2025. In accordance with the requirements of the Constitution, the MFMA and the NLTA, the new VOC contracts for the second stage of the MyCiTi Phase 1 service are planned to be procured by way of a competitive tender.

The fourth contract is for the N2 Express service, operating under an interim contract by the N2 Express JV that is comprised of three parties namely CODETA, Route 6 Taxi Association and GABS. The contract expires in June 2024. The assumption was made that the passenger rail services would have been improved by then, but rail has deteriorated significantly and it is therefore likely that the N2 Express service will be required for much longer. This requires the City to engage with the national Department of Transport (NDOT), National Treasury (NT) and PRASA to attempt to secure additional funding for continuing the N2 Express service beyond June 2024.

5.3 Proposed plan for new contracts

In the next five years, the City intends to enter into new contracts in alignment with the Implementation Plan of the IPTN 2032 with primary focus on the following:

- The first long-term vehicle operator company (VOC) contracts for Phase 1 Stage 1 of MyCiTi services were negotiated in terms of the National Land Transport Act (NLTA) for a period of 12 years. These contracts commenced on 1 November 2013 and are due to expire at the end of October 2025. This requires the conclusion of a tender process for new tendered contracts commencing from 1 November 2025 for Phase 1 Stage 2 services.
- In parallel with this Phase 1 Stage 2 tender, Phase 2A of MyCiTi linking the Metro South East area to Claremont and Wynberg is also planned to come into operation through a negotiated contract, provided reasonable terms can be negotiated within a reasonable period with industry stakeholders. Infrastructure construction for the Phase 2A is already in full swing. The N2 Express service between the Cape Town CBD and Khayelitsha and Mitchells Plain is currently operational and will in due course form part of the Phase 2A services.

MyCiTi vehicle operating contracts have, thus far, used the gross cost contracted services model. It is intended that future contracts will be structured as hybrid contracts that permit both gross and nett contract components as well as making provision for contract incentives when passenger numbers and cost recovery exceed a certain threshold. The City reserves the right to adapt this approach to accommodate different operating environments and to manage financial risks.

5.4 Process for rationalising existing contracts

Upon assignment of the contracted services through the contracting authority, there will be a detailed rationalisation in terms of the principles of the IPTN 2032. In terms of the approved IPTN Business Plan, these services will be integrated into the entire MyCiTi network to create a seamless service, even though the contractors will be different.

5.5 Requirements for each new contract

5.5.1 Negotiated vehicle operating contracts

5.5.1.1 Contract duration for negotiated vehicle operating contracts

The contract duration of any section 41-type negotiated contract will be awarded for the 12-year period but subject to early termination in the event that the VOC fails to meet predetermined minimum performance standards measured over a period and following issue of notice by the City.

5.5.1.2 Next Phase of MyCiTi vehicle operating contracts: Phase 2A (the Metro South East BRT corridor)

The Phase 2A (the Metro South East BRT corridor) corridor is identified as a significant public transport corridor in the City's IPTN, facilitating the movement of people between the Metro South East and Claremont and Wynberg, and providing access to destinations along the corridor. The Phase 2A network plan and operations plan assumed that MyCiTi services will cater for 100% of the demand between main trunk and direct route ODs. The financial planning, undertaken through the Business Plan, has shown that serving 100% of the corridor demand is not affordable, as larger demand requires additional buses, which in turn results in increases in other associated costs. The financial model therefore makes provision for serving, on average, 65% of the Phase 2A demand. Therefore, in implementing the Phase 2A system, the operations plan was adjusted to match this lower demand.

A key component of the Phase 2A Business Plan (2020) is the role of MBTs, particularly as they relate to feeder services and company formation for Phase 2A VOCs. In Phase 1, MBTs operating in direct competition with MyCiTi were offered the choice of either compensation for their licences and exiting the industry, or the opportunity to use a portion of the compensation to purchase shares in a MBT-based VOC for MyCiTi. For Phase 2A, however, an entirely different model of company formation is proposed.

Further detail regarding the City's approach to contracting Phase 2A services is included in the Phase 2A Business Plan for MyCiTi, 2020.

5.5.1.3 Inclusion of MBTs and involvement of industry

MyCiTi is planned to provide direct and trunk services on the proposed routes with three distinct impacts on the existing minibus taxi (MBT) and scheduled bus industries:

- **Incentivised feeder service provision.** Feeder services to the MyCiTi trunk services will be provided by the MBT industry as they do at the moment, and incentives are planned to encourage and facilitate such feeding to MyCiTi trunks, other integration points and mass modes such as rail.
- **Vehicle operating company (VOC) formation.** Two VOCs linked to the MBT industry are proposed to be created to operate MyCiTi services on a contracted basis, and Golden Arrow Bus Services (GABS), as is, will also be invited to operate some MyCiTi services. The City intends to negotiate with these companies in terms of section 41 of the National Land

Transport Act (NLTA) with the aim of concluding a reasonable agreement with them within reasonable period, subject to the relevant procurement rules. The City will also encourage the potential establishment of association-based companies (ABCs) to hold the shareholding of association members in VOCs. For consideration of inclusion, fairness and long-term stability, all MBT operators with route authority origin (A) points or return rights in the Phase 2A MyCiTi expansion area will be entitled to some level of VOC shareholding via ABCs. This is aimed at achieving both capacitation of the MBT industry and the long-term objective of strong, independent companies that can compete for government contracts, aimed at significantly improved and affordable services to public transport users.

- **Impact of current commuter services, and compensation.** Certain MBT and scheduled bus operations will be impacted by the MyCiTi direct and trunk routes. Where MBT services are proven to be impacted in a sustained basis, the City intends to offer impact compensation to MBT operators who volunteer their operating licences in return. The impact compensation will be based on the aggregate loss of profit as a result of passengers permanently shifting to MyCiTi. It is intended that the detailed approach will be consolidated in an updated City Policy on Compensation of Minibus Taxi and Other Operators (Policy Number 13776). The City will not offer compensation to GABS, but will offer it equivalent services. Both these mechanisms will be subject to the City's conditions.

The MyCiTi Industry Transition Business Plan for Phase 2A (ITBP) was approved by Council in 2021 as a basis for engagement and consultation with the industry, with an update to serve before Council in 2022. The ITBP is informed by the principles of voluntary participation, empowerment, incremental implementation, role-player implementation capacity, public transport integration, passenger service improvement, viability and sustainability and affordability. The ITBP concept has a strong focus on the institutional development of the MBT industry to enable the industry to play the extensive role envisaged.

Although the overall ITBP proposes significant changes that have a notable impact on the way business is conducted, consideration of the socio-economic impacts suggests that the overall outcomes will benefit all the role players over time – passengers through quality public transport, the City through meeting its constitutional obligations regarding municipal public transport, and creating an attractive environment for its citizens, the MBT industry through investment in their business and the community at large through the overall investment in public transport.

5.5.1.4 Vehicle ownership

The Phase 2A (the Metro South East BRT corridor) business plan motivates a clear and explicit view that VOCs with sufficient capacity should procure and own the buses they need for the Phase 2A negotiated contracts. This shift needs to be qualified by financing and operational realities and uncertainties. The work in part 2 of this Business Plan regarding vehicle ownership in Phase 1 highlights this. Factors influencing the decision include, but are not necessarily limited to:

1. The empowerment and capacitation of new role players and their ability to finance new fleet
2. The appetite of existing and new role players to take on the finance risk of owing the fleet
3. The need to introduce and move towards a more environmentally sustainable fleet
4. The relatively small pool of role players limiting the City's ability to ensure service continuity if a vehicle-owning operator is unable to continue operating for some reason.

There are also timeline considerations that require the City to commence bus procurement for Phase 2A well before VOC formation or contract engagement. An important conclusion that flows from this

is that the City should retain significant flexibility regarding vehicle ownership issues in both tendered and negotiated contract processes based on the financing, institutional and timeframe realities of each situation at the time.

5.5.1.5 On-going operations optimisation

The City will undertake ongoing processes to improve efficiencies of MyCiTi services through moderation and optimisation exercises. This involves the continued improvement of efficiencies, whether to improve services to attract more passengers in a manner that does not disproportionally increase costs or to reduce services not justified by demand. Both are aimed at improving cost recovery from fares or other system income.

Moderation is a subcategory of optimisation involving the balancing between service supply and passenger demand – this is usually conducted within six to eight months of the commencement of initial services when the service and passenger demand has stabilised. The outcome is used to rationalise services and balance supply with passenger demand.

5.5.2 Tendered vehicle operating contracts

5.5.2.1 Contract duration for tendered vehicle operating contracts

Regarding other long-term contracts concluded outside of the NLTA section 41 provisions, the NLTA only permits the City to contract for a period of up to seven years. Contracts will be awarded for the seven-year period, but subject to early termination in the event that the VOC fails to meet predetermined minimum performance standards measured over a period and following issue of notice by the City.

It has to be kept in mind that early termination brings with it the difficulty of ensuring service continuation as it requires significant time to tender, award and establish a new contract. As part of the development of all future operating contracts, it needs to be established what legislative rules will be applicable to the transfer of a contract from a terminated contract to another existing operator, bypassing a formal tender process. To be investigated is the option of requiring remaining operators to provide a pricing proposal in what amounts to a closed bid.

5.5.2.2 Tendered vehicle operating contract: Phase 1 Stage 2

It is recommended that Phase 1 Stage 2 tender should comprise two contract packages and that the tender be structured to ensure two successful bidders to maintain long-term sustainable competition. Each package will contain:

1. a gross cost element linked to providing scheduled and specified core trunk, direct, distributor and priority feeder services; and
2. a concession element for responsive feeder and supplementary services where certain minimum service levels related to headways, operating hours and universal access are set, but where the VOC has considerable discretion in the nature of the services provided. The VOC would be entitled to the full fare box for such concession services and would be eligible for a subsidy determined via the tender process for ensuring that the minimum feeder service requirement was met.

The approach seeks to replace scheduled feeders on feeder routes where demand has been compromised by unlawful MBT encroachment or where demand is low, by harnessing VOC flexibility, ingenuity and operational experience to deliver more competitive and demand-responsive services.

The proposed approach will allow VOCs to subcontract transport operating companies (TOCs) established by MBT operators to provide MBT-type or other appropriate services on feeder or supplementary routes that complement the MyCiTi service on their behalf. This approach is further detailed in the MyCiTi Business Plan Update, 2022.

5.5.2.3 Vehicle ownership

The Business Plan explores the advantages and disadvantages of whether the City or the VOCs should own the Phase 1 Stage 2 bus fleet when the new contracts are tendered. The Business Plan suggests instead that the tender process for the new vehicle operating contracts be used to test the market and establish whether there will be benefit in selling the current City-owned Phase 1 fleet, or as much of it as is required, to the successful tenderers for the Stage 2 contracts.

Irrespective of the future ownership model for the Phase 1 fleet, there is an excess of nine-metre vehicles at present. It is not anticipated that these vehicles will be required for the remainder of the current Phase 1 VOC contracts or for future Phase 1 contracts. These vehicles are not suitable for the Phase 2A operations model. These vehicles are a financial burden to the City and need to be disposed of in the most financially beneficial manner possible. The Business Plan promotes the commencement of a process of sale of the excess vehicles.

5.5.3 Intention for contracting NLTA section 46 services

The NLTA provides for all new public transport contracts to be contracted by municipalities (MyCiTi vehicle operators are contracted on this basis) and explicitly envisages assignment of all road-based public transport contracting functions currently under the control of provinces to cities such as Cape Town to achieve 'integrated public transport networks'.

The first step to integrating existing conventional bus services into the IPTN is to receive assignment of the contracting authority function from the National Minister of Transport. The City has applied for assignment of the NLTA section 46 contracting authority, in terms of the provisions of the Act. The assignment of the contracting function to the City would mean that the City is responsible for managing the conventional bus contract (currently operated by Golden Arrow Bus Services – GABS) and putting it out to tender as appropriate. Assignment makes it possible to structure the tender appropriately and set the terms and conditions that need to be met to optimise the multimodal system.

5.5.3.1 Initial contracting period

Once assignment or transfer of the contract occurs, the City will take on responsibility for managing the existing contract with GABS. During this time, it is intended that the contract will continue in its current form, but the responsibility for the contract and related funding to support the contract will shift from the Province to the City.

5.5.3.2 Renegotiation of the contract

Concurrently with taking on management of the contract, the process to renegotiate the existing contract with GABS will start, as provided for in section 46 of the NLTA. This renegotiation will be aimed at bringing the existing services into alignment with the IPTN.

The renegotiated contract will seek to transition as much as possible to align current conventional bus services with the IPTN. It is recommended that the renegotiated contract includes the following terms:

- Routes and operations be revised to support rationalisation of services.

- Integration of fare systems, fare structure and APTMS.
- Transitioning from operator ownership of depots to City ownership of depots.
- Compliance with vehicle fleet specifications.
- Services that will be absorbed into Phase 2A will be excised into a separate contract, once Phase 2A is ready to become operational
- Provision for use of completed BRT infrastructure by GABS prior to commencement of Phase 2A services, and by non-Phase 2A services after Phase 2A commencement
- The contract be divided into several contract packages, which terminate probably on a staggered basis after the specified number of years (see **Error! Reference source not found.**).

Clearly defined milestones linked to processes required for the progressive implementation and alignment and conversion to quality bus services must be determined for implementation during the renegotiated contract period. Notwithstanding, it is possible that some of these items can be embarked upon before the renegotiated contract comes into effect, such as beginning the process of integrating fare structures between MyCiTi and GABS.

It is envisaged that future quality bus services will be provided under multiple tendered contracts, operated by different VOCs, with contracts coming up for tendering on a staggered basis. Thus, an approach must be developed to shift from the renegotiated contract to the multiple contract packages with staggered termination.

6 NON-CONTRACTED SERVICES PLAN

6.1 Introduction

This part of the PTP sets out the City's five-year plan for dealing with the non-contracted services that are provided on routes where operating licences are granted. These include on-demand services, charter services, scholar transport, metered taxi services and tuk-tuks. The Non-Contracted Services Plan describes the required supply of vehicles of a particular mode on particular route based on:

- the City's modal policy
- an analysis of data collected for the Transport Register
- needs identified through public and stakeholder involvement forums
- records of current legitimate services as reflected in the Operating Licence Administration System (OLAS)

6.2 Routes where operating licences will be granted

Routes where OLs will be granted are covered in section 6 and in detail in the comprehensive stand-alone OLP (see appendix 1).

6.3 Required supply of vehicles on each route

The required supply of vehicles of a particular mode on each route is determined by the methodology used in the OLP. This is based on:

- The City's modal policy
- An analysis of data collected for the Transport Register
- Needs identified through public and stakeholder involvement forums
- Records of current legitimate services as reflected in the OLAS

6.4 Other requirements and restrictions

Quality requirements and restrictions in terms of numbers at particular geographic locations are also covered in the OLP.

7 OPERATING LICENCES PLAN (OLP)

7.1 Introduction

The Operating Licences Plan (OLP) guides the awarding of operating licences (OLs) for road-based public transport services within the City's jurisdiction. The process of issuing OLs is largely informed by existing OLs already in the provincial regulatory entity's (PRE's) Operating Licence Administration System (OLAS). The PRE thus remains the custodian of all OL-related data and information. The City's statutory obligation of preparing recommendations on operating licensing transactions includes in the main, investigating ways of optimising the balance between the current supply and demand. Recommendations are then submitted to the PRE for the finalisation and issuance of OLs to service providers. The outcomes of such decisions are intended to enhance the appropriate public transport modes and operator associations whether on a single route or networks of routes. In order to succeed with the intended outcomes, the operating licensing function must be measured against a level of interoperability that primarily favours the passenger and the sustainability of a future improved road-based public transport system. The impact of the OLP extends into the City's adjacent municipalities, provinces and cross-border/international agreements to guarantee a seamless running of the local public transport network through concurrency agreements. In summary, the OLP informs the need for more services on the public transport network. The total road-based public transport network is made up of routes and networks of routes distributed across the City and its adjacent municipalities.

7.2 Purpose of the OLP

The purpose of the OLP is to provide clear guidance to the City as to which operating licence applications and public transport transactions should be recommended or rejected by it.

7.3 Non-contracted services from road-based public transport

With all road-based public transport services regulated through the NLTA, the cross-cutting provision in this section is that all vehicles rendering a road-based public transport service in the non-contracted services category where passengers pay directly or indirectly under certain provisions for transport services, must obtain an OL that allows a service provider to use a specified vehicle to provide public transport services.

7.3.1 Minibus taxi-type services

Until a fully integrated, optimised, reliable and sustainable public transport network is a reality in the City, the City remains committed to achieve an equitable balance and sustainable operations in terms of the need for minibus taxi-type services by considering the following broad approaches:

(1) The City will encourage healthy and lawful market competitiveness in the public transport industry, in the interests of consumers, by ensuring reasonable supply of operating licences, as justified by new or increased passenger demand;

2) The City is currently in the process of implementing the Minibus Taxi Special Regulatory Project and, to allow this process to be successfully and efficiently undertaken, new minibus taxi-type service OL applications will only be considered if they form part of this project or if new significant land use developments trigger new MBT routes and subsequent demand; and

(3) Once the MBT Special Regulatory Project has been completed, the planning authority will embark on a Minibus Taxi Route Authority Clean-up Project that is expected to span a protracted period of time due to the large scope of work to be completed. The City will only be able to provide direction on OL applications for existing routes already captured in the

Provincial Transport Register System (PTRS) once this project has reached a point where all route descriptions have been mapped to a clean set of route descriptions, so that current supply can be accurately determined for each approved route. This does not apply to OL applications for new routes that are not yet recorded in the PTRS and, therefore, fall outside of the Routes Authority Clean-up Project.

7.4 Non-regular modes of transport

7.4.1 Metered taxi-type service

In 2014, after the completion of the Metered Taxi Rationalisation Strategy, the City started considering applications for metered taxi services again after a considerable period of not allowing any new metered taxi applications. At the same time, e-hailing services entered the market and disrupted the traditional business model of metered taxis. Furthermore, it caught the legislative and regulatory framework of public transport within South Africa off guard. In the absence of any legislation specifically dealing with or mentioning 'e-hailing services', the City and the PRE jointly decided to categorise e-hailing services under the metered taxi service umbrella, as it deemed it as the best fit within the National Land Transport Act, Act 5 of 2009.

Once the metered taxi service demand method has been developed and the moratorium on new metered taxi service OLs has been lifted, the City will consider the potential of supporting additional service types to a metered taxi service (rank, base and e-hailing operations) OL application.

7.4.2 Staff services

The City prefers that staff travel to their place of work, and return home, by way of mainstream public transport – provided mainstream public transport modes are fully functional. However, there are employers who elect to provide or subsidise their employees (i.e. the employers pay for the service, not the employee) to be transported by means of an exclusive staff service provider from their place of residence to where they work. The OLP provides the conditions that will be considered when formulating its response in terms of a staff transport OL application.

7.4.3 Scholar transport services

The transportation of scholars, students, teachers and lecturers is becoming a growing area of concern for the City given that in most cases these services are operated in direct competition with existing public transport services. This is not in line with the public transport plan for the PA area. In terms of the NLTA, the needs of special categories of passengers (which include learners) must be considered in planning and providing public transport infrastructure, facilities and services and these needs should be met as far as may be possible by the system provided for mainstream public transport (NLTA section 11(1)(c)(xiv)). Law enforcement initiatives have brought to light the fact that most of the operators providing this service are doing so without valid OLs. Given the fact that this type of service is now regarded as a public transport service, section 72 of the NLTA applies. It stipulates that an OL is a prerequisite for the provision of a public transport service. Operators who are guilty of providing this type of service without the necessary OL will be charged in terms of the NLTA section 90 for providing a public transport service without a valid OL.

7.4.4 Tuk-tuks

Tuk-tuks render a 'last-mile-home' type service and the City does not recognise them as part of the mainstream public transport system, since this type of vehicle is not suited to operate during the adverse weather conditions that are common in Cape Town and are thus considered unreliable. These modes should only operate with a very limited radius from their 'rank' or loading points due to

potential fatigue of both driver and passenger, given the limited comfort of this vehicle. Typical on-street ranking and stacking for these vehicles present a challenge, given the priority that mainstream public transport requires. The City is to explore the possibility of recommending tuk-tuk services in areas such as: Fresnaye/Bantry Bay; Sea Point; Green Point; Bo-Kaap/De Waterkant; Tamboerskloof; Walmer Estate/University Estate/Zonnebloem/District Six; Kalk Bay/St James/Fish Hoek; Simon's Town; and Durbanville. From a land use perspective, tuk-tuks may then also use normal road facilities for parking, safe stopping/loading areas.

7.5 The Operating Licenses Administration System (OLAS)

Traditionally, the function of OLAS was to maintain an active record of all operating licensing data, related records of decisions and all public transport route information. The PRE, as the custodian of the OLAS, is in the process of upgrading its information systems with the latest software to become the Provincial Transport Register System (PTRS) capable of linking with the City's intended Municipal Regulating Entity (MRE) SAP platform. This is poised to achieve the well-managed administration system that would assist the balancing of the supply and demand of public transport services. The PTRS software upgrading process is currently in its final completion phase at the PRE. This new upgrading also holds the benefit of assisting with the administering of enforcement matters. Shorter turnaround times are also anticipated to speed up assessment processes on road-based public transport applications for OLs. The key objective of the OLAS/PTRS is to have a database that accurately and reliably reflects the details of all active OLs pertaining to an area where it is used to provide public transport services. When another OL application is received, the data in 'real time' will effectively inform the assessment process at the PRE and the City. This approach is in response to a key challenge of the past where long data processing and capturing time allocations resulted in multiple applications for the same OL, routes, etc. Because of this, some applicants would resubmit their applications. Then, by the time the City received its OLAS informants to respond to OL transactions, it faced the risks associated with outdated information and the decisions based on it.

On the side of the City, work on the Municipal Regulating Entity (MRE) SAP platform to accommodate OLAS commenced during 2016 and is still a work in progress. This platform on which the operators will be able to submit and pay for applications electronically (Transact with the City) is expected to go live at some stage and will be linked with the PTRS, functioning as one service. This joint platform will also accommodate the migration of all public transport services and operators' details, public transport routes and OLs in the system to augment public transport decision making with regard to recommending or rejecting of OL-related transactions, by both the PRE and the City. Once the system is 'live', then all public transport service providers and the details of their public transport operations will be registered and profiled on the City's MRE SAP platform. Once the system is fully operational, the City will avail links of this platform to the relevant authorities to forge effective concurrency in the provision of public transport services.

7.6 Safety and security

7.6.1 Enforcement strategies

Once in operation, the City's law enforcement strategies for maintaining operating licensing impact the delivery of public transport services. This includes institutional arrangements, the interrelationship with traffic law enforcement and the setting of targets and measuring performance as set out below.

7.6.2 Institutional arrangements

The NLTA provides for the establishment of regulatory entities at the national, provincial and municipal spheres of government that include:

(1) the NPTR;

(2) the PRE;

(3) the MRE where in the case of the City the OLs function is assigned under section 11(2) of the NLTA; and

(4) The current enforcement agencies that comprise of: (a) SAPS; (b) the WCG Provincial Traffic; (c) the City Safety and Security Directorate, Operational Coordination Department consisting of Law Enforcement and Traffic Services Branches; and (d) the City Urban Mobility Directorate, Transport Planning and Network Management, and the Transport Enforcement Unit.

These agencies meet regularly to discuss operational issues that inform the operating licensing decision-making processes.

7.6.3 Interrelationship with traffic law enforcement

The law enforcement agencies primarily involved in enforcing the requirements of both the NLTA and the National Road Traffic Act, Act 93 of 1996 are the traffic services of both the City and Province, and assisted, where appropriate, by the Metro Police and the South African Police Service (SAPS).

7.7 Recommendations for the next five-year OLP 2023–2028

As an outcome, the execution of the OLP guidelines must align with the City's deployment of an integrated, intermodal and interoperable public transport model that prioritises public transport in accordance with demand, density and land use intensity in line with the City's IPTN.

In order to give full effect to this OLP 2023–2028 guiding operating licensing activities, it must be underscored by the following actions:

(1) Planning

(a) Continue to work towards responding to the principles of the CITP, PTP, IPTN and respective road- and rail-based strategies and plans.

(b) Remaining aware of the impact of the Covid-19 pandemic on the City's statutory duties towards operating licensing and applying the relevant recommendations to all public transport services and its ancillary functions.

(c) Integrated planning with all stakeholders or spheres of government to proactively regulate public transport.

(2) Minibus taxis

(a) Explore more refined regulatory measures to manage the granting of 'by-passing' authorities, overtrading and illegal operations on minibus taxi routes and association membership intakes.

(b) Understand and explore the function of minibus taxis in a feeder role for contracted services, e.g. MyCiTi services and the implications thereof.

(c) Continue with current conversion processes.

(d) Continued engagement between the PA and RE to finalise the legal lifespan of OLs.

(e) Ensure consistency in the regulation of MBT and granting of OLs to decrease violence and conflict in the industry.

(3) Charter services

(a) Explore more refined operational conditions pertaining to charter service OLs and its overall impact on non-contracted services.

(4) Public transport facilities

(a) Develop and refine agreed definitions for the terms 'public transport facility' and 'public transport interchange' in the public transport network.

(b) The upgrading and repurposing of current PTI facilities to enable seamless feeding by MBTs to the routes and networks of routes and vice versa.

(5) Metered taxis

(a) Explore regulatory measures towards appropriate fare-collection systems for this service.

(b) Keep abreast of evolving technology platforms to develop appropriate responses and strategies to operating licensing processes.

(6) Long-distance public transport

(a) Explore measures to improve LDPT facility management, facility design, facility provision, while assisting in optimising utilisation and uses of existing infrastructure and improving services for LDPT users.

(7) Other modes

(a) Formulate procedure on how to appropriately respond to ad hoc transport service proposals, for example bus-bicycles, pedicabs, segways, e-bikes, e-scooters, quadricycles, electric walking bikes or treadmill on wheels, etc.

(b) Secure a clear legal position including operational parameters for these modes currently described as ad hoc modes, personal mobility devices, pedestrian assistant modes, e-modes, etc. as well its functional relationship with public transport provision.

(8) Public transport data and information

(a) Continually explore and apply value-add data and information sourcing approaches to respond to the needs of the City and regulatory requirements from the other relevant spheres of government.

(b) Data and information sourcing and management need to be updated regularly to add value to the effective regulation of public transport.

(9) Safety and security

(a) Continually monitor and improve inter-agency collaboration and agreements towards improved safety and security strategies and plans

7.8 Implications for the Public Transport Plan

Planning in uncertainty

How we plan the IPTN: **Embrace uncertainty** and use the 'planning under deep uncertainty' method in which the uncertainty about the future is embraced by exploring diverse, plausible futures through transport modelling and the future trends that may create them.

Incrementalism

How we implement the IPTN: The **incremental approach** seeks to drive rapid incremental improvements across multiple transport modes and access provision options through a framework that guides all the improvements in the same direction. This provides a balance between large infrastructure investment on corridors and smaller operational and services improvements on other corridors. The main aim is to provide improvements to the public transport system for more people sooner.

Triple access

How we best serve through the IPTN: The primary purpose of transport is to access opportunities, resources, and services. The **triple access system** and the access triangle illustrate the role of transport services as one aspect in a larger access system. Apart from the physical mobility (transport system), there is also spatial proximity (land use system) and digital connectivity (telecommunications system). Working together with the spatial planning and IS&T sectors, transport planning can identify opportunities to increase proximity-based access and digitally-based access or at least explore how they can be more mutually supportive.

APPENDIX 1 – LIST OF ANNEXURES

Appendix 1 is the list of annexures to this PTP. These can be found on the TCT website http//www.TCT.gov.za at the URLs provided.

NO	DESCRIPTION	URL
1	Amended National Road Traffic Act Regulations, 2014	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/
2	City Policy on Compensation of Minibus Taxi and Other Operators, as amended 2016	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
3	Congestion Management Strategy for Cape Town: Roads within a Sustainable Transport System	Should be approved during June/July cycle of meeting
4	Cycling Strategy 2017	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
5	Fare Management Policy for Contracted Road Based Public Transport as amended 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
6	Freight Management Strategy 2016	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
7	Intermodal Planning Committee Terms of Reference	https://www.tct.gov.za/en/about-us/governance-structure/intermodal-planning-committee/
8	IPTN Operational Plan 2032	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
9	Land Transport Advisory Board Terms of Reference	https://www.tct.gov.za/en/about-us/governance-structure/land-transport-advisory-board/

NO	DESCRIPTION	URL
10	Memorandum of Agreement: Modernisation study of the Northern Corridor	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/
11	Memorandum of Understanding: Western Cape Department of Public Works and Transport for Cape Town 2014	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/
12	Memorandum of Understanding: Western Cape Department of Public Works, Transport for Cape Town and Golden Arrow Bus Services 2014	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/
13	Metered Taxi Strategy 2014	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
14	MyCiTi Business Plan, 2015	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
15	Non-Motorised Transport (NMT) Strategy Volume 1	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
16	Non-Motorised Transport (NMT) Strategy Volume 2	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
17	Operating Licence Strategy 2013	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
18	Operating Licensing Plan (OLP) 2018-2023	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/

NO	DESCRIPTION	URL
19	Parking Policy 2020	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
20	Phase 1A, 1B and N2 Express Business Plan Review 2015	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
21	PRASA – TDA Memorandum of Action 2015	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/
22	Rail Business Plan	https://tdacontenthubfunctions.azurewebsites.net/Document/1386
23	Road Safety Strategy 2013	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
24	Scholar Transport Guide 2016	https://www.tct.gov.za/en/resources/information-guides/information-guides/
25	Security Huts Policy 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
26	TDA – Safety and Security Directorate Memorandum of Understanding 2015	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/
27	Traffic Calming Policy 2016	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
28	Transit Oriented Development: From Planning to Implementation	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
29	Transport Development Index 2015	https://www.tct.gov.za/en/resources/indices/indices/

NO	DESCRIPTION	URL
30	Travel Demand Management Strategy	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
31	Universal Access Policy 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/