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ISIXEKO SASEKAPA
STAD KAAPSTAD

URBAN MOBILITY DIRECTORATE

COMPREHENSIVE INTEGRATED TRANSPORT PLAN

2023-2028

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Making progress possible. Together.

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ABBREVIATIONS AND ACRONYMS

ABBREVIATION OR ACRONYM	DESCRIPTION
ABT	Account-based Ticketing
AFC	Automated Fare Collection
APTMS	Advanced Public Transport Management Systems
BEB	Battery Electric Bus
BFI	Budget Facility for Infrastructure
BICL	Bulk Infrastructure Contribution Levy
BCRs	Benefit-Cost Ratios
BMT	Bus and Minibus Taxi
BRT	Bus Rapid Transit
CBD	Central Business District
CBDMAP	Cape Town Central Business District Mobility and Access Plan
CCAP	Climate Change Action Plan
CGD	Capital Grants and Donations
CITP	Comprehensive Integrated Transport Plan
CoCT	City of Cape Town
CODETA	The Cape Organisation for the Democratic Taxi Association
CRR	Capital Replacement Reserve
CTIA	Cape Town International Airport
CTRFS	Cape Town Rail Feasibility Study
DaR	Dial-a-Ride
DFAs	Development Focus Areas
DSDF	District Spatial Development Framework
EASI	Enable, Avoid, Shift, Improve
EEA	Environmental Exclusionary Areas
EFF	External Financing Fund
EMU	Electric Multiple Unit
ETM	Electronic Ticketing Machine
FMS	Freight Management Strategy

ABBREVIATION OR ACRONYM	DESCRIPTION
FWP	Flexible Working Programme
GABS	Golden Arrow Bus Services
GHS	General Household Survey
HOVs	High Occupancy Vehicles
HWC	Heritage Western Cape
ICT	Information and Communication Technology
IDP	Integrated Development Plan
IOZ	Incentive Overlay Zone
ISUPG	Informal Settlements Upgrading Partnership Grant
IPC	Intermodal Planning Committee
IPTN	Integrated Public Transport Network
IRT	Integrated Rapid Transit
JV	Joint Venture
LAPIs	Local Area Planning Initiatives
LDVs	Light Delivery Vehicles
LRN	Low Regrets Investment Network
LSDF	Local Spatial Development Framework
LTAB	Land Transport Advisory Board
MBT	Minibus Taxi
MCA	Multiple Criteria Analysis
MEC	Member of the Executive Council
MET	Metered and E-hailing Taxis
MFMA	Municipal Finance Management Act, 2003 (Act 3 of 2003)
MPBL	Municipal Planning By-law
MSDF	Municipal Spatial Development Framework
MTREF	Medium-Term Revenue and Expenditure Framework
MYFIN	Multi-year Financial Operational Plan
MYPE	Mid-Year Population Estimates
NDoT	National Department of Transport

ABBREVIATION OR ACRONYM	DESCRIPTION
NDPG	Neighbourhood Development Partnership Grant
NEMA	National Environmental Management Act, 1998 (Act 107 of 1998)
NGOs	Non-governmental Organisations
NHRA	National Heritage Resources Act, 1999 (Act 25 of 1999)
NHTS	National Household Travel Survey
NIMBY	Not In My Backyard
NLTA	National Land Transport Act, 2009 (Act 5 of 2009)
NLTAA	National Land Transport Amendment Act, 2023 (Act 23 of 2023)
NMT	Non-motorised Transport
NPOs	Non-profit Organisations
NPVs	Net Present Values
NRMP	National Rail Master Plan
OLs	Operating Licences
OLP	Operating Licence Plan
ORIO	Facility for Infrastructure Development
PIFs	Public Investment Frameworks
PLAs	Priority Local Areas
POA	Philippi Opportunity Area
PPPs	Public-Private Partnerships
P&R	Park and Ride
PRASA	Passenger Rail Agency of South Africa
PROW	Public Right of Way
PTI	Public Transport Interchange
PTNG	Public Transport Network Grant
PTOG	Public Transport Operations Grant
PTP	Public Transport Plan
RoW	Right of Way
RSR	Rail Safety Regulator
RSS	Road Safety Strategy

ABBREVIATION OR ACRONYM	DESCRIPTION
SANRAL	South African National Roads Agency Limited
SARS	South African Revenue Services
SEZ	Special Economic Zone
SLP	Service Level Plan
SOE	State-owned Enterprise
SOP	Standard Operating Procedure
SOV	Single Occupancy Vehicle
TAPs	Transit-accessible Precincts
TFROC	Transnet Freight Operating Company
TDM	Travel Demand Management
TEU	Transport Enforcement Unit
TFR	Transnet Freight Rail
TOD	Transit-oriented Development
TQI	Track Quality Index
UA	Universal Access
UDE	Urban Development Edge
UMD	Urban Mobility Directorate
USDG	Urban Settlements Development Grant
VKT	Vehicle Kilometres Travelled
VOC	Vehicle Operating Company
WCG	Western Cape Government
WHO	World Health Organisation

1. INTRODUCTION

1.1. Overview

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

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

The City's [CITP 2023-2028](#)¹ was approved by Council in May 2023, and an easy-to-read [CITP Summary](#)² was also produced. The NLTA and its Minimum Requirements require that, on an annual basis, the CITP should be updated where necessary. This document is the second annual update. The first annual update is the [CITP 2024 Update](#)³ document and it was approved by Council in March 2025. The overhauling of the CITP takes place every five years, after the new term-of-office Integrated Development Plan (IDP) is approved, and the annual updates take the form of supplementary reports.

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

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

The 2026 annual update of the CITP 2023–2028 was guided by and conducted in accordance with the above-mentioned minimum requirements. It considers new information, latest thinking, and

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

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

³https://resource.capetown.gov.za/documentcentre/Documents/City%20strategies%2c%20plans%20and%20frameworks/CITP_2024_Annual_Update.pdf

changes in plans, projects, programmes and budgets. It reports on progress with implementing the CIP in the previous year (i.e. the UMD's major achievements) and responds to and incorporates comments made by the Western Cape Member of the Executive Council (MEC) for Mobility in approving the CIP 2024 Update. The City has responded to the MEC for Mobility's further comments on the CIP 2023–2028 in writing and is available to engage with the Western Cape Government (WCG) Mobility Department on them.

The latest thinking addresses the need for the following:

- i. Diagnosis of the strategic/central problem, articulated in a transport strategy;
- ii. Planning to support economic development at priority precincts; and
- iii. Strengthening mechanisms to enable spatial restructuring.

It also details new information on the following, among other matters:

- iv. Updated data on the current transport services and related demographic information;
- v. An updated needs assessment;
- vi. The recently Council-approved, updated Integrated Public Transport Network (IPTN) Plan 2040;
- vii. The guiding policy of the transport infrastructure strategy;
- viii. The new Walking and Cycling Strategy;
- ix. The draft, updated Freight Management Strategy; and
- x. The recently Council-approved, updated Travel Demand Management Strategy.

As indicated above, this 2026 update is a second supplementary report to the CIP 2023–2028 and does not replace the approved five-year plan nor its first update of 2024. It is also important to note that this update document will be subjected to a public participation process and revised where necessary after that.

1.2. Comments by the Western Cape MEC for Mobility on the CIP 2024 Update

On 30 September 2025, the City's CIP 2024 Update was approved by the Western Cape Minister for Mobility, as envisaged in section 36(4) of the NLTA (see attached letter in appendix 4). A summary of the comments from the MEC (accompanying approval of the CIP 2024 Update) and the City's responses to those comments are shown Table 1-1.

Table 1-1: MEC's Comments and City's Responses

REFERENCE	RELEVANT SECTIONS OF THE CITP 2024 UPDATE	MEC'S COMMENT	REQUEST BY MEC	CITY'S RESPONSE
Chapter 1: Introduction	1.2. Comments by the Western Cape MEC for Mobility on the CITP 2023-2028	There is a consensus within the Department that of the responses to the MECs recommendations to the 5-year plan (Table1) in the Annual Update require further discussion would need to take place before the next CITP update. Please see Annexure A.	A discussion.	Noted and accepted.
Chapter 3: Transport Register	3.5.3. Minibus taxi industry; and Cape Town's Transport Picture 2024	The number of licensed minibus taxis has reduced from 16 740 in 2022 to only 10 956 in 2024. This is a significant change, which is not explained in the annual update.	Provide explanation.	The difference is because the 2022 figure reflected the full Western Cape Province instead of only Cape Town as a city.
Chapter 3: Transport Register	3.2.1. Modal split; and Cape Town's Transport Picture 2024	The mode share and ridership for contracted bus services (i.e. GABS, Sibanye and MyCiTi) are lower than the 2022 figures reported in the previous CITP: i. Mode share decreased from 9% in 2022 to 6.9% in 2024. ii. Ridership decreased from 325 000 daily passengers in 2022 to 278 000 in 2024. iii. The decrease in these numbers is not	Provide explanation.	In 2024, the metered and e-hailing taxis (MET) mode was included in the mode share calculation for the first time. This contributed to a shift in the historic mode share calculation for all modes. Additionally, in 2022 there was no recent Golden Arrow Bus Services (GABS) data available, and assumptions were applied. This included a population growth factor and an assumption that 20% of rail passengers would have moved to GABS.

REFERENCE	RELEVANT SECTIONS OF THE CIP 2024 UPDATE	MEC'S COMMENT	REQUEST BY MEC	CITY'S RESPONSE
		adequately explained in the annual update.		Since then, the City received the 2022 GABS survey dataset from WCG, which informed the CIP 2024 Update. When comparing the received GABS survey dataset used in the 2024 mode share to the assumptions made for the 2022 figures, it became apparent that the 2022 assumptions were overestimating the bus patronage, and hence the drop in reported demand. The 2024 onboard GABS survey has been used to update these figures in this CIP 2026 Update.
Chapter 3: Transport Register	3.2.1. Modal split	Further confirmation on table 3-4 Modal split between private, public and non-motorised transport by main mode to work (2023 estimate) is requested, The CoCT should provide references in terms of the source of information.	Provide references / source of information.	i. Rail: 2024 Passenger Rail Agency of South Africa (PRASA) Patronage Data (Source: PRASA) ii. GABS bus: 2022 GABS boarding figures escalated by 1.5%, representing population growth. (Source of survey: WCG survey) iii. Bus Rapid Transit (BRT): Average weekday passengers for 2023 (Source: CoCT Automated Fare Collection (AFC) system) iv. Minibus taxi (MBT): Data collection programme, screen line counts (2021), together with previous years' information, were used as a base for the linear trend forecast. (Source: CoCT surveys and data collection)

REFERENCE	RELEVANT SECTIONS OF THE CIP 2024 UPDATE	MEC'S COMMENT	REQUEST BY MEC	CITY'S RESPONSE
				v. Metered taxi numbers extrapolated from 2022 study, interpolated based on 2014 operating licence numbers for years in between. (Source: CoCT MET supply and demand study) vi. Private transport: Private car trips extrapolated using population estimates and previous CIP year data points. (Source: 2022 CoCT IPTN Project, probe data and screenline counts) vii. Walking: Estimates using the 2021 CoCT Non-motorised transport (NMT) surveys, and the 2020 National Household Travel Survey (NHTS) as a benchmark, together with previous years' information, were used as a base for linear trend forecast (Source: 2022 CoCT IPTN Update and Review Project, 2021 CoCT NMT surveys) viii. Note that the citywide cycle share is estimated <1%. (Source: CoCT NMT surveys)
Chapter 3: Transport Register	3.3.1.1. Bus rapid transit, bus and MBT infrastructure and route information; and Cape Town's	The daily commuters at the three busiest public transport interchanges have reduced: i. Cape Town Station Deck: 210 000 in 2022 to 158 000 in 2024. ii. Bellville: 180 000 in 2022 to 108 000 in 2024. iii. Khayelitsha: 70 000 in 2022 to 60 000 in 2024.	Provide explanation.	Possible reasons for the decline in the use of formal ranks may be attributed to the growing popularity in direct MBT services that bypass the formal ranks. In addition, the use of e-hailing taxi services has increased in recent years. These services offer more direct, convenient and in some cases safer options, especially for those who need to walk the first and last mile.

REFERENCE	RELEVANT SECTIONS OF THE CIP 2024 UPDATE	MEC'S COMMENT	REQUEST BY MEC	CITY'S RESPONSE
	Transport Picture 2024	iv. This reduction is not explained, and the importance hereof is that many grant applications are reliant on figures provided through these plans.		Additionally, the gradual recovery of rail services may have influenced passenger behaviour, with individuals who previously relied on MBTs and buses at formal ranks now shifting back to rail. It's important to note that these insights are based on survey data from a single day, which gives a snapshot in time, and should be interpreted as indicative estimates rather than precise measurements.
Chapter 3: Transport Register	3.2.1. Modal split	Reference to Table 3-5: Change in Cape Town's modal splits over time (main mode to work) - the COCT is to provide an explanation as to where or for which modes interpolations based on population growth were used.	Provide more details.	ii. GABS bus: 2022 GABS boarding figures escalated by 1.5%, representing population growth. (Source of survey: WCG) iv. MBT: Data collection programme and screenline counts (2021), together with previous years' information, were used as a base for linear trend forecast (Source: CoCT surveys and data collection) v. Metered taxi numbers extrapolated from 2022 study, interpolated based on 2014 operating licence numbers for years in between. (Source: CoCT MET supply and demand study) vi. Private transport: Private car trips extrapolated using population estimates and previous CIP year data points. (Source: 2022 CoCT IPTN Project, probe data and screenline counts)

REFERENCE	RELEVANT SECTIONS OF THE CIP 2024 UPDATE	MEC'S COMMENT	REQUEST BY MEC	CITY'S RESPONSE
				vii. Walking: Estimates using 2021 CoCT NMT surveys, 2020 NHTS as a benchmark, together with previous years' information, were used as a base for linear trend forecast (Source: 2022 CoCT IPTN Project and 2021 CoCT NMT surveys)
Chapter 3: Transport Register	3.3.2.2. Golden Arrow Bus Service	Reference to the statement on page 47 "Table 3 -13 shows a sample of the latest fares (1 April 2024) for routes serviced by Golden Arrow Bus Services. Fares vary depending on the distance travelled, per single trip, and by payment using cash or clip card" - Golden Arrow Bus Service (GABS) has an automatic fare collection system (AFC) operated with a Smart Card.	Include smart card.	The smart card fares have now been included in this CIP 2026 Update.
Chapter 7: Transport Infrastructure Strategy	7.2. The City's role as planning authority for transport infrastructure	Reference to the statement on page 95 - 7.2(iii) - "Funding for transport functions remains fragmented, with grants and subsidies assigned to various institutions that are in practice free to prioritise and spend them as they see fit." This statement potentially creates an incorrect picture. Grants and subsidies come with very stringent conditions which in most cases does not allow freedom to	For noting.	Noted.

REFERENCE	RELEVANT SECTIONS OF THE CITP 2024 UPDATE	MEC'S COMMENT	REQUEST BY MEC	CITY'S RESPONSE
		prioritise and spend as you please. Irrespective, if such various institutions operate within their constitutional mandate.		
General		The input made by the Western Cape Department of Infrastructure still stands.	For noting.	Noted.

1.3. Urban Mobility Directorate's Major Achievements

As mentioned above, in terms of the Minimum Requirements, the annual updating of the CITP must at least involve, among other matters, a description of progress with implementing the CITP in the previous year (e.g. new infrastructure built and contracts awarded). Table 1-2 below summarises UMD's major achievements for the period from May 2024 to May 2026.

Table 1-2: UMD's Major Achievements by May 2026

ACHIEVEMENTS MAY 2024 – MAY 2026		
1	Comprehensive Integrated Transport Plan (CITP) 2023-2028	The CITP 2024 Update (i.e. first update of the CITP 2023-2028) was approved by Council in March 2025 after public participation and was then approved by the MEC for Urban Mobility in September 2025.
2	Integrated Public Transport Network (IPTN) Plan 2040	The development of the updated IPTN Plan 2040 was recently completed. The updated IPTN Plan 2040 updates and replaces the IPTN Plan 2032, and it was recently approved by Council on 30 July 2026.
3	Transport strategies, policies and plans	i. Rail Service Level Plan (SLP) – In February 2025, the City and PRASA entered and signed a Service Level Plan, the first of its kind between PRASA and a metropolitan municipality. ii. The Cape Town Rail Feasibility Study (CTRFS) Business Plan was completed in August 2025 and approved by Council in December 2025. iii. The Walking and Cycling Strategy was approved by Council in April 2025 after public participation. iv. Universal Access (UA) Policy for Accessible Transport was approved by Council in May 2025 after public participation. v. The Cape Town Central Business District Mobility and Access Plan (CBDMAP) was finalised in March 2026 after public participation. vi. The Travel Demand Management (TDM) Strategy was recently updated, and Council recently approved it on 30 July 2026 after public participation. vii. The Freight Management Strategy (FMS) has been updated and subjected to public participation. viii. The Road Safety Strategy (RSS) has been updated and subjected to public participation. ix. The Traffic Calming Policy was approved by Council in April 2026 after public participation.
4	Public transport operations	i. Achieved the highest recorded passenger journeys in the history of MyCiTi, with a total of 20,002,183 journeys. ii. Successfully implemented the Dial-a-Ride (DaR) passenger web-based application. iii. Successfully implemented the MyCiTi Deviation Contract, thereby ensuring uninterrupted service delivery.
5	Transport infrastructure improvements	i. MyCiTi Phase 2A <u>Construction Momentum</u>:

		100% of MyCiTi Phase 2A Corridor from Claremont to Khayelitsha is now under construction. <u>Procurement Pipeline:</u> <u>Recently Awarded:</u> a. Claremont stations b. Nonkqubela Public Transport Interchange (PTI) c. Foreshore battery electric bus charging facilities <u>In Procurement:</u> d. Stations Package 2 – tender was cancelled due to non-responsive bids received. Works now form part of Stations Contract 3. e. Stations Package 3 f. 2 x PTIs, i.e. Nyanga and Nolungile ii. Construction for road expansion and new projects were completed to address congestion: Completed: a. Saxdowns Road from Langverwacht to Van Riebeeck Road. b. Dualling of Amandel Road from the Bottelary River to Church Street. c. Dualling of Jip de Jager from Kommissaris Street to Van Riebeeckshof Road. d. Dualling of Bottelary Road between Amandel Road and Saxdowns Road. e. Kommetjie Road Upgrade. iii. Road rehabilitation projects: Completed: a. Rehabilitation of minor roads in Plumstead, Blaauwberg and Athlone Districts completed by June 2024 – 1.90 km. b. Rehabilitation of minor roads in Kraaifontein and Khayelitsha Districts completed by June 2025 – 2.52 km. c. Rehabilitation of Class 4 and 5 roads in Bishop Lavis completed by March 2025 – 1.24 km. d. Rehabilitation of Class 4 and 5 roads in Bishop Lavis completed by February 2026 – 5.45 km. e. Reconstruction of Tafelberg Road completed in March 2025 – 1.35 km. f. Rehabilitation of Jakes Gerwel Drive (Ph.2 – R300 to Oliver Tambo Drive) completed by April 2025 – 1.37 km. g. Rehabilitation of Jakes Gerwel Drive (Ph.3 – Oliver Tambo Drive to Weltevreden Bridge) completed by September 2025 – 2.56 km. h. Rehabilitation of Victoria Road (Queens Road to Bantry Steps) by August 2024 – 2.00 km. i. Rehabilitation of Weltevreden Road (Spine Road to Jakes Gerwel) completed in July 2024 – 1.90 km.
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		j. Rehabilitation of selected concrete roads in Manenberg completed in October 2025 – 1.39 km. iv. Road resurfacing projects: Completed: a. Resurfacing of Nelson Mandela Boulevard from Russel Street to bridge over onramp from Hertzog Boulevard in District Six completed by end October 2025. b. Resurfacing of 5th Ave from Strandfontein Road to Prince George Drive in Lotus River/Grassy Park completed by end May 2025. c. Resurfacing of Settlers Way and Hospital Bend along both carriageways between Kromboom Parkway (M5) and Philip Kgosana Drive completed by end March 2025. d. Resurfacing of Park Road westbound lane between Links Road and Campground Road in Rondebosch completed by end June 2025. e. Resurfacing of Wimbledon Road between Buttskop Road and Range Road in Blackheath completed by end June 2024. f. Resurfacing of Simon's Town Main Road from Glen Beach Way to Dido Valley Road in Glencairn completed by May 2025. v. Structures rehabilitation and new structures: a. Rehabilitation of the Belmont Road Bridge, Rondebosch completed in May 2024. b. Repair of pedestrian bridges G21-01F and G21-03F over Strand Road, Bellville completed in August 2024. c. Repair of Bridge D15-02B on Roscommon Road, Elfindale, Diep River completed in May 2025 d. Rehabilitation of balustrades along the Foreshore Freeway completed in September 2025. e. Repair of Bridges C20-04B, D18-16B, and D19-22B, Cape Town completed in August 2025. vi. Stormwater projects/initiatives: a. Managed the Stormwater Initiative Project, enhancing stormwater infrastructure asset management through a detailed improvement roadmap and a consolidated Stormwater Asset Register. b. Finalised and adopted a Stormwater Lifecycle Management Guideline: setting a standardised approach for infrastructure planning and management.
6	NMT	i. Protection of portions of the existing cycle lane along Bree Street

		ii. Hosted ACTIVE training in November 2025, during which 30 city officials were trained by Dutch Cycling Embassy experts in cycling planning and design. iii. Implementation of the Walking and Cycling Improvement Programme: <u>Construction implementation:</u> a. Area wide Khayelitsha b. Area wide Mitchells Plain c. Hanover Park d. Heideveld e. Area wide Kensington f. Klipfontein Road and Gugulethu <u>Completion:</u> g. Kuilsriver Phase 2 completed in October 2025
8	Public transport enforcement	The City's Public Transport Department, in conjunction with WCG Mobility Department, deployed a 16-persons Public Transport Facilities Safety Team. The team was established to provide dedicated roving enforcement at public transport facilities that do not have permanent enforcement capacity, the latter being Cape Town Station Deck, Bellville and Joe Gqabi.
9	Smart innovations	i. Implemented a traffic calming application solution ii. Implemented a public transport regulations management solution with an integrated WhatsApp channel for operating licence-related business processes. iii. Upgraded all public transport systems Infrastructure on MyCiTi inclusive of AFC validators, card-office-machines, point-of-sale devices, CCTV equipment – enabling future Account-based Ticketing (ABT) AFC. iv. Implemented an online top-up solution for MyConnect cards – enabling online top-up via MyCiTi website and application. v. Implemented a QR code solution to enable a contracted ridership service to Capitec.
10	Public transport interchange digitisation	Extended footprint to 32 PTIs.
11	Travel Demand Management	Conducted a range of communication awareness raising campaigns.
12	Capital investment	The UMD spent 83% (i.e. R1.55 billion) and 74% (i.e. R1.58 billion) of its capital budget in the 2023/24 and 2024/25 financial years (respectively), despite activity of the construction mafia, relocations of communities and relocations of existing critical services.

2. TRANSPORT VISION AND OBJECTIVES

2.1. CITP Vision

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

2.2. Strategic Diagnosis

Significant work has been undertaken to develop an overarching strategy to guide the activities of the Urban Mobility Directorate.

The first step in strategy development is diagnosis of the central challenge or problem to be addressed. The challenges in Cape Town's transport system are as wide and complex as the system itself. Strategy development requires clear focus and prioritisation, the purpose of identifying the central problem is not to deny the importance of other problems, but to make possible the design of a programme of action that all pulls in the same direction. With respect to passenger transport, the central problem/strategic diagnosis has been determined to be:

The generalised cost of travel for public transport and active mobility is too high for low- and middle-income households.

The "generalised cost of travel" refers to the full range of costs and disadvantages to using public transport and active mobility⁴, including financial cost, travel time, safety and security risks, reliability, physical effort, flexibility, and comfort.

Low- and middle-income households are defined as households whose total income is under R22 000 per month: this comprises approximately 70.9% of households. The distinction is important because the factors influencing modal choice differ significantly by household income.

In simpler terms, the central problem is that sustainable modes of transport, including public transport and active mobility, are too expensive, unsafe, unreliable, and inconvenient for many users. This does not suggest that private vehicle travel is without challenges, however, the available evidence indicates that the inefficiencies and inequities of the transport system fall disproportionately on public transport users and pedestrians. Improvements to these modes will also benefit private vehicle users, either by providing a viable alternative or by reducing pressure on the road network.

This diagnosis of the strategic problem allows for the design of an approach that focuses on improving travel experience, in a variety of ways, for a variety of public transport and NMT users. This is aligned with the CITP vision and principles, but more clearly specifies the domain of action and structures the response to follow. All programme and project objectives identified in planning will have to respond in some way to the strategic diagnosis.

⁴ Any human-powered form of transport, including walking, cycling, and movement by wheelchair or other unmotorised mobility aid.

2.3. IDP Objectives for Transport

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

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

3. TRANSPORT REGISTER

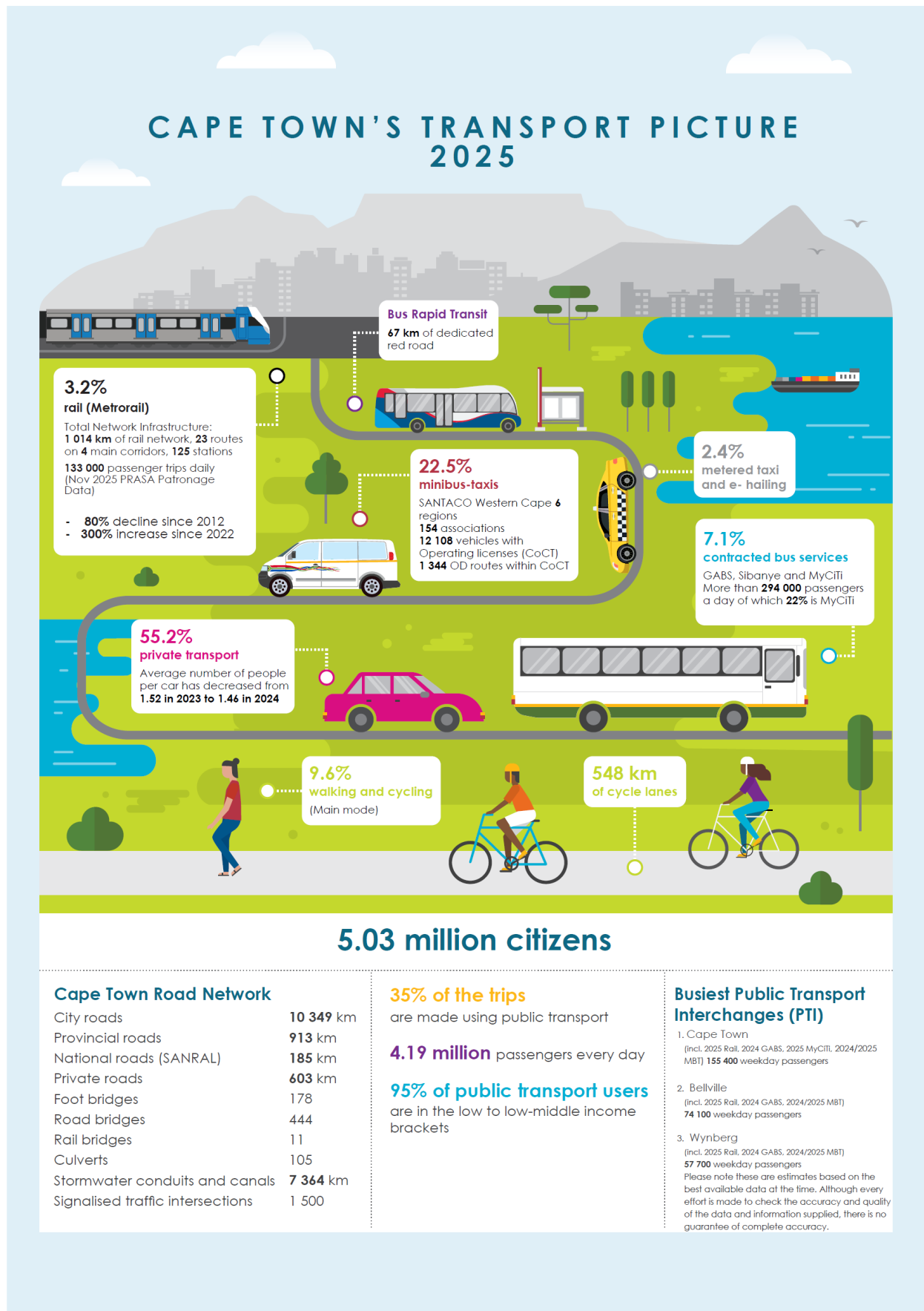


Figure 3-1: Updated Information from the Transport Register

The following sections provide further data updates since the approval of the first CIP update of 2024. For ease of reference and comparison with the previous data, the section numbers and names in chapter 3: Transport Register of the approved CIP 2023-2028 are listed, together with their update status, in Table 3-1 below.

Table 3-1: Update Status of Sections in Chapter 3: Transport Register of the Approved CIP 2023-2028

SECTION No.	CIP 2023-2028, CHAPTER 3 SECTION NAME	UPDATE STATUS
Section 3.1	Demographic and Socio-economic Information	Updated
Section 3.2	General Overview of the Transportation System	Updated
Section 3.3	Description of the Regular, Daily Public Transport System	Updated
Section 3.4	Description of Other Public Transport Services and Modes of Transport	Updated
Subsection 3.4.6	Description of Institutional and Organisational Make of the Public Transport Industry	Updated and has become a new section (section 3.5) on its own in line with the Minimum Requirements.
Subsection 3.4.7	Roads and Traffic	Updated and has become a new section (section 3.6) on its own in line with the Minimum Requirements.
Subsection 3.4.11	Road Safety	Updated and has been moved into section 3.2 in line with the Minimum Requirements.
Section 3.5	Freight Transport	Updated and has become section 3.7.
Section 3.6	Financial Information	Updated and has become section 3.8.

3.1. Demographic and Socio-economic Information

The population of Cape Town was estimated at 5,03 million in 2025 (refer to Table 3-2). Cape Town has a relatively young population with 71% of the population between 15 to 64 years, and 22% being younger than 15 years. The 15- to 64-year age group is defined as the working age population by Statistics South Africa (refer to Figure 3-2).

Average household income levels are relatively low, with 51% of households in Cape Town earning less than R10 000 per month in 2024, while 29% of households earn more than R22 000 per month. This is the threshold below which a household is unlikely to qualify for a bond and therefore, has very limited locational choices and a correspondingly greater dependency on affordable transport. Refer to Figure 3-3, which also depicts income levels from 2019 to 2024. Income distribution appears not to have changed significantly over time. This reinforces prevalent levels of income inequality.

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

Table 3-2: Population and Profile of Population by Income, Age and Education

POPULATION PROFILE		
TOTAL POPULATION Data source: 2025 Mid-Year Population Estimates (MYPE)	5 030 497	
POPULATION BY INCOME (MONTHLY HOUSEHOLD INCOME, 2024) Data source: 2024 General Household Survey (GHS)	R0 – R1 500	7.9%
	R1 501- R3 500	10.3%
	R3 501 – R10 000	32.3%
	R10 001 – R15 000	9.2%
	R15 001 – R22 000	11.2%
	>R22 000	29.1%
POPULATION BY AGE (2025) Data source: 2025 MYPE	0 – 14	21.4%
	15 – 64	70.6%
	65+	8.1%
POPULATION BY EDUCATION (2024, ADULT EDUCATION AGED 20 YEARS AND OLDER) Data source: 2024 GHS	No schooling	0.6%
	Some primary	3.5%
	Completed primary	3.0%
	Some secondary	32.4%
	Grade 12	35.8%
	Higher	22.9%
	Other	0.4%
	Unknown	1.4%

Source: Research Branch, Policy and Strategy Department

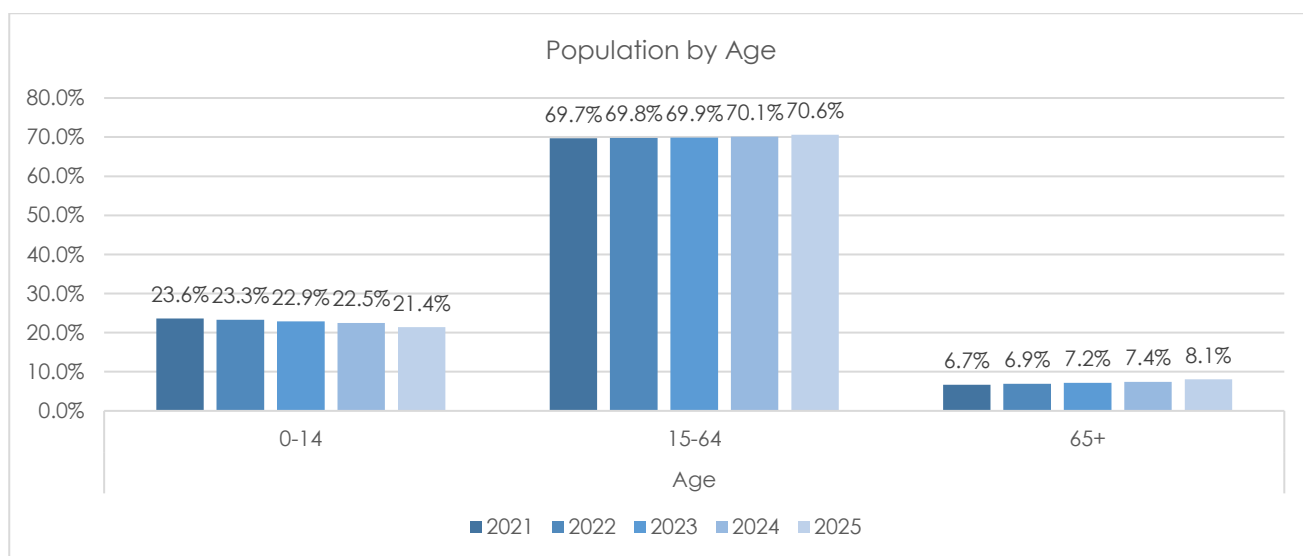


Figure 3-2: Profile of Population by Age (2021-2024)

Source: Statistics SA 2025 Mid-Year Population Estimates by Age Group

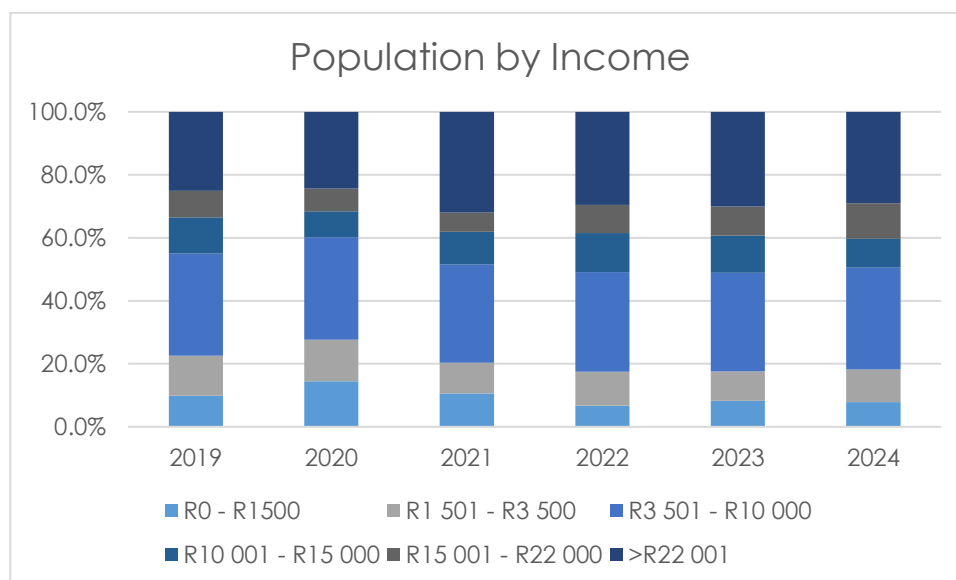


Figure 3-3: Profile of Population by Income (2019-2024)

Source: Statistics SA General Household Survey 2019 - 2024

The GHS figures (in Figure 3-44 below) show stable, but gradual shifts across **education levels**. The proportion of people with no schooling has remained very low, below 2%, reflecting near-universal access. Those with only some primary education declined steadily from 5.0% in 2020 to 3.5% in 2024, suggesting fewer early dropouts. 'Completed Primary' remained stable at about 3-4% each year, while the share of 'Some Secondary' education stayed high, fluctuating between 29% and 34%, showing that many enter secondary school, but do not finish.

'Grade 12' completion saw small fluctuations, falling from 36.8% in 2020 to around 34% in 2022–2023, before recovering slightly to 35.8% in 2024. 'Higher education' attainment showed the most consistent growth, rising from 19.8% in 2020 to 22.9% in 2024, reflecting improving access to tertiary studies. Overall, the annual trend highlights modest gains in matric completion and higher education

participation, accompanied by a slow reduction in early dropouts, with the main challenge remaining the large proportion of individuals who stall at some level of secondary education.

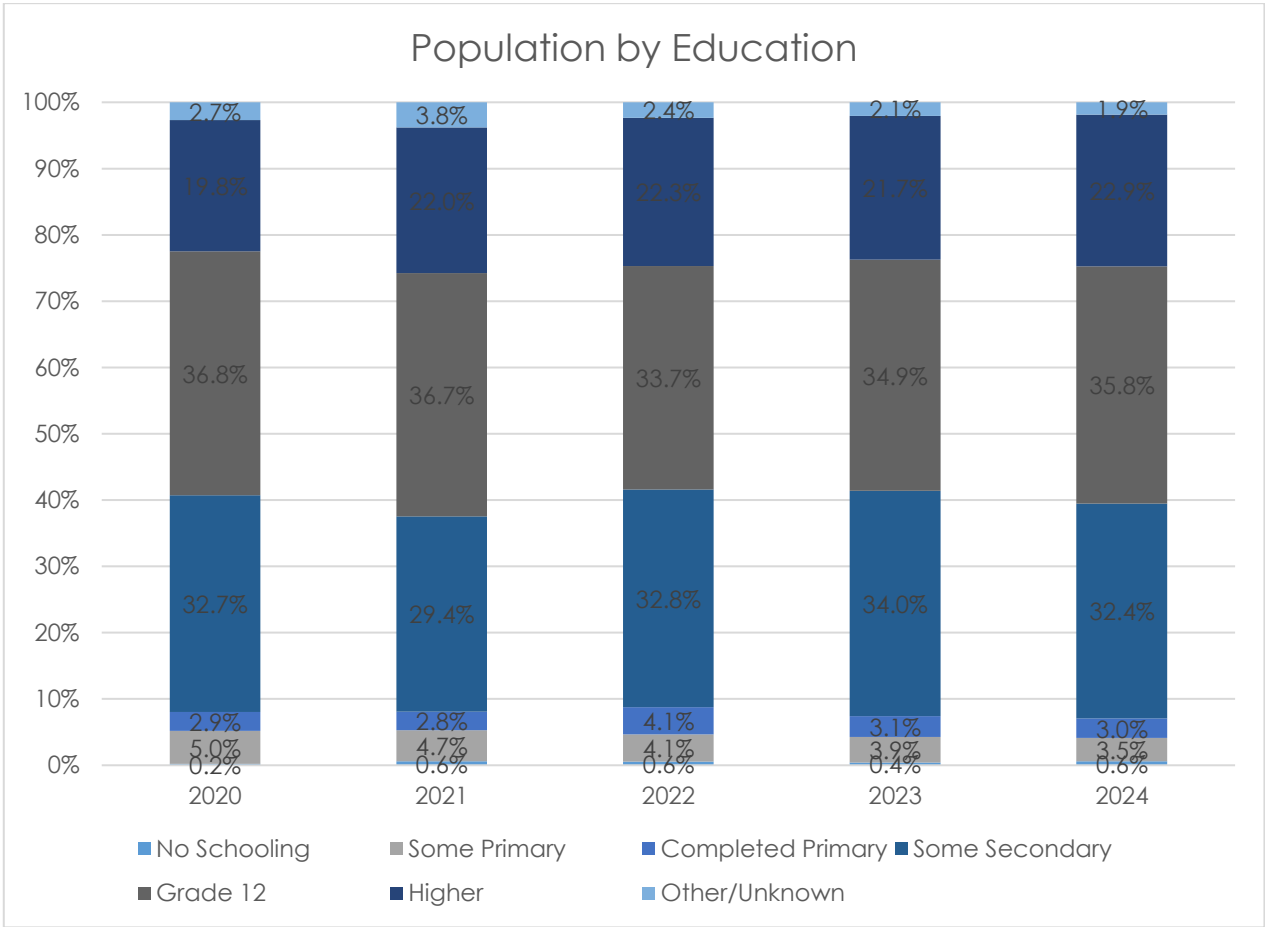


Figure 3-4: Profile of Population by Adult Education (2020-2024) (*aged 20 years and older)

Source: Statistics SA General Household Survey

Currently, the **vehicle ownership** rate in Cape Town for the two classes of vehicles shown in Table 3-3 below (i.e. light passenger motor vehicles [MV: less than 12 persons] and motorcycles) approximates 20 288 vehicles per 100 000 people based on the total light passenger MVs and motorcycles as of 31 December 2024. There has been an overall slight increase of 0.11% of registered vehicles over the period 2019 to 2024. Refer to Table 3-3.

Table 3-3: Car Ownership and Population in Cape Town

	2019	2020	2021	2022	2023	2024
Light passenger MV (< 12 persons) and Motorcycle/motor tricycle/quadracycle	1 008 527	989 651*	999 773	1 005 020	981 303	1 009 628
Population	4 513 903	4 606 308	4 679 483	4 772 846	4 837 094	4 976 527
Vehicles per 100 000 population	22 343	21 485	21 365	21 057	20 287	20 288

Source: UM, Transport Network Information; Population Data provided by Statistics SA Mid-Year Population Estimates (MYPE) 2024, Statistics SA Census 2024

Note:

Live vehicle population data as of 31 December 2024 of each year (UMD, Transport Network Information)

*The dip in 2020 was due to COVID-19 lockdown regulations, which partially carried over into 2021.

3.2. General Overview of the Transportation System

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

3.2.1. Modal Split

The modal split for 2024/2025 by main mode is illustrated in Figure 3-5 and summarised in Table 3-4 below and is based on the latest trip estimates per mode. Refer to data sources and assumptions below the table. The private car data (55.2%) indicates a high private vehicle usage.

The link between household income levels, the number of trips that they make, and their transport mode requires further data collection. A comprehensive travel study is planned and should provide a better understanding of this correlation.

Walking accounts for approximately 9.6% of trips; however, most public transport trips also include a walking component for the "first and last mile". The actual walking share is, therefore, more in the region of 32%. Table 3-4 includes the estimated passenger trips.

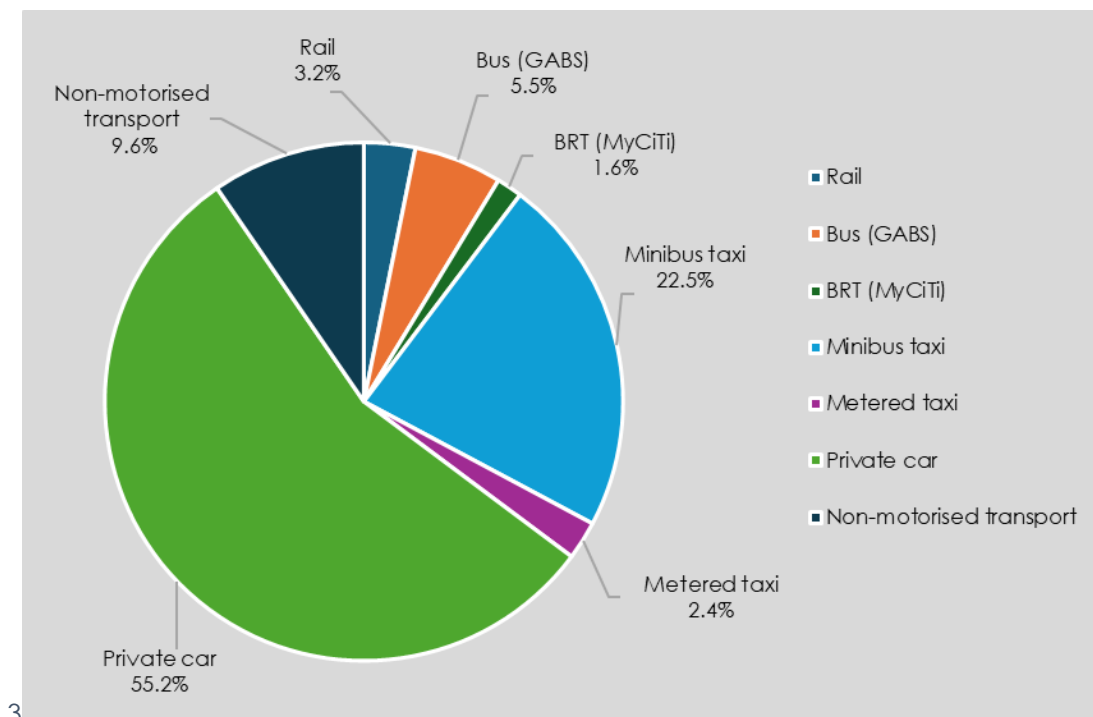


Figure 3-5: Modal Split Between Private, Public and Non-motorised Transport by Main Mode to Work (2024/2025 Estimate)

Table 3-4: Modal Split Between Private, Public and Non-motorised Transport by Main Mode to Work (2024/2025 Estimate)

MODE	MODAL SHARE 2024/2025		2024/2025 ESTIMATED PASSENGER TRIPS
Rail	3.2%	35.2%	133 000
Bus (GABS)	5.5%		230 000
BRT (MyCiTi)	1.6%		65 000
MBT	22.5%		945 000
Metered taxi	2.4%		100 000
Private car	55.2%	55.2%	2 314 000
NMT	9.6%	9.6%	404 000
Total	100.0%	100%	4 190 000

Note: Further increases in rail figures and changes in the modal split will be reported on in the next CIP.

The modal split for 2024/2025 is based on passenger trip estimates and was sourced as follows:

- Rail (PRASA):** Average daily ticket sales, November 2025.
- GABS Bus:** Passenger figures from the 2024 on-board survey, as published on the GABS website (23 June 2025).

- iii. **MyCiti:** Average weekday passenger journeys, November 2025, used as a proxy. **(Source: MyCiti Transport Analysis Engine extract (02 February 2026)).**
- iv. **MBT:** Results generated using linear regression applied to previous CIP data.
- v. **Metered Taxi:** Weekday volumes derived from the 2024/25 MET Supply and Demand Study.
- vi. **Private Transport:** Estimates based on probe data (Feb 2023-2025) for AM and PM commuter periods, assuming average vehicle occupancy of 1.46 (Screenline counts, 2024).
- vii. **Walking:** Results generated using linear regression applied to previous CIP data.
- viii. **Note:** The citywide cycling mode share is estimated at less than 1%.

As shown in Figure 3-6 below, MBTs account for the largest share of public transport trips, representing 64% of the total. Bus and BRT services together contribute 20%, while rail has increased to 9%. MET make up 7% of the public transport share.

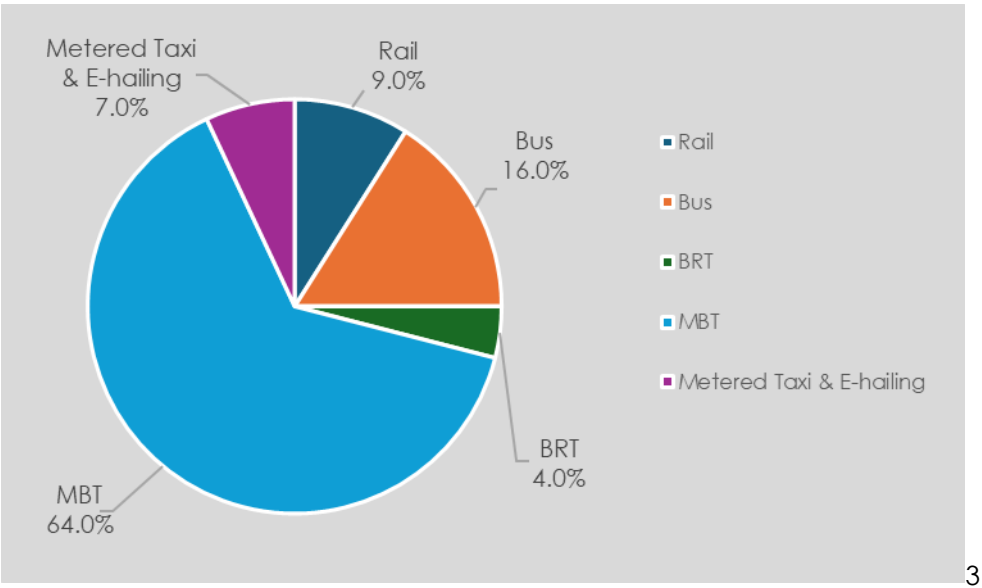


Figure 3-6: Estimated Distribution of Public Transport Trips by Main Mode to Work (2024/2025 Estimate)

Figure 3-7 illustrates the changes in public transport mode share over time. The is notable decline in rail services since 2003, and a significant increase in MBT trips. Other modes have shown fluctuations, though these shifts are comparatively modest.

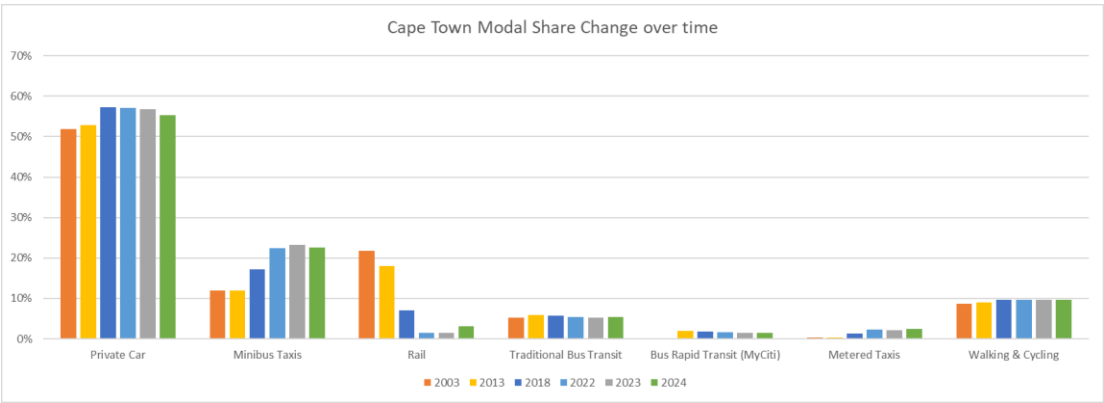


Figure 3-7: Change in Cape Town's Modal Splits Over Time (Main Mode to Work)

3.2.2. Road Safety

During 2024, 72876 crashes occurred on the city's roads, leading to the loss of 704 lives. Seventy-two percent (72%) or 505 of total fatalities were pedestrians and 1.28% were cyclists. Figure 3-8 shows the trend of the total number of annual road crashes and fatalities from 2015 to 2024. There was a two-year dip in total number of crashes and fatalities due to the impact of COVID-19 lockdown regulations, which commenced in March 2020.

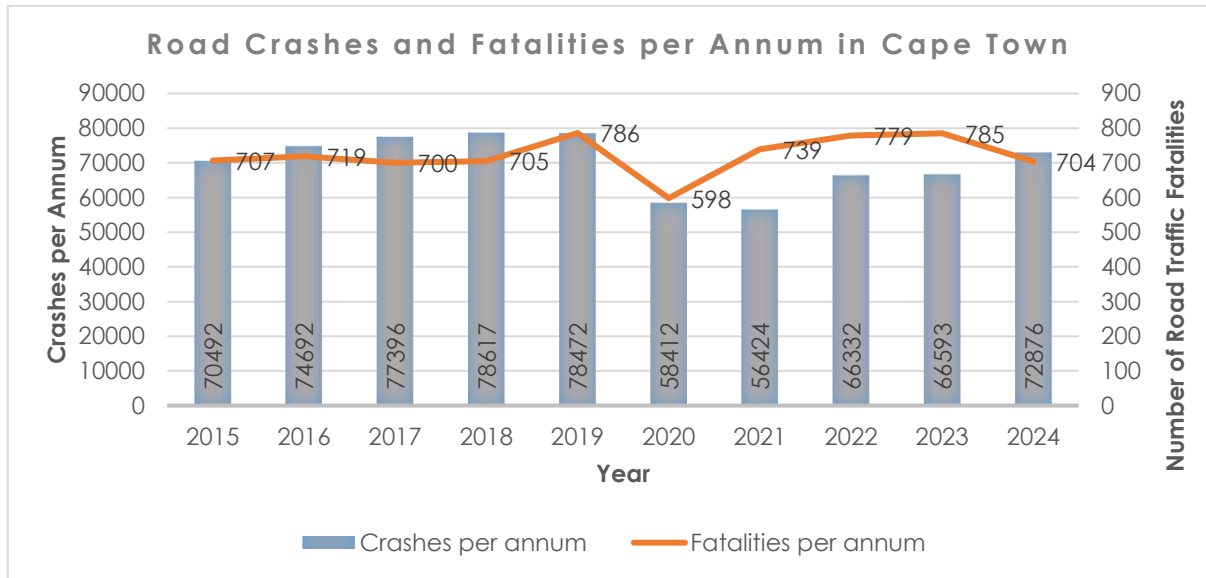


Figure 3-8: Number of Road Crashes and Fatalities in Cape Town per Annum (2015-2024)

Source: UMD Transport Network Information

Figure 3-9 depicts the trend of total number of road fatalities per year over a 10-year period. It is evident that the total number of road fatalities per year fluctuates but generally remains within the range of 700 to 800 fatalities a year. Fatalities peaked in 2019 with 786 annual road fatalities. The average number of fatalities over the 10-year period equates to 722 fatalities per annum.

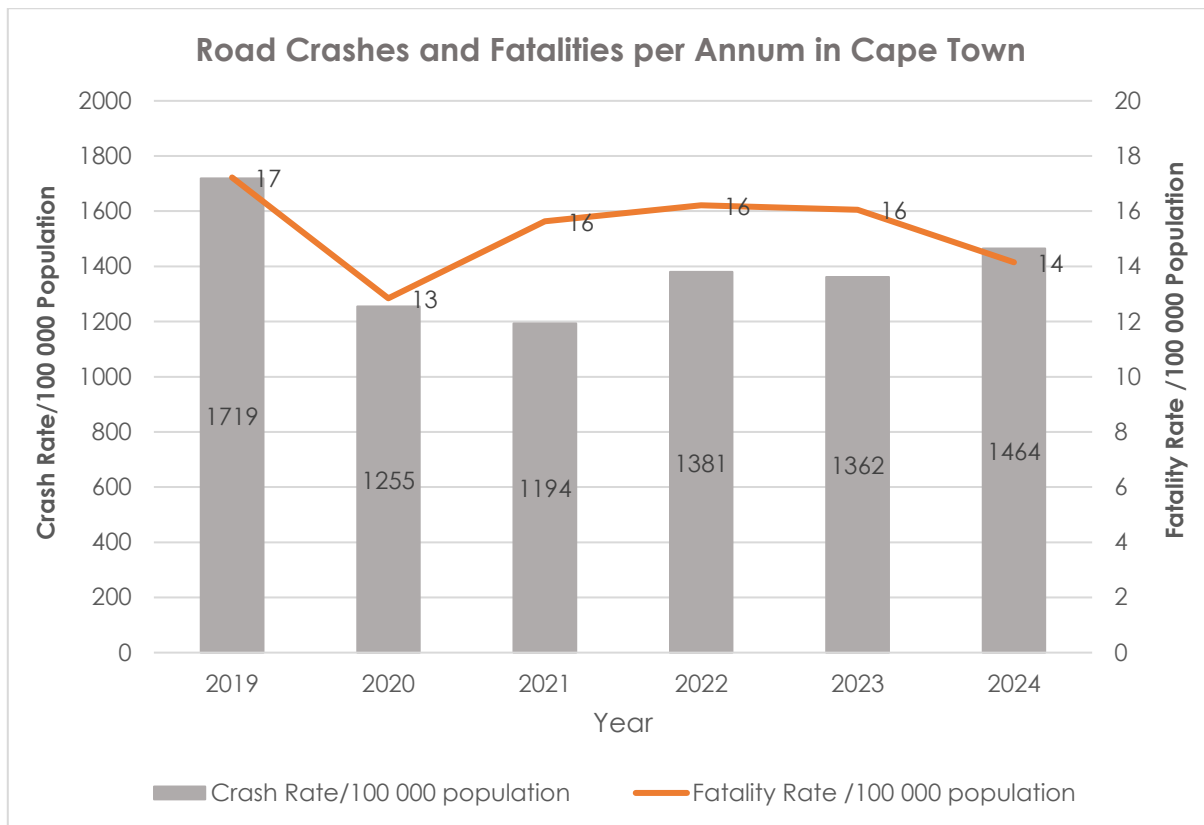


Figure 3-9: Fatality and Crash Rates

As shown in Figure 3-9 above fatality and crash rates for years 2019 to 2024 ranged between 13 to 17 and 1194 to 1719 per 100 000 population, respectively.

Figure 3-10 illustrates that during 2024, 72% or 505 of total fatalities comprised pedestrians, and 1.28% were cyclists.

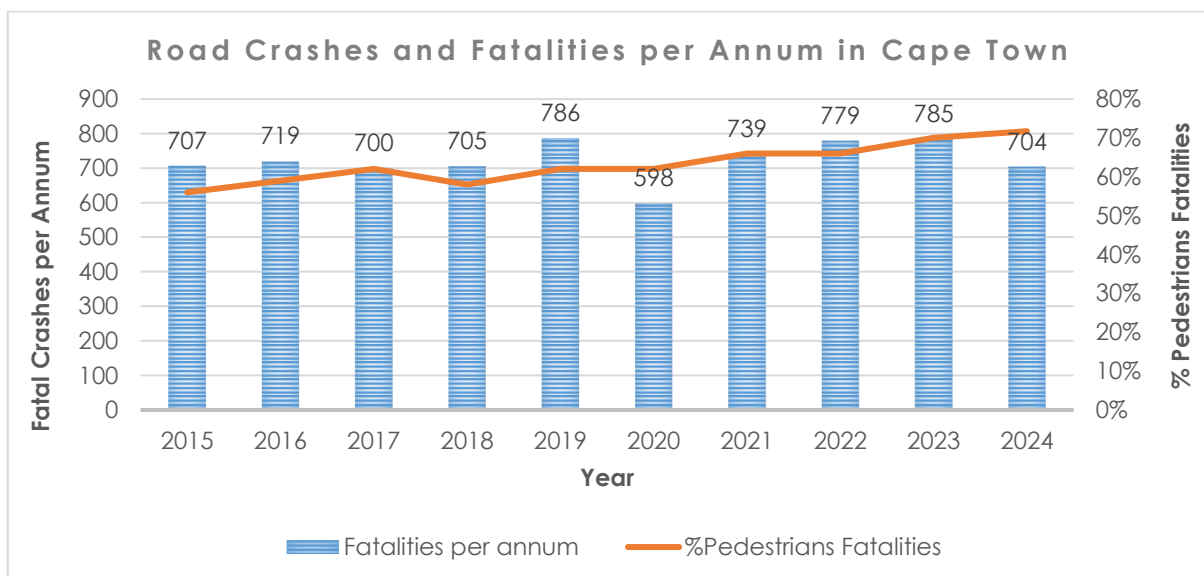


Figure 3-10: Number of Road fatalities and Proportion of Pedestrian/Cyclist Fatalities per Annum (2015-2024)

Source: Urban Mobility Transport Network Information

The updated road safety statistics for Cape Town are shown in Table 3-5 below.

Table 3-5: Road Safety Statistics for Cape Town

YEAR	CRASHES PER ANNUM	FATALITIES PER ANNUM	% PEDESTRIANS FATALITIES	%CYCLISTS	CRASH RATE /100 000 POPULATION	FATALITY RATE /100 000 POPULATION
2015	70492	707	56%	1.27%		
2016	74692	719	59%	1.53%		
2017	77396	700	62%	0.86%		
2018	78617	705	58%	1.99%		
2019	78472	786	62%	1.53%	1719	17
2020	58412	598	62%	2.01%	1255	13
2021	56424	739	66%	0.95%	1194	16
2022	66332	779	66%	1.16%	1381	16
2023	66593	785	70%	0.77%	1362	16
2024	72876	704	72%	1.28%	1464	14

Source: Urban Mobility Transport Network Information

3.3. Description of Regular, Daily Public Transport System

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

It includes the following changes:

- i. Commuter rail infrastructure, services and utilisation
- ii. Road-based public transport infrastructure and services
- iii. Public transport fares
- iv. Road-based public transport service capacity and capacity utilisation

3.3.1. Commuter Rail infrastructure, Services and Utilisation

3.3.1.1. Rail Infrastructure

The following map (Figure 3-11: Existing Passenger Rail Service Lines and Stations shows the existing passenger rail infrastructure (per way and stations) within the city and provides further context regarding the current state of passenger rail service lines within the city. Please refer to Figure 3-11 below.

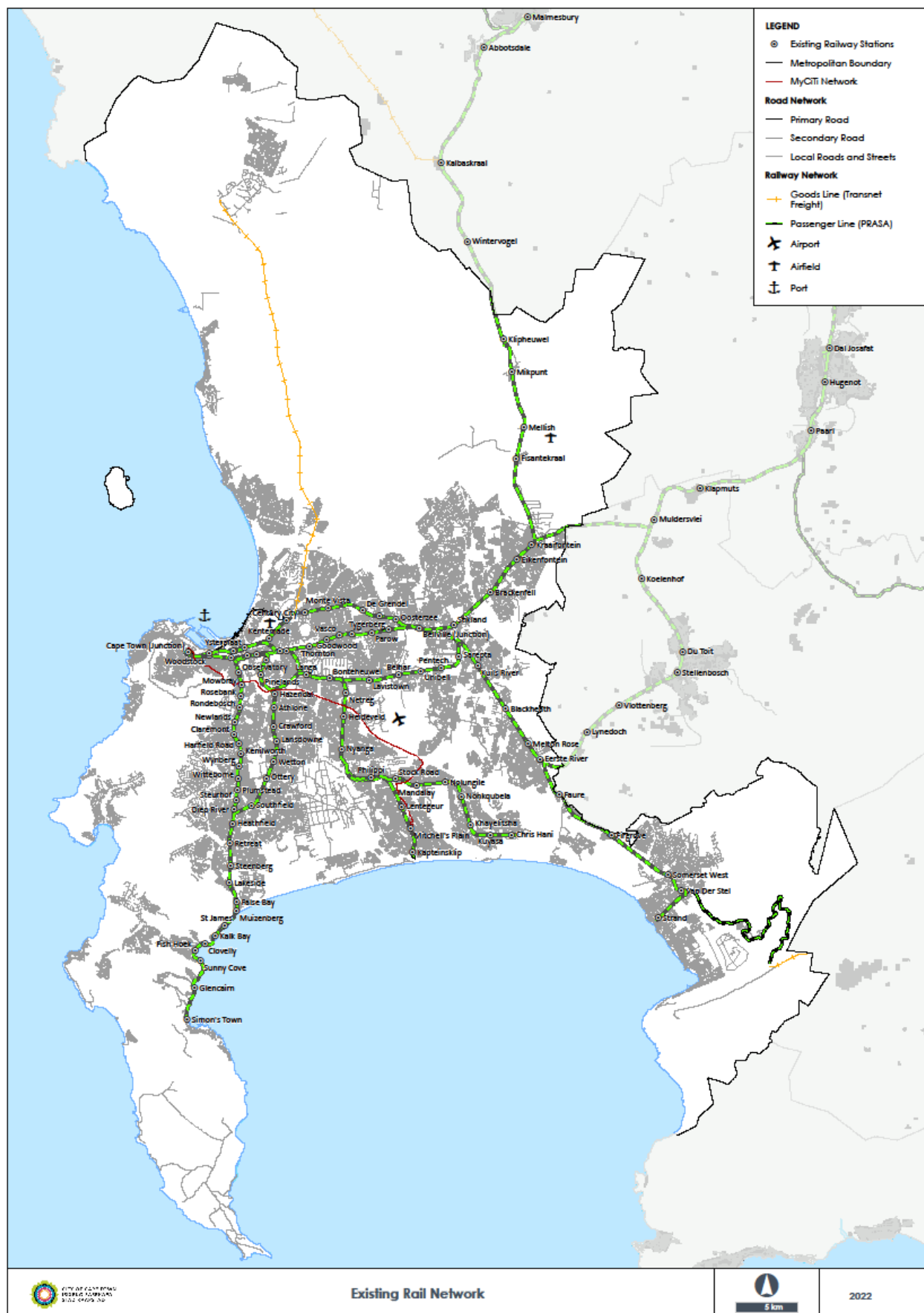


Figure 3-11: Existing Passenger Rail Service Lines and Stations

Since PRASA initiated their rail recovery programme, many of the service lines that were previously suspended due to the state of the infrastructure have since resumed services. Table 3-6 below provides a list of service lines and their operational status:

Table 3-6: Service Line and Station Resumption Status

Service line	Resumption status
Cape Town – Simons Town / Fish Hoek	Fully resumed, trains can operate from origin to destination station on the service line.
Cape Town – Heathfield / Retreat	Fully resumed, trains can operate from origin to destination station on the service line.
Cape Town – Strand / Eerste River	Fully resumed, trains can operate from origin to destination station on the service line.
Cape Town – Wellington	Partially resumed, trains can only operate to a certain station along the service line.
Cape Town – Muldersvlei	Partially resumed, trains can only operate to a certain station along the service line.
Cape Town - Kraaifontein	Fully resumed, trains can operate from origin to destination station on the service line.
Cape Town – Monte Vista	Fully resumed, trains can operate from origin to destination station on the service line.
Cape Town - Kapteinsklip	Fully resumed, trains can operate from origin to destination station on the service line, with single line operational from Phillippi to Kapteinsklip.
Cape Town – Khayelitsha/Chris Hani	Fully resumed, trains can operate from origin to destination station on the service line.
Cape Town – Bellville (via Serepta)	Fully resumed, trains can operate from origin to destination station on the service line.
Cape Town – Malmesbury	Fully resumed, trains can operate from origin to destination station on the service line.
Cape Town – Worcester	Not resumed, trains can't operate on the service line.

Source: PRASA, 2025

Although many of the service lines have fully resumed (i.e. trains are able to operate from origin to destination stations along the full length of the service line), there are still operational limitations impacting the passenger rail service. These limitations could include, and are not limited to the following:

- a. Speed restrictions
- b. Manual authorisations due to signalling failures
- c. Rail line obstructions and encroachment

Further to service line resumption, PRASA has also made strides in station improvements, upgrades and reinstatements. Only the following stations remain non-functional:

- i. Kentemade
- ii. Akasia Park
- iii. De Grendal

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 operated by Metrorail for PRASA, while the freight lines are owned by the Transnet Rail Infrastructure Manager, and operated by Transnet Freight Rail (TFR). Agreements are in place (i.e. Mutual Use and Mutual Hire Agreements) between the 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 that is 48% owned by PRASA and 52% owned by Transnet. The Belcon site adjacent to Bellville station is solely 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 buildings with their backs toward the stations and historically have not been developed in terms of Transit-oriented Development (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 commuter rail as part of the IPTN Plan can be found in Figure 4-8 in Appendix 6.

3.3.1.2. Passenger Rail Service Capacity and Utilisation

The number of electric motorised unit (EMU) sets allocated to the Western Cape Region increased from 19 in 2024 to 43 sets in operation in 2025, and 29 sets awaiting operations that are dependent on network conditions. To estimate the capacity of the rail network in Cape Town for 2025, the following input variables were used:

- i. The capacity per train set per load is 1,217 passengers per 6-car EMU.
- ii. Train configuration of 6-Car or 12-Car sets.

Table 3-7 below demonstrates the train sets available per corridor, the number of scheduled trips, their configuration, and network passenger capacity during peak hour and all day.

Table 3-7: Train Sets in Operation and Their Configuration

Corridor	Train sets in operation	Set Configuration	Peak Hour Capacity Available		Total Daily Capacity Available	
			Schedules Trips	Capacity Available	Scheduled Trips	Capacity Available
Area South (Including Cape Flats)	13 EMU	6-Car	22 Trips	26 774	108	131 436
Area North	15 EMU	13 x 6-Car and 1 x 12-Car	17 Trips	20 689	82	107 096
Area Central	15 EMU	2 x 6-Car and 6 x 12-Car	12 Trips	14 604	68	136 304

Source: PRASA, 2025

Operations between Philippi and Kapteinsklop have recently been reinstated, but while PRASA is currently engaged in infrastructure recovery works only one line serves this section. Furthermore, Northern Line routes face their own challenges (i.e. single line working as well as access challenges), which affect the frequency of train services. Furthermore, the shuttle service between Simons' Town and Fish Hoek is periodically impacted by closures due to sand on tracks.

Details of rail utilisation in Cape Town are shown in Table 3-8 for 2025 based on EMU on-board data. With this information, as well as passenger count data from PRASA, the following estimated the operational capacity and utilisation of the service lines during the morning peak were deduced:

Table 3-8: Railway Average Passenger Numbers per Line for the Morning Peak Period

SERVICE LINE		CAPACITY			UTILISATION	
		PASSENGER CAPACITY PER TRAIN	NUMBER OF SCHEDULED TRAINS TOWARDS CAPE TOWN	TOTAL SERVICE CAPACITY	NUMBER OF PASSENGERS CARRIED DURING PEAK PERIOD TOWARDS CAPE TOWN	PERCENT OF CAPACITY UTILISED
1	CPT - Simon's Town/Fish Hoek	1 217	13	15 821	4 731	30%
2	CPT - Heathfield/Retreat	1 217	5	6 085	1 364	22%
3	CPT - Strand/Eerste Rivier	1 217	7	8 519	3 183	37%
4	CPT - Wellington	1 217	2	2 434	672	28%
5	CPT - Kraaifontein	1 217	4	4 868	2 734	56%
6	CPT - Monte Vista	1 217	3	3 651	347	10%
7	CPT - Kapteinsklop	1 217	2	2 434	1 114	46%
8	CPT - Khayelitsha/Chris Hani	2 434 ⁵	7	17 038	8 323	49%
9	CPT – Bellville via Sarepta	1217	4	4 868	684	14%
TOTAL			47	65 650	23 152	35%

Source: PRASA, 2025

3.3.1.3. Rail Station Description and Daily Passenger Trips

Table 3-9 below confirms the location and daily passenger movements of all super major, and major rail station facilities operated by PRASA.

⁵ The 'CPT – Khayelitsha / Chris Hani' utilises two, six-car sets and therefore doubles the passenger capacity per train.

Table 3-9: Passenger Rail Daily Passenger Departures

FACILITY NAME	STATION DESCRIPTION	PASSENGERS (DAILY)
Cape Town	super major	25 297
Bellville (Junction)	super major	5 384
Retreat	major	6 888
Langa	major	5 589
Philippi	major	4 376
Khayelitsha	major	4 255
Nonqubela	major	2 883
Nolungile	major	2 649
Mutual (Junction)	major	2 615
Salt River	major	2 540
Bonteheuwel	major	2 263
Maitland	major	1 895

Source: PRASA, 2025

3.3.2. Road-based Public Transport Infrastructure and Services

3.3.2.1. BRT Infrastructure and Route Information

Over the past several months, MyCiTi has expanded its network in the following areas: Parklands, Table View, Khayelitsha, and Atlantis. The addition of 4 new temporary kerbside stops on existing routes D02 and T03 improves accessibility, making it simpler and safer for passengers to connect to the network.

Several route changes have also been implemented, such as route 216 that has been reconfigured to serve a new destination (Big Bay) with the addition of 5 new temporary stops, enabling passengers from suburbs such as Table View, Parklands and Dunoon to reach major nodes like Table Bay Mall and Big Bay Beach. Similarly, route 214a has been extended to the new Riverlands mixed use development in Parklands, adding 5 new stops and linking the Riverlands community to Table Bay Station, as well as 3 new temporary stops for operational efficiencies.

MyCiTi is in the process of converting 77 temporary stops into permanent infrastructure, which may include shelters to improve passenger comfort and safety. This project is scheduled for completion by mid-2026.

In addition, three (3) MyCiTi stations namely Usasaza, Dunoon, and Freedom Station, that were previously vandalised, are in the process of being rebuilt and are expected to be reintegrated into the network by mid-2026.

Table 3-10 below provides more details on the new temporary stops added to the network.

Table 3-10: New Temporary Stops Added to the MyCiTi Network

STOP NAME	ROUTE NAME	AREA
Lookout Hill	D02	Khayelitsha
Khwebula		
Hillary	T03	Atlantis
Tryall West		Parklands/Table View
Berkshire West	216	Parklands/Table View
Churchill		
Parklands Secondary		
Abbas		
Deerhurst		
Station	214a	Parklands/Table View
Lewisham		
Southwark		
Walworth		
Armstrong		
Rivergate Primary		
Enterprise		
Cosmonaut		

3.3.3. Summary and Analysis of Public Transport Fares

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

- i. Passenger rail fares
- ii. MyCiTi distance-based fares
- iii. GABS fares
- iv. MBT fares
- v. DaR fares

While passenger rail fares have not kept up with other public transport fare increases, the Metrorail fare remains the lowest per kilometre public transport fare within Cape Town. This observation can be reviewed below.

3.3.3.1. Passenger Rail

In August 2025, PRASA changed its fare system to include a simplified, single-class structure (previously Metro and MetroPlus). The fare system remains distance-based; however, it has been consolidated into four zones. Commuters can buy single, return, weekly, and monthly tickets. Weekly tickets can either be bought for Monday to Friday or Monday to Saturday.

As of August 2025, single fares range from R10 to R15, weekly from R60 to R120 and monthly from R180 to R280, depending on the travel zone. The last fare adjustment before 2025 was in 2015/16, meaning fares had remained unchanged for nearly a decade. Table 3-11 now reflects the updated fare levels and structure for passenger rail within the city of Cape Town. Metrorail tickets can be purchased at selected stations.

Table 3-11: Metrorail Fares per Zone (Update of 2025)

ZONES	DISTANCE (KM)	SINGLE	WEEKLY (MON - FRI)	WEEKLY (MON - SAT)	MONTHLY
Z1	1-15	R10,00	R60,00	R75,00	R180,00
Z2	16-40	R12,00	R70,00	R80,00	R220,00
Z3	41-60	R14,00	R80,00	R100,00	R250,00
Z4	>60	R15,00	R90,00	R120,00	R280,00

Source: PRASA, 2025

Notes:

- 50% discount for all pensioners and military veterans will still apply for single and return tickets during off-peak travel between 09:00 am and 14:00 pm.
- The validation rule for veterans will be a Force Number and an Identity Card or letter.
- Scholars in full uniform receive a 50% discount across all hours of travel on single and return tickets.
- 40% discount for off-peak travel for all general commuters during off-peak travel between 09:00 am and 14:00 pm for single and return tickets.
- Off-peak tickets are only valid within off-peak hours.

3.3.3.2. MyCiTi

The annual tariff adjustment for MyCiTi services took place on 1 July 2025. The updated tariffs are shown in Table 3-12 below.

Table 3-12: MyCiTi Distance-based Fares (as at July 2025)

DISTANCE BAND	MOVER		OTHER PRODUCTS	
	PEAK FARE (SPENDER)	OFF-PEAK (SAVER)		
0-5 km	R13.50	R10.50	Single trip	R50.00
10-20 km	R23.50	R18.50	1-day	R90.00
20-30 km	R25.50	R21.50	3-day	R210.00
30-40 km	R27.50	R23.50	7-day	R300.00
40-50 km	R31.50	R28.50	Monthly	R1000.00
50-60 km	R36.50	R31.50		
60 km+	R39.50	R33.50	Price of card	R40.00
			Min. Mover load	R20.00

Notes:

- The Peak fare period refers to journeys that start on weekdays from 06:45 to 08:00 and 16:15 to 17:30.
- 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.
- Loading amount options: R20/ R50/ R60/ R80/ R100/ R150/ R300/ R400/ R600

3.3.3.3. Golden Arrow Bus Services

Every GABS bus is fitted with an Electronic Ticketing Machine (ETM) that allows passengers to pay cash for a single ride or use a Smartcard that contains multiple rides. GABS offers passengers further flexibility by offering various prepaid multi-ride products. These include termly products for scholars and discounted fares for pensioners.

Table 3-13 shows a sample of the latest fares (effective 11 August 2025) for routes serviced by Golden Arrow Bus Services. Fares vary depending on the distance and time of day travelled and whether paid with cash or smartcard.

Table 3-13: Golden Arrow Peak Fares per Route

ROUTE	CASH (R PER TRIP)	SMART CARD PRODUCT		
		WEEKLY (R PER TRIP)	MONTHLY (R PER TRIP)	5 RIDES (R PER TRIP)
Atlantis to Cape Town	52.5	39.8	36.48	21.5
Atlantis to Koeberg Power Station/Melkbos	41.5	21.5	19.71	11.6
Bellville to Cape Town	41.5	21.5	19.71	11.6
Bellville to Hanover Park	34.5	22.9	21	12.35
Bellville to Welgemoed	18	13.3	12.19	7.2
Blue Downs to Claremont/Rondebosch	41.5	24.85	22.77	13.4
Blue Downs to Cape Town	44.5	26.25	24.06	14.2
Blue Downs to Wynberg	41.5	24.85	22.77	13.4
Bothasig to Cape Town	36	21.2	19.44	11.45
Cape Town to Heideveld	30	21.5	19.71	11.6
Cape Town to Langa	33.5	21.2	19.44	11.45
Cape Town to Mitchell's Plain	44.5	24.85	22.77	13.4
Cape Town to Strandfontein	41.5	23.4	21.46	12.65
Cape Town to Wynberg	25.5	19.4	17.79	10.5
Darling to Cape Town	85.5	43.05	39.46	23.25
Dassenberg to Atlantis	34.5	23.4	21.46	12.65
Durbanville to Cape Town	44.5	23.4	21.46	12.65
Elsies River to Century City/Montague Gardens	30	21.5	19.71	11.6
Elsies River to Tygerberg Hospital	19	14.2	13.02	7.65
Hanover Park to Maitland	36	21.2	19.44	11.45
Khayelitsha to Cape Town	44.5	24.85	22.77	13.4
Pensioner	N/A	78.5	N/A	N/A

Source: GABS, 2025

3.3.3.4. Minibus Taxis

Table 3-14 below shows a sample of MBT fares per MBT Origin to Destination.

Table 3-14: Minibus Taxi Fares per Origin to Destination (Sample)

ORIGIN	DESTINATION	AVERAGE DISTANCE	SINGLE TRIP FARE	SURVEY DATE
Gugulethu	Cape Town	17,5 km	R24.00	2024/08/15
Bellville	Durbanville	23,2 km	R18.00	2025/03/27
Dunoon	Maitland	20 km	R17.00	2025/05/07
Dunoon	Cape Town	23,6 km	R21.00	2025/05/07
Langa	Gugulethu	17 km	R16.00	2025/03/19

Source: 2024 / 2025 Minibus Taxi Rank Surveys

3.3.3.5. Dial-a-Ride

DaR is a dedicated kerb-to-kerb public transport service for people with disabilities who are unable to access mainstream public transport services. The DaR service currently caters for approximately 2000 users of which 380 are active users. These active users consist of ad-hoc users (who use the service for grant collections, medical and recreational purposes) and regular users (who use the service for work and school). The fleet consists of wheelchair-adapted vehicles, with the ability to subcontract additional vehicles as required, subject to budget availability

The City is in the process of considering various strategies, policies, systems and developing platforms (web-based and mobile apps) aimed at improving safety, efficiency and the overall sustainability of the service. This is to ensure that the City provides a service to serve as many eligible users (whose impairments render them unable to access mainstream public transport) as possible, subject to available funding. In addition, in May 2025, Council adopted the Universal Access Policy for Accessible Transport that reflects the City's commitment to a transport system where all people, regardless of ability, can travel independently, safely and with dignity.

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

Table 3-15: Dial-a-Ride Fares for the 2024/25 and 2025/26 Financial Years

DISTANCE BAND	2024/25 FARES	2025/26 FARES
Trip under 5km	R11.00	R12.00
Trip between 5 - 10km	R14.50	R16.00
Trip between 10 - 20 km	R19.00	R21.00
Trip between 20 - 30 km	R21.50	R24.00
Trip between 30 - 40 km	R24.00	R26.00
Trip between 40 - 50 km	R27.00	R30.00
Trip between 50 - 60 km	R30.50	R34.00
Longer than 60 km	R33.50	R37.00

Source: MyCiTi website (accessed on 07-10-2025)

3.3.4. Road-based Public Transport Service Capacity and Utilisation

The latest analysis of the supply related to public transport and utilisation of public transport modes is provided in this section. The MyCiTi data has been collected through the vehicle tracking and automatic fare collection system. The MBT data has been collected through manual surveys at rank stations.

3.3.4.1. Supply and Utilisation of MyCiTi Services

MyCiTi transports on average 65 000 passengers per weekday. The passenger trip to journey ratio is roughly 1.56 suggesting that on average 56% of passengers make a transfer within the system. Table 3-16 below shows the calculated percentage (%) utilisation of each MyCiTi route for a full weekday in both directions. MyCiTi route utilisation is generally lower than that of MBT, as it is a scheduled bus service, and not an on-demand service. In comparison the MBT, "empty return trip" is not factored in because in many cases the permissible route is in only one direction. Should these "empty return trips" be included in this assessment the percentage utilisation would reduce significantly.

Table 3-16: Average Weekday MyCiTi Supply and Utilisation Summary per Area (Both Forward and Reverse Directions)

Area	ROUTE NO	VEHICLE TRIPS	AVG PRACTICAL CAPACITY	PRACTICAL SERVICE CAPACITY	NO OF PASSENGERS	% UTILISATION
Atlantis	231	68	48	3 264	1320	40%
	233	31	42	1 302	367	28%
	234	66	42	2 772	1461	53%
	235	51	54	2 754	553	20%
	236	118	42	4 956	1111	22%
	237	54	42	2 268	654	29%
	244	97	42	4 074	1544	38%
	245	74	42	3 108	774	25%
	246	60	66	3 960	724	18%
Atlantis total		619	420	28458	8508	30%
Century City	260	48	42	2 016	887	44%
	261	210	42	8 820	8196	93%
	262	48	42	2 016	1076	53%
Century City total		306	126	12 852	10 159	63%
Civic Centre	101	28	42	1 176	487	41%
	102	110	42	4 620	2277	49%
	103	46	42	1 932	713	37%
	104	36	42	1 512	470	31%
	105	106	42	4 452	2313	52%
	106	154	42	6 468	3147	49%
	107	136	42	5 712	2810	49%
	108/118	84	42	3 528	3534	100%
	109	134	42	5 628	3784	67%
	111	28	42	1 176	383	33%
	113	26	42	1 092	254	23%
Civic Centre total		888	462	37 296	20 172	48%

Table View	213	23	42	966	494	51%
	215	178	42	7 476	2433	33%
	216	147	42	6 174	2519	41%
	223	22	42	924	338	37%
	214A	404	42	16 968	7314	43%
	214B/C	98	42	4 116	2626	64%
Table View total		872	252	36 624	15 724	45%
Direct	D01	88	96	8 448	1307	15%
	D02	88	96	8 448	1525	18%
	D03	33	96	3 168	253	8%
	D04	53	96	5 088	1207	24%
	D05	16	66	1 056	1419	134%
	D08	43	66	2 838	1046	37%
Direct total		321	516	29 046	6 757	39%
Trunk	T01	240	96	23 040	18291	79%
	T02	66	66	4 356	4534	104%
	T03	232	66	15 312	17026	111%
	T04	46	66	3036	1765	58%
Trunk total		584	294	45 744	41 616	88%

Source: Calculated using practical capacity, MyCiTi timetables, and passenger trip data sourced from the City's Automated Fare Collection System (data for average weekday in November 2025)

3.3.4.2. Supply and Utilisation of MBTs

Most MBTs have a very high (90-100%) passenger utilisation rate. This is largely due to the service being an on-demand service and not scheduled, as well as the nature of the operating model, where a vehicle will wait to be full before departing. In many cases the return trip is empty due to route licensing and therefore not included in the utilisation percentage. The images below in Figure 3-12 show all the ranks surveyed between 2023 and 2025, and the related passenger departure volumes per peak period.

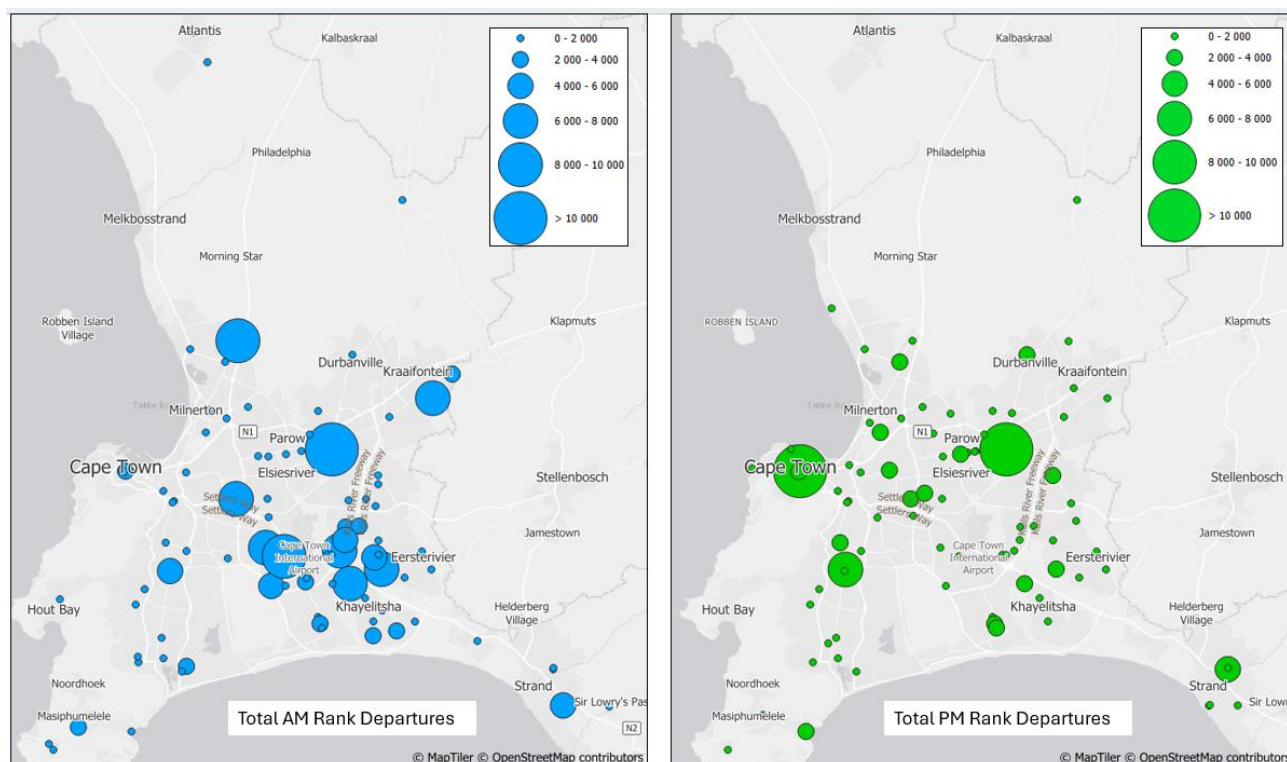


Figure 3-12: Minibus Taxi Rank Passenger Departures in the AM and PM Periods.

Source: CoCT Minibus taxi surveys between 2023 and 2025

The average weekday utilisation of the minibus ranks can be found in Table 3-17. Utilisation per rank is based on number of passenger departures divided by the number of available seats on all the vehicle trips (assuming a carrying capacity of 15 passengers).

Table 3-17: Minibus Taxi Rank Utilisation per Average Weekday

FACILITY NO.	RANK NAME	VEHICLE TRIPS	VEHICLE TRIPS CAPACITY	PASSENGER DEPARTURES	% UTILISATION
MBT011	Atlantis-Wesfleur	109	1 635	1 417	87%
MBT019	Bellville Station	3807	57 105	53 083	93%
MBT021	Blackheath Station West	41	615	571	93%
MBT023	Bloekombos	278	4 170	3 816	92%
MBT025	Brackenfell-Old Paarl East	109	1 635	1 430	87%
MBT029	Milnerton-Cambridge	36	540	540	100%
MBT032	Cape Town-Corporation Str	100	1 500	1 305	87%
MBT033	Cape Town-Heerengracht Str	207	3 105	3 056	98%
MBT034	Cape Town-Plein Str	173	2 595	2 580	99%
MBT035	Cape Town Station	2748	41 220	30 238	73%
MBT038	Century City	759	11 385	5 915	52%
MBT039	Charlesville	11	165	132	80%
MBT040	Claremont Station	834	12 510	6 877	55%
MBT041	Constantia-Constantia Village	36	540	418	77%
MBT042	Crossroads	41	615	599	97%
MBT043	Delft-South	665	9 975	9 778	98%
MBT044	Delft-Katanga	132	1 980	584	29%

FACILITY NO.	RANK NAME	VEHICLE TRIPS	VEHICLE TRIPS CAPACITY	PASSENGER DEPARTURES	% UTILISATION
MBT047	Delft-Suburban Bliss East	438	6 570	3 107	47%
MBT049	Delft-Voorbrug	415	6 225	4 595	74%
MBT051	Dunoon	881	13 215	13 082	99%
MBT052	Durbanville	886	13 290	6 652	50%
MBT053	Edgemoed	32	480	365	76%
MBT056	Elsies River Station	277	4 155	1 482	36%
MBT059	Fish Hoek Station	581	8 715	5 630	65%
MBT068	Groote Schuur	261	3 915	1 329	34%
MBT069	Gugulethu-Eyona	566	8 490	8 359	98%
MBT071	Hanover Park	138	2 070	1 750	85%
MBT074	Highbury Park	10	150	142	95%
MBT076	Imizamo Yethu-Wynberg Route	118	1 770	1 765	100%
MBT077	Joe Slovo Park 1	63	945	911	96%
MBT078	Joe Slovo Park 2	65	975	938	96%
MBT080	Khayelitsha-Harare	296	4 440	4 433	100%
MBT084	Khayelitsha-Makhaza	128	1 920	1 833	95%
MBT085	Khayelitsha-Nolungile Station Site C	1260	18 900	18 127	96%
MBT087	Khayelitsha-Nonqubela Station Site B	248	3 720	3 062	82%
MBT089	Khayelitsha-Vuyani	66	990	900	91%
MBT090	Khayelitsha Mall	498	7 470	4 759	64%
MBT092	Killarney-Potsdam	238	3 570	3 397	95%
MBT096	Kuils River CBD	692	10 380	5 795	56%
MBT097	Kuils River Station West	41	615	287	47%
MBT098	Khayelitsha-Kuyasa Station	290	4 350	3 844	88%
MBT100	Langa	965	14 475	12 311	85%
MBT1047	Strand-Main Road	42	630	168	27%
MBT105	Macassar	122	1 830	1 156	63%
MBT106	Maitland Station	197	2 955	2 751	93%
MBT112	Masiphumelele-Site 5	336	5 040	4 017	80%
MBT114	Melton Rose Station	26	390	180	46%
MBT115	Mfuleni South	1011	15 165	15 222	100%
MBT126	Mitchells Plain-Promenade	586	8 790	3 586	41%
MBT129	Mitchells Plain Station East-North	1534	23 010	14 683	64%
MBT130	Mitchells Plain Station East-South	725	10 875	5 007	46%
MBT134	Mowbray Station East	290	4 350	2 158	50%
MBT136	Mowbray Station West	422	6 330	2 569	41%
MBT138	Mutual Station South	187	2 805	2 561	91%

FACILITY NO.	RANK NAME	VEHICLE TRIPS	VEHICLE TRIPS CAPACITY	PASSENGER DEPARTURES	% UTILISATION
MBT1382	Eerste River-Forest Drive & Bobs Way	171	2 565	1 759	69%
MBT139	N1 City Shopping Centre	123	1 845	1 608	87%
MBT1397	Uitzicht-Vatican Street	19	285	323	113%
MBT1409	Parow-Shoprite Park	8	120	120	100%
MBT141	Nomzamo	502	7 530	7 414	98%
MBT1410	Mitchells Plain-Swartklip Road	9	135	49	36%
MBT1414	Samora Machel-Oliver Tambo Dr.	454	6 810	6 479	95%
MBT1415	Samora Machel-Weltevreden Park Way	30	450	353	78%
MBT1416	Westlake-Westlake Drive	49	735	735	100%
MBT142	Nyanga Central	998	14 970	15 510	104%
MBT145	Ocean View-Aries Rd	128	1 920	1 249	65%
MBT146	Ocean View-Gemini Rd	53	795	734	92%
MBT150	Parow Station North	348	5 220	4 356	83%
MBT160	Retreat Station West	612	9 180	4 549	50%
MBT166	Sea Point	130	1 950	1 992	102%
MBT169	Somerset West Shoprite	639	9 585	7 961	83%
MBT170	Somerset West	291	4 365	3 066	70%
MBT173	Steenberg Station	18	270	47	17%
MBT175	Summer Greens-7-11	14	210	167	80%
MBT176	Sun Valley-Longbeach Mall	60	900	835	93%
MBT177	Table View-Bayside Mall	120	1 800	1 666	93%
MBT178	Blue Route Mall	125	1 875	1 676	89%
MBT179	Tyger Valley Centre	53	795	750	94%
MBT181	Tygerberg Station North	312	4 680	3 350	72%
MBT185	Vasco Station	13	195	204	105%
MBT186	Wallacedene	685	10 275	9 937	97%
MBT187	Wesbank	379	5 685	3 755	66%
MBT189	Wynberg-Main Road	60	900	848	94%
MBT190	Wynberg Station East	793	11 895	8 227	69%
MBT195	Wynberg Station West-North	1187	17 805	13 160	74%
MBT196	Ysterplaat Station	67	1 005	970	97%
MBT197	Zevenwacht Mall	135	2 025	1 676	83%
MBT199	Bishop Lavis-Myrtle Road	44	660	94	14%
MBT205	Capegate Shopping Centre	195	2 925	2 622	90%
MBT206	Cape Town-Adderley Str Woolworths	173	2 595	2 565	99%
MBT213	Epping	231	3 465	3 347	97%
MBT217	Kalkfontein	200	3 000	2 219	74%
MBT218	Kenilworth Centre	249	3 735	2 795	75%

FACILITY NO.	RANK NAME	VEHICLE TRIPS	VEHICLE TRIPS CAPACITY	PASSENGER DEPARTURES	% UTILISATION
MBT238	Panorama	101	1 515	1 379	91%
MBT247	Sir Lowrys Pass	8	120	10	8%
MBT253	Table View-Big Bay	18	270	258	96%
MBT257	Vangate Mall	136	2 040	1 420	70%
MBT258	Vrygrond	297	4 455	4507	101%
MBT259	Welgemoed	106	1 590	580	36%
MBT261	Westlake	112	1 680	1441	86%
MBT263	Atlantis-Witsand	126	1 890	1111	59%
MBT265	Silversands	91	1 365	853	62%
MBT270	Karl Bremer	50	750	185	25%
MBT290	Cape Town-Strand Str	332	4 980	4818	97%
MBT304	Athlone	84	1 260	896	71%
MBT309	Philippi-Joe Gqabi North	192	2 880	2835	98%
MBT311	Mfuleni North	300	4 500	4541	101%
MBT314	Wynberg Station West-South	635	9 525	9106	96%
MBT324	Belhar-Alabama Drive	29	435	402	92%
MBT380	Somerset Hospital	84	1 260	1250	99%
MBT518	Philippi East SAPS	20	300	278	93%
MBT718	Eerste River-Grand Central Centre	354	5 310	3015	57%
MBT795	Strand Station	4	60	60	100%
MBT796	Parow Centre	24	360	335	93%
MBT846	Constantia-Spaanschemat River Rd	32	480	47	10%
MBT909	Klipheuwel	19	285	228	80%
MBT915	Capricorn Pick 'n Pay Centre	41	615	290	47%
MBT935	Mfuleni Extension 3	99	1 485	1415	95%
MBT942	Delft-Eindhoven	428	6 420	6411	100%

Source: CoCT Minibus Taxi Rank Surveys Between 2023 and 2025

3.3.4.3. Supply and Utilisation of Public Transport Interchanges

A PTI is described as an operational area enclosing a group of public transport facilities that allows commuters to change transport modes effectively. Figure 3-13 below is a PTI example, i.e. Claremont PTI with MBT ranks, bus and rail stations.

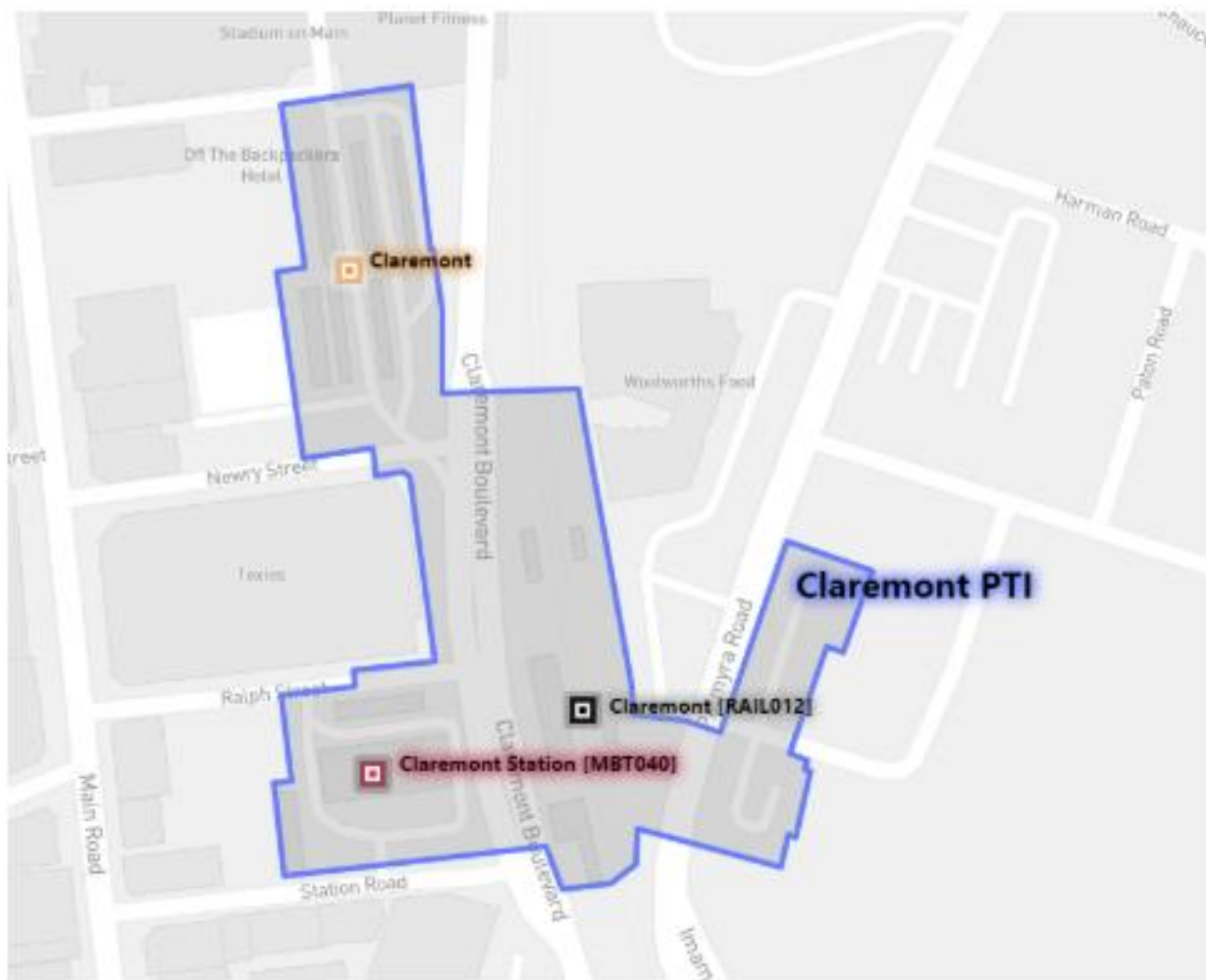


Figure 3-13: Claremont Public Transport Interchange

Error! Reference source not found. To provide insight into passenger volumes within the PTI boundaries, data on departures and arrivals was collected across MBT ranks, MyCiTi stops and stations, and GABS stops. Rail data was excluded from this round of reporting, as the 2026 rail boarding and alighting survey was still in progress, and the 2022 figures were considered outdated due to the recent rapid improvements.

The road-based datasets were consolidated to estimate total passenger movements within these boundaries. The two maps below illustrate the collected data during peak travel periods: morning (06:00–09:00) and evening (16:00–19:00).

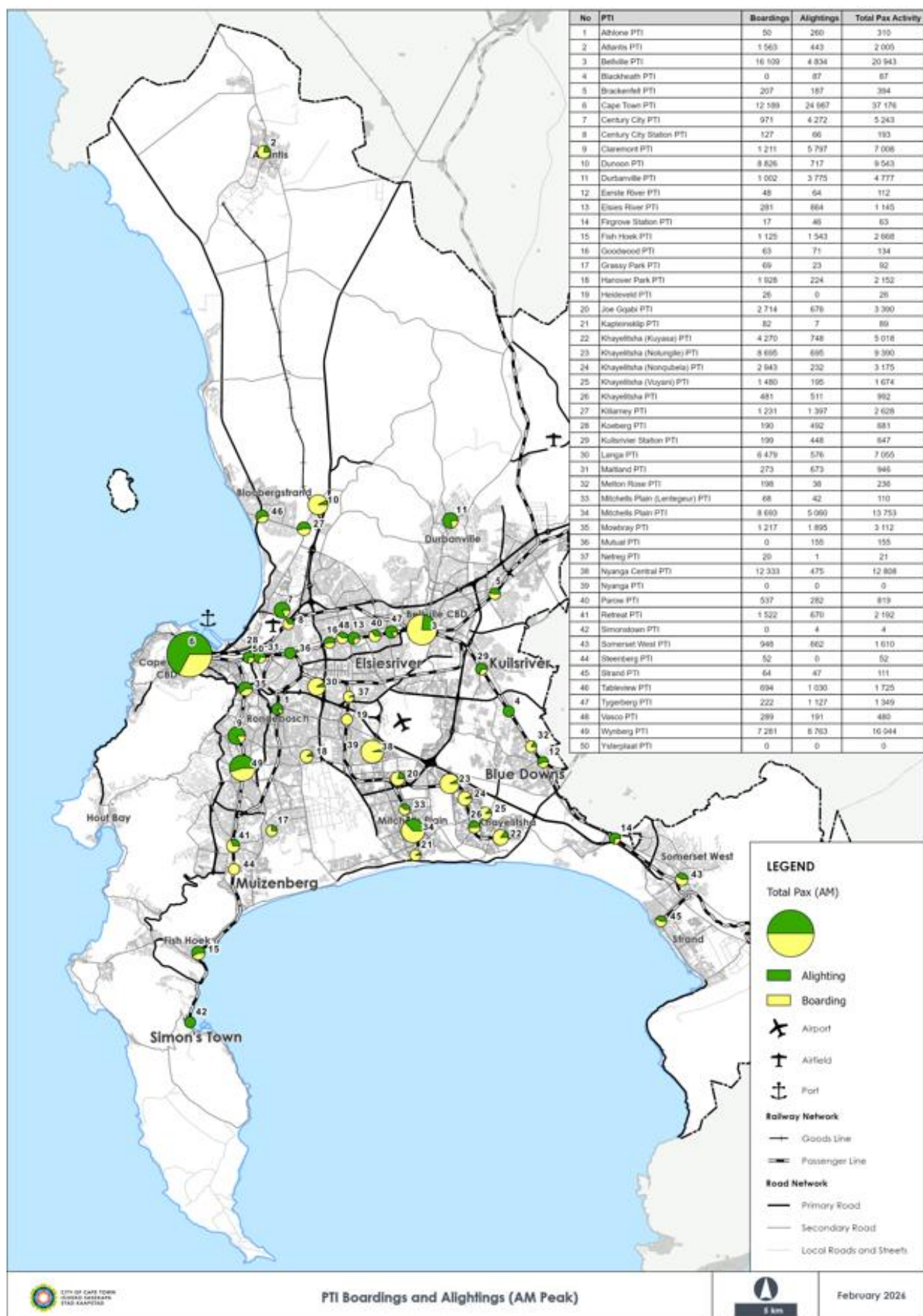


Figure 3-14: Passenger Activity During the Morning Peak at PTIs

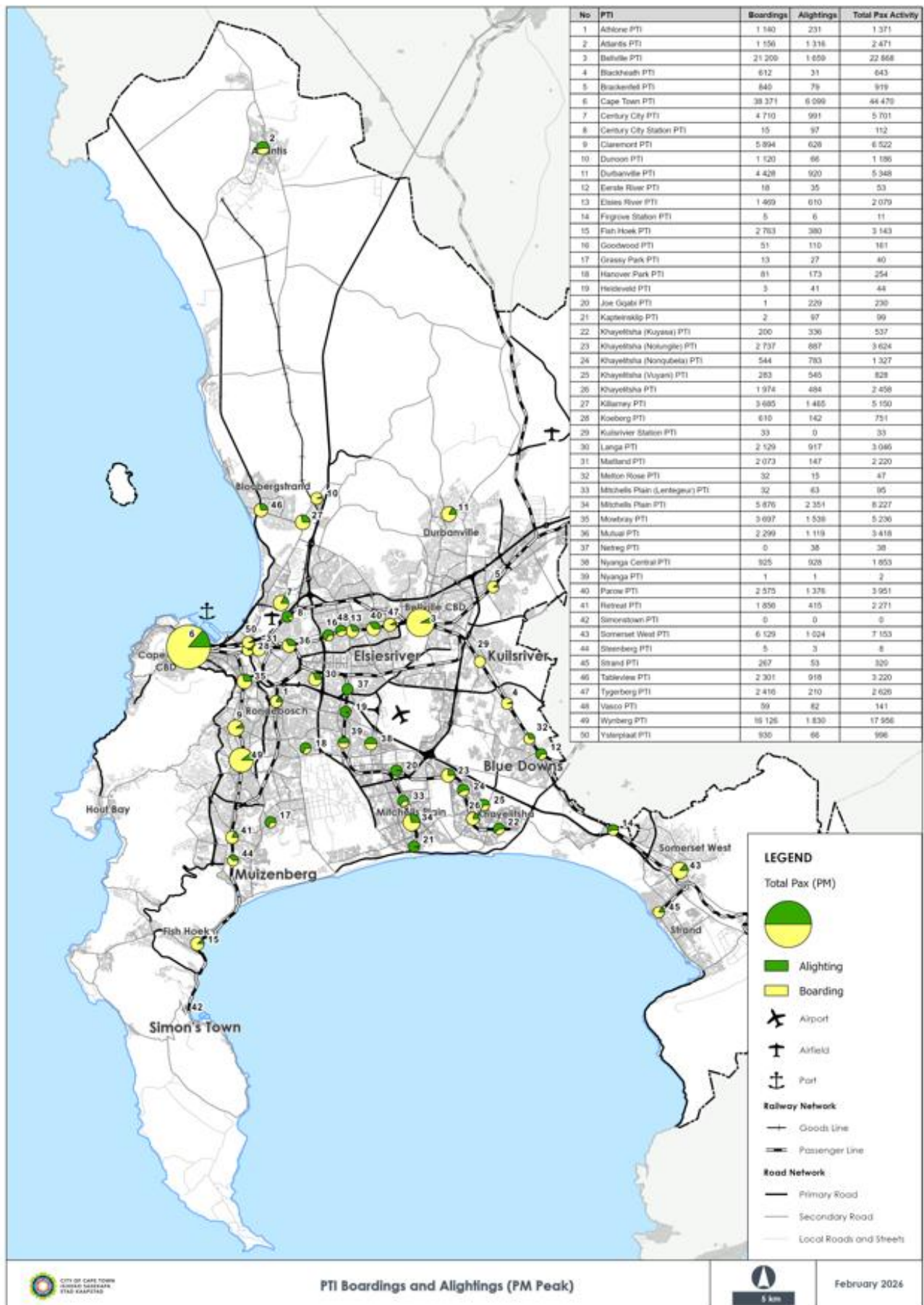


Figure 3-15: Passenger Activity During the Afternoon Peak at PTIs

3.3.4.4. Long-distance MBTs and Buses

The latest long-distance transport survey in Cape Town was undertaken between 12 and 23 December 2024. There were over 150 000 passengers arriving and departing at the surveyed long-distance facilities over the period, with 78% of those passengers departing.

Table 3-18 shows the recent minibus and midibus passenger arrivals and departures at the known long-distance ranks. Recent long-distance bus passenger arrivals and departures are provided in Table 3-19.

Table 3-18: Minibus and Midibus Departures and Arrivals at 10 Long-distance Facilities in Cape Town

LONG DISTANCE FACILITY	DEPARTURES		ARRIVALS	
	NO. OF VEHICLES	PASSENGERS	NO. OF VEHICLES	PASSENGERS
Bellville Station-North	1974	29681	32	434
Bloekombos	283	4035	307	2955
Cape Town Station	40	713	6	25
Cape Town Station Deck	206	3040	204	2809
Du Noon	191	2844	39	163
Khayelitsha Site C	66	937	16	155
Langa	154	2295	62	430
Masiphumelele	196	2775	54	462
Mfuleni	227	3359	145	469
Nyanga	137	1805	99	1161
Phillipi Joe Gqabi	281	6 026	22	149

Source: Long-distance Surveys December 2024

Table 3-19: Bus Departures and Arrivals at Four Long-distance Facilities in Cape Town

LOCATION	DEPARTURES		ARRIVALS	
	NO. OF VEHICLES	PASSENGERS	NO. OF VEHICLES	PASSENGERS
Bellville Mabel Street	607	12616	507	8299
Bellville Mispel Street	155	2070	91	1573
Cape Town Station	854	36719	638	14009
Phillipi Joe Gqabi	187	10624	9	308

Source: Long-distance Surveys, December 2024

Table 3-20 below shows the split between the three long-distance vehicle types.

Table 3-20: Total Departures by Type of Vehicle

VEHICLE TYPE	TOTAL VEHICLE TRIPS	PASSENGERS
Bus	1803	62029
Midibus	408	8058
Minibus	3399	50068

Source: Long-distance Surveys, December 2024

Additional data from the survey provides the top destinations for long-distance travellers. Table 3-21 and Table 3-22 show the top 15 destinations for minibus and midibus passengers and bus passengers, respectively.

Table 3-21: Minibus and Midibus Festive Season 2024 Top 15 Long-distance Destinations for Departing Vehicles

DESTINATION	PASSENGERS	VEHICLE TRIPS
Paarl	16 426	1 095
Mthatha	3 852	230
Worcester	3 124	209
Vredenburg	2 792	189
Ceres	2 725	180
Hermanus	2 573	172
Mount Fletcher	2 131	150
Ngcobo	2 024	139
Grabouw	1 912	127
Dutywa	1 405	85
Robertson	1 353	89
Matatiele	1 243	77
Centane	1 197	81
Cofimvaba	1 079	74
Butterworth	927	59

Source: Long-distance Surveys, December 2024

Table 3-22: Bus Festive Season 2024 Top 15 Long-distance Destinations for Departing Vehicles

DESTINATION	PASSENGERS	VEHICLE TRIPS
Mthatha	13 714	368
Pretoria	9 938	303
Johannesburg	8 853	284
East London	6 290	194
Dutywa	5 778	112
Queenstown	4 919	161
Durban	4 911	178
Harare	2 467	43
Port Elizabeth	1 688	57
Mount Frere	651	11
Lilongwe	600	10
King Williams Town	408	13
Windhoek	330	12
Bloemfontein	296	12
Piketberg	185	4

Source: Long-distance Surveys, December 2024

3.4. Description of Other Road-based Services and Modes of Transport

3.4.1. Metered Taxis, Including Electronic Hailing Services

3.4.1.1. Background

As mentioned in the CITP 2023-2028, the City developed a Supply and Demand Method in 2022 to estimate the number of operating licenses in supply and what the demand is from customers on a typical day. This has since enabled the raising of the moratorium, which was in place from 24 February 2021, in March 2024. With the moratorium raised, a total of 6,000 operating licenses were allowed for in Cape Town, resulting in 2,643 additional operating licenses made available.

It is understood that e-hailing type services comprise most of the metered taxi services, estimated at more than 90% of the daily trips. It is also understood anecdotally that most traditional metered taxi operators now also rely on the e-hailing applications to secure business.

3.4.1.2. Supply and Demand Update

While the 2022 supply and demand study method served to establish a baseline, further analysis will be required periodically to update the supply and demand understanding. To support this, data will be requested from the industry in accordance with the second Land Transport Regulations, 2025 under the National Land Transport Amendment Act, 2023 (Act 23 of 2023) (NLTA), including both traditional metered taxi operator representatives and the e-hailing platform providers. Analysis of data enables the City to establish whether additional operating licenses can be supported or whether the existing supply is adequate to service the observed demand. A subsequent analysis conducted using 2024 data revealed that 6,600 operating licenses would be required to maintain a sustainable supply (an increase of 10%) and was publicly communicated in July 2025. The analysis assessed the peak passenger demand and considered forecasted population growth. It also conservatively assumed 500 ($\pm 8\%$) metered taxi operators not accounted for and a further 600 (10%) for a system capacity contingency.

The intention is to apply new data to the method every two years, subject to industry cooperation in providing the required information timeously.

3.4.1.3. Impact of NLTA Amendments

The NLTA and the second National Land Transport Regulations, 2025 were published on 12 September 2025. Among other matters, there are two significant issues dealt with as part of the amendment, i.e. the inclusion of a section on e-hailing services and provisions in the contracting authority space. With respect to the e-hailing services, it is now included as a public transport service, with specific provisions to be met by both the e-hailing platform providers as well as the e-hailing operators, before an operating licence for this service can be applied for or be considered. The Regulations allowed for a six-month transition period in which e-hailing platform providers must be registered with the National Public Transport Regulator, and for e-hailing operators to convert their operating licence authorities to that of e-hailing services. The six (6) month period already expired on 11 March 2026, but the National Department of Transport (NDoT) indicated that an extension of a further 6 months is in the process of being considered. The Regulations further provide for all permits, indefinite and radius authorities, to be converted to operating licences with route/area authorities and be made valid for a definite period within a period of two (2) years.

With respect to the contracting authority space, the NLTA reaffirms the City's role as the contracting authority for contracted services such as MyCiTi Phase 2A. A notable addition is section 41A, which introduces the concept of a "stopgap contract", a short-term contract of no more than three (3) years that a contracting authority may conclude in exceptional circumstances where interim services are necessary while negotiations for a longer-term negotiated contract are underway. The Regulations further introduce updated contracting requirements, replacing the previous National Land Transport Regulations on Contracting for Public Transport Services (2009), and the City is currently reviewing to ensure that the contracting process and arrangements remain compliant.

3.4.2. Long-distance and Cross-border Transport

3.4.2.1. Type of Long-distance Transport Services

There are road, rail, sea and air transport modes that provide long distance operations from Cape Town to various destinations across South Africa and internationally. The update with respect to long-distance rail is that PRASA's Shosholoza Meyl's Cape Town – Johannesburg service and operations, is still halted indefinitely since October 2024, due to locomotive shortages, theft and vandalism, and infrastructure damage. However, the Blue Train and Rovos Rail, as operated through privately owned SA Rail still provide their long-distance travel services from Cape Town to Pretoria, and Dar es Salaam.

3.4.3. Non-motorised Transport

3.4.3.1. Reframing NMT as Active Mobility

The City is intentionally shifting from the term *NMT* to *active mobility* to move away from a definition based on the absence of motor vehicles. The new terminology places people, movement, health, access, and dignity at the centre, and recognises walking and cycling as positive, mainstream components of the transport system. Additionally, non-motorised technically includes other non-motorised modes such as animal-drawn carriages, which, in terms of road traffic regulations, are not allowed to make use of footpaths or bicycle lanes. As such, these are intentionally not considered within the focus of active mobility.

3.4.3.2. Data Collection on Active Mobility Activity

The City undertakes 12-hour active mobility 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 2024. Count locations are aligned with the City's process of project identification and prioritisation and therefore vary from year to year. The number of counts is also 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 near low-income and medium-income residential areas, businesses, educational institutions, central business districts (CBDs) and public amenities such as hospitals, libraries, clinics, and so on. 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 user groups.

The results of the active mobility data collection completed in 2024 are depicted in Figure 3-16 for pedestrians and Figure 3-17 for cyclists. As depicted in Figure 3-16, areas with observed high pedestrian volumes includes Bellville, Khayelitsha, Strand, Masiphumelele, Wallacedene, Scottsdene, Kraaifontein, followed by the Cape Town CBD, Table View, Hout Bay and Montagu Gardens. Furthermore, as depicted Figure 3-17 the highest cycling levels were observed in areas such as Cape

Town CBD, Green Point, Sea Point, Hout Bay, Fish Hoek, Simon's Town, Strand, Somerset West, Montague Gardens, Big Bay, Table View, Kuilsriver and Plumstead.

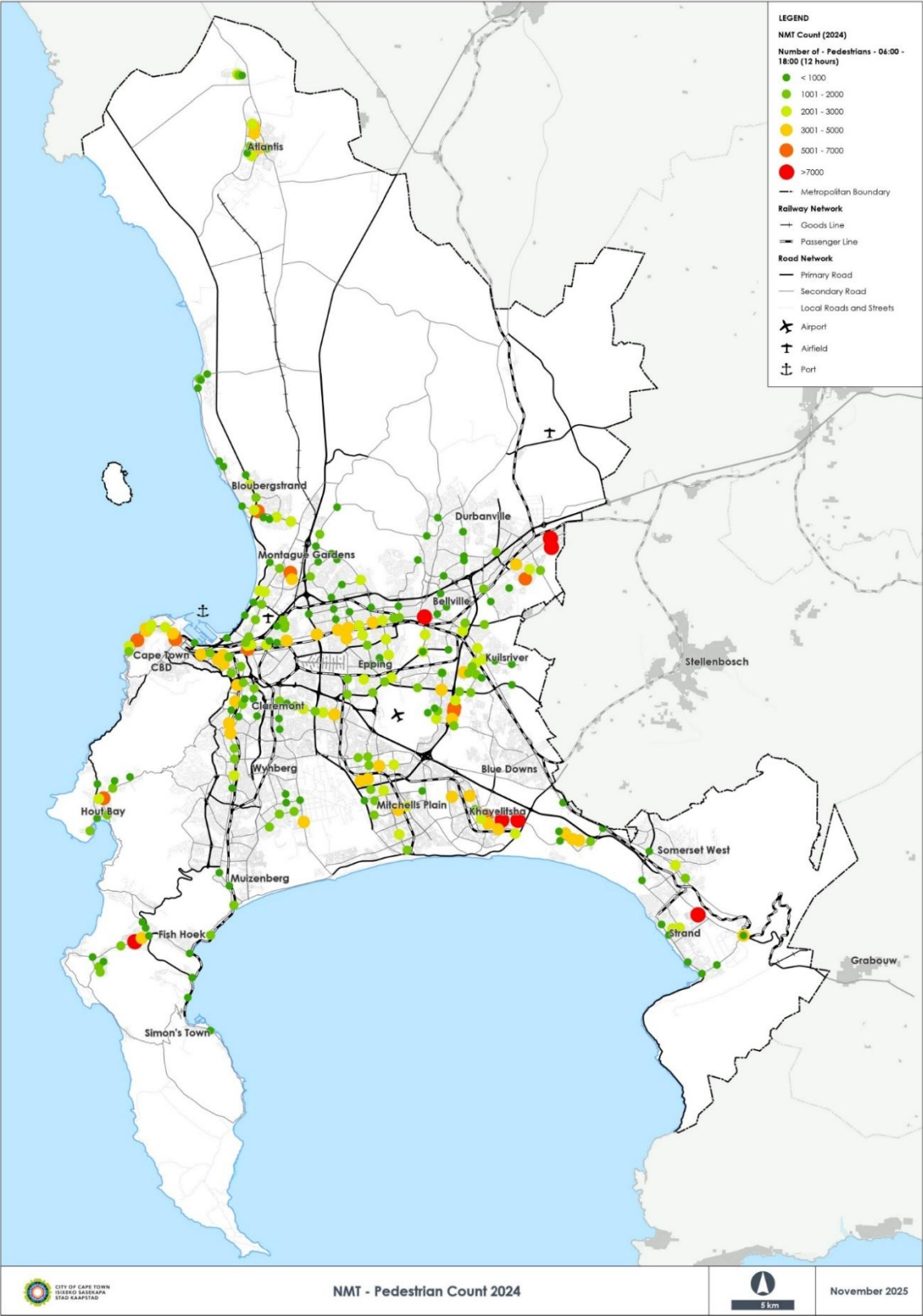


Figure 3-16: Pedestrian Volume Counts (2024)

Source: 2023/24 Active Mobility Data Collection Programme

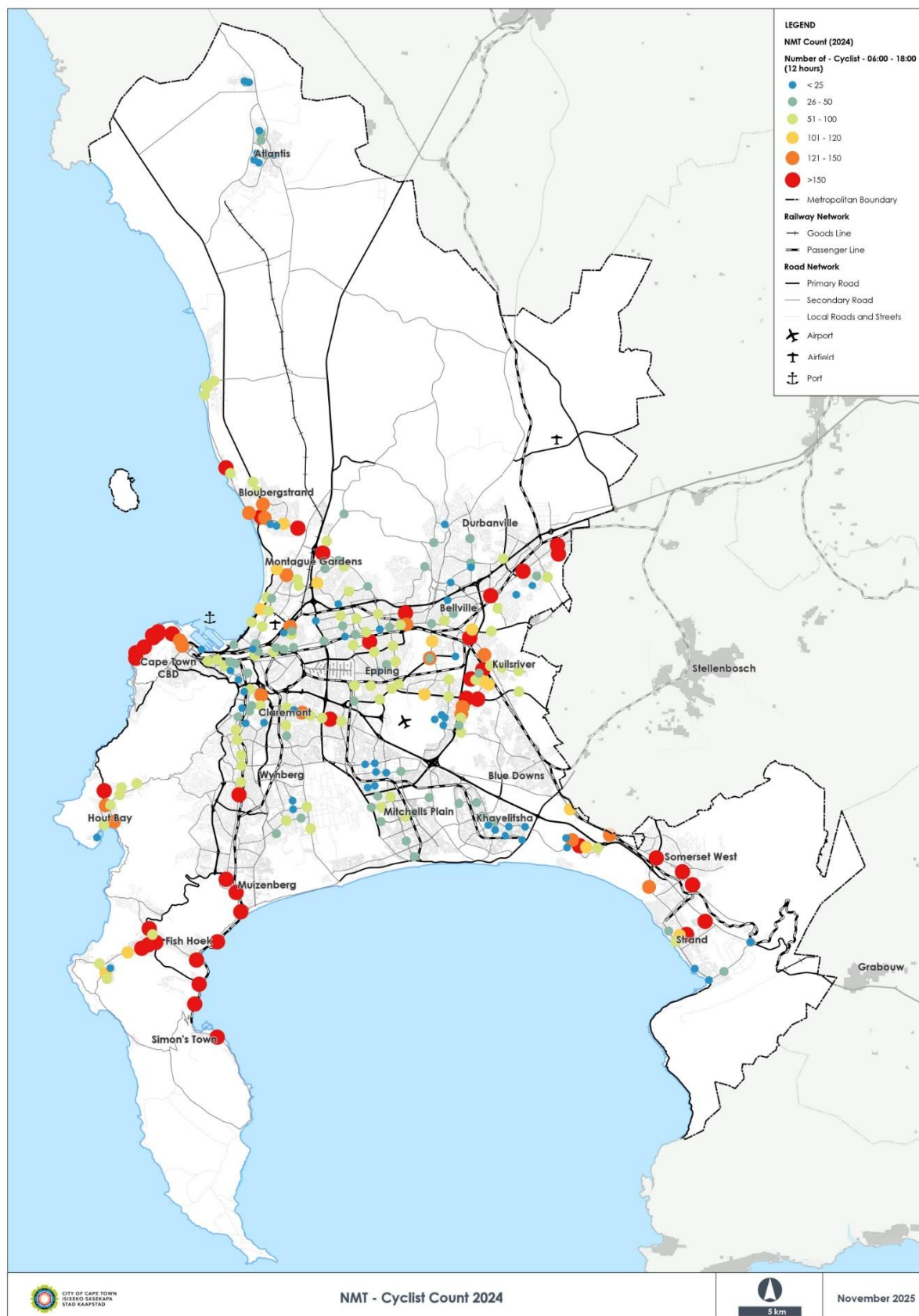


Figure 3-17: Cyclist Volume Counts (2024)

Source: 2023/24 Active Mobility Data Collection Programme

3.4.3.3. Walking and Cycling 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 roads have sidewalks to ensure that there is space for pedestrians to walk. All new road projects must provide active mobility facilities as part of the project.

The citywide 2017 NMT Network Plan is presented in Figure 9-2 however, work to update this plan (now known as the Walking and Cycling Network Plans) is currently underway. The completion of this plan is envisaged by June 2026. The 2017 NMT Network Plan as shown in Figure 9-2 illustrates the following:

- 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; and
- d) existing pedestrian bridges.

Table 3-23 depicts existing NMT facilities class and kilometres as captured in the 2017 Network Plan in Figure 9-2.

Table 3-23: Existing NMT Facilities per Class and Km, 2017 Network Plan

CLASS OF NMT FACILITIES	SUM OF KM
Class 1	19
Class 2	297
Class 3	144
Class 4	42
TOTAL	503

Source: 2017 NMT Network Plan

Since 2011, the citywide active mobility implementation programme has implemented projects in various phases. In April 2023 the programme implemented 13,3 km of walking and cycling facilities, of which 1 km was Class 3 and 12,3 km were Class 2. This led to a total of 553,3 km of implemented facilities as of June 2025. Please refer to Table 3-24. During this current phase of the implementation programme (2024-2032), fourteen projects progressed through various phases of the implementation lifecycle.

As of 30 June 2025, seven projects were in the construction pipeline as follows:

- i) In construction: Khayelitsha, Mitchells Plain Area wide, Hanover Park, Heideveld, Klipfontein Road, Kensington/ Facticeon/Maitland, and Kuilsriver.
- ii) Preliminary design stage: Kraaifontein/Bloekompos and Wesbank/Bluedowns.
- iii) Detailed design stage: Salt River, Halt Road, Viking/Jan Smuts, Frans Conradie/Old Paarl and Robert Sobukwe.

Table 3-24: Overview of Active Mobility Facilities

CLASS OF FACILITY	BRIEF DESCRIPTION	2018 length of existing routes (km)	2022 length of existing routes (km)	2023-2025 length of existing routes (km)
Shared Pedestrian-Cycle Class 1	Route not associated with a road	440	548	553,3
Shared Pedestrian-Cycle Class 2	Route associated with a road, but effectively separated from traffic			
Cycle Class 1	Route not associated with a road reserve			
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			
ACTIVE MOBILITY TOTAL		440	548	553,3

Source: Urban Mobility Active Mobility Section (2025)

3.5 Description of Institutional and Organisational Make-up of the Public Transport Industry

This section provides updated details of the companies making up the bus industry.

3.5.1 Bus Industry

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

As of October 2025, GABS had a total of 1 114 buses in its fleet, of which 120 are BYD electric buses and the remainder are MAN diesel buses. Sibanye owns a total of 50 MAN diesel buses.

Table 3-25 shows the districts/corridors or areas in which services are rendered by one or both operators. GABS provides bus services throughout the Cape Town metropole and into the functional region. GABS operates in all seventeen (17) of the below areas, while Sibanye operates in six (6).

Table 3-25: Districts/Corridors or Areas in Which Services are Rendered by GABS and Sibanye

DISTRICT/CORRIDOR	AREAS	GABS	SIBANYE
Cape Town	Cape Town, Artscape, Waterfront, Sea Point, Heere Street, Woodstock, Tollgate depot , Salt River, Observatory, Maitland, Ndabeni, Mowbray, Koeberg station, Somerset Hospital, Groote Schuur Hospital, Alexandra Hospital and HJ Kronenburg School.	√	√
Southern Suburbs	Rondebosch, Rosebank, Claremont, Kenilworth, Wynberg, Athlone, Ottery, Wetton Circle, Lansdowne, Philippi, Sunset Park and Hout Bay.	√	
Southern Peninsula	Retreat, Steenberg, Blue Route, Westlake, Tokai, Plumstead, Grassy Park, Lotus River, Diep River, Bergvliet, Southfield, Constantia, Busy Corner, Lavender Hill, Muizenberg and Pelican Park.	√	√
Fish Hoek and Simon's Town	Fish Hoek, Simon's Town, Simon's Town depot , Jubilee Square, Sea Forth School, Ocean View, Murdoch Valley, Noordhoek, Sun Valley Mall, Kommetjie, Perdekloof, Da Gama Park and Top Stones Factory.	√	
West Coast	Bloubergstrand, Blaauwberg, Milnerton, Link Road, Killarney, Richwood, Atlas Gardens and Dunoon.	√	√
N1 Corridor	N1City, Summer Greens, Century City, Panorama Mediclinic, Edgemoor, Karl Bremer Hospital, Parow and Goodwood.	√	
Swartland	Darling, Atlantis, Atlantis depot , Mamre, Pella, Malmesbury, Chatsworth, Dassenberg, Saxonsea, Melkbosstrand and Koeberg Power Station.		√
Northern Suburbs	Bellville, Tyger Valley, Tygerberg Hospital, Sanlam Centre, Kenridge, Eversdal, Durbanville, Fisantekraal, Clara Anna Fontein, Uitzicht, Vredeloof, Kraaifontein and Cape Gate.	√	√
Kuils River and Brackenfell	Kuils River, Cilmor, Brackenfell, Bloekombos, North Pine and Scottsdale.	√	
Northern Cape Flats	Elsies River, Bonteheuwel, Epping, Belhar, Delft, Airport, Arrowgate depot , Multimech , Netreg, The Hague, Eindhoven, Sacks Circle, Stellenbosch Arterial, Symphony Way, UWC, Bishop Lavis and PEPCOR factory.	√	√
Southern Cape Flats	Hanover Park, Manenberg, Heideveld, Gatti Factory, Turfhall Road, Bridgetown, Langa and St Francis Centre	√	
Blue Downs	Eerste River, Mfuleni, Melton Rose, Malibu, Wesbank, Blackheath, Eastgate depot , Electric City, Brentwood Park, Wembley Park and Silversands.	√	
Mitchells Plain	Mitchells Plain, Kapteinsklip, Town Centre, Tafelsig Lost City, Westgate Mall, Westridge, Wespoort, Rocklands, Spine Road, Eastridge, Lentegeur, (The) Leagues, Clocktower, Bayview, Strandfontein, Promenade, Mandalay and Merrydale.	√	
Nyanga & Philippi	Nyanga, Crossroads, Gugulethu, Luzuko, Philippi, Philippi depot , Southgate depot , Eisleben Telkom Building and Boystown.	√	
Khayelitsha	Enkanini, Harare, Site C, Elitha Park, Makhaza, J Block, Monwabisi, Village 3, Makhaya and SAKK Army.	√	
Winelands	Paarl, Mbekweni, Wellington and Stellenbosch.	√	

DISTRICT/CORRIDOR	AREAS	GABS	SIBANYE
Somerset West and Strand	Firgrove, Helderberg Village, Lwandle, Macassar, Somerset Mall, Somerset West, Strand and Temperance Town.	√	

Source: GABS, 2025

3.6 Roads and Traffic

Table 3-26 below provides details of the major road network and a classification of roads in relation to ownership (road authority), including national South African National Roads Agency Limited (SANRAL), provincial (WCG) and municipal (the City) roads. It also gives detail of the length of road by functional class of road.

The total road network length under the control of the City is 10 349 km (with class 5 being the longest (8 067 km)). Other entities that own and control roads in the city limits are the WCG (913 km), SANRAL (185 km) and private (603 km).

In terms of road authority, as of March 2026, the information is as indicated in Table 3-26.

Table 3-26: Major Road Network and Classification in Relation to Road Authority (GIS Road Centre Line)

ROAD AUTHORITY	LENGTH (km)						PERCENTAGE					
	Class 1	Class 2	Class 3	Class 4	Class 5	TOTAL	Class 1	Class 2	Class 3	Class 4	Class 5	TOTAL
City of Cape Town	132	528	766	857	8067	10349	22	59	78	95	93	86
WCG	279	365	216	34	19	913	47	41	22	4	0	8
SANRAL	184	1	0	0	0	185	31	0	0	0	0	2
Private	0	0	1	13	588	603	0	0	0	1	7	5
TOTAL	595	894	983	904	8674	12050	5	7	8	8	72	100

As per the public right of way⁶ (PROW Plan, 2026), Table 3-27 below indicates the total planned future expansion of the road network, by road class.

⁶ 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 3-27: Unbuilt Arterial Roads (Class 1-3) (PROW Plan, 2026)

	EXISTING (km)	UNBUILT (km)	TOTAL (km)	% UNBUILT
Class 1 - Principal Arterial	595	281	876	32%
Class 2 - Major Arterial	894	376	1270	30%
Class 3 - Minor Arterial	983	290	1 273	23%
TOTAL (arterial roads)	2 472	947	3 419	28%

Figure 3-18 is the latest map showing the classification of the road network in Cape Town.

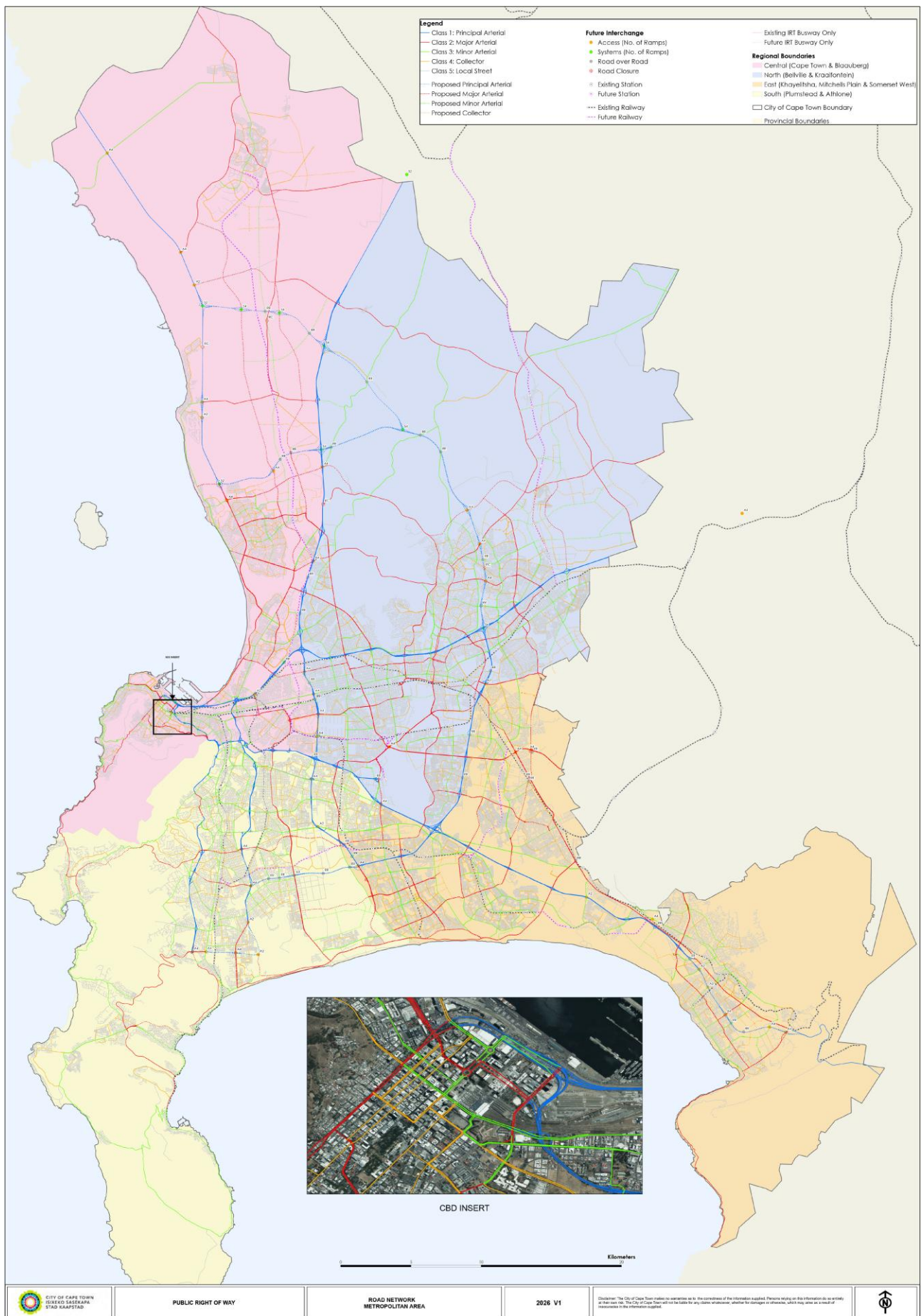


Figure 3-18: Public Right of Way Road Network Classification

3.7 Freight Transport

Since the last CITP update, a better understanding of the supply and demand for freight transport has been developed, based on work completed on the draft FMS. The information below is extracted from the situational analysis prepared for the strategy.

3.7.1 Introduction

Urban freight transport includes all movements of goods and materials into, out of, through, or within the urban area. Freight movement is a key enabler of economic growth (both in the city and region), facilitating the movement of goods that support trade, industry, and local livelihoods. The functionality of freight transport determines the economic competitiveness of a city, it impacts its liveability and the well-being of its residents, and it is an important source of employment.

Imports and exports can either be measured by volume, tonnage, or value, or simply number of trucks on a road section. Freight movement is best measured by volume or tonnage, but the data below draws on a variety of measurements, which makes comparisons across modes difficult. Much of freight movement data is also at a provincial level, and is not measured at a municipal level, as freight movements are not impacted by municipal boundaries.

Note that the focus is on the freight heavy vehicles, with a growing attention on micro-freight used for last mile deliveries. As light delivery vehicles (LDVs) are not easily distinguished from other passenger vehicles, problems associated with them are not specifically addressed here.

3.7.2 Imports and Exports

The major exports through the port are agricultural products and processed foods from the hinterland, including fruit (35%) and beverages (15%); with fruit having both a winter and summer peak season. Some manganese from the hinterland is still exported through the Port of Cape Town, as well as manufactured goods such as clothes. Fresh fruit is a major export commodity in the refrigerated container (reefer) sector, and exports account for most of the 58.9% of tonnage of containerised trade from the Port of Cape Town.

The major import through the Port of Cape Town by tonnage is liquid petroleum fuels, followed by maize (though this varies), wheat and fertiliser. By value, the table below shows the major export products from Cape Town as being refined petroleum, citrus and grapes (recognising that petroleum does not originate in the city or its region, it can be assumed that some exports originate as imports. By value, the major export markets (in terms of value) are currently Namibia, the USA, China and the Netherlands.

Cape Town Exports, 2024

RANK	PRODUCT	VALUE 2024, R BN	SHARE %	RANK	EXPORT DESTINATION	VALUE 2024, R BN
1	Refined petroleum	17.1	13.4%	1	Namibia	11.14
2	Citrus	9.2	7.3%	2	United States	9.05
3	Grapes	6.4	5.0%	3	China	8.54
4	Apples, pears and quinces	5.1	4.0%	4	Netherlands	7.34
5	Antiques of an age exceeding 100 years	4.0	3.2%	5	Botswana	6.95
6	Chromium	3.6	2.9%	6	United Kingdom	6.27
7	Articles of jewellery	2.9	2.3%	7	Eswatini	3.99
8	Coal	2.6	2.1%	8	United Arab Emirates	3.93
9	Fish fillets and other fish meat	2.6	2.0%	9	Lesotho	3.75
10	Engine parts	2.4	1.9%	10	Mozambique	3.72



Quantec, 2025

Figure 3-19: Major Export Commodities and Destinations from Cape Town

Source: CoCT, pers comm

3.7.3 Internal Freight Movement

Internally, freight movement is depicted through a model that divides the metropolitan area plus Stellenbosch into roughly 11 districts, plus the Port of Cape Town. The west coast region (Paarden Eiland to Blaauwberg) accounts for most of the freight movement by tonnage, with the major product being stone and bricks. The second highest commodity based on tonnage is processed food. Municipal waste is the third highest commodity transported by road. It is notable that more waste was delivered to the Vissershok and Coastal Park landfill sites between 2019 and 2022 than tonnage of all freight delivered to the Simonstown and the Strand districts in that same period. Diesel and petrol are also among the highest commodities transported by road within Cape Town.

The maps below show the districts of origin and destination of freight movement (all modes) by tonnage. Due to the size of the districts, the Port of Cape Town is not depicted as the major origin/destination. Notably, freight tonnage origins and destinations by district are fairly balanced (excluding waste).

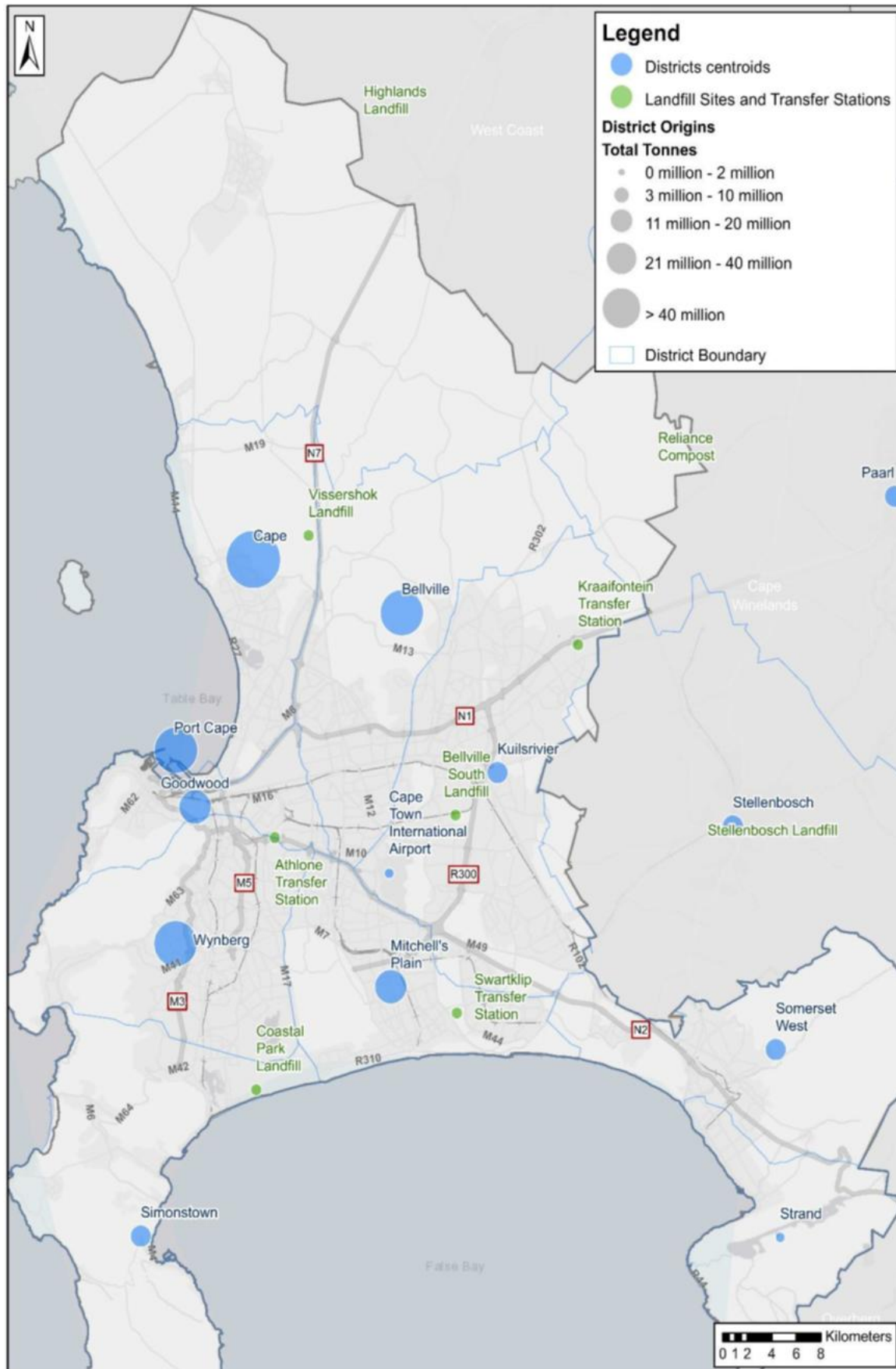


Figure 3-20: Districts of Origin and Destination of Freight Movement (All Modes) by Tonnage

Source: Western Cape Freight Demand Model, 2025

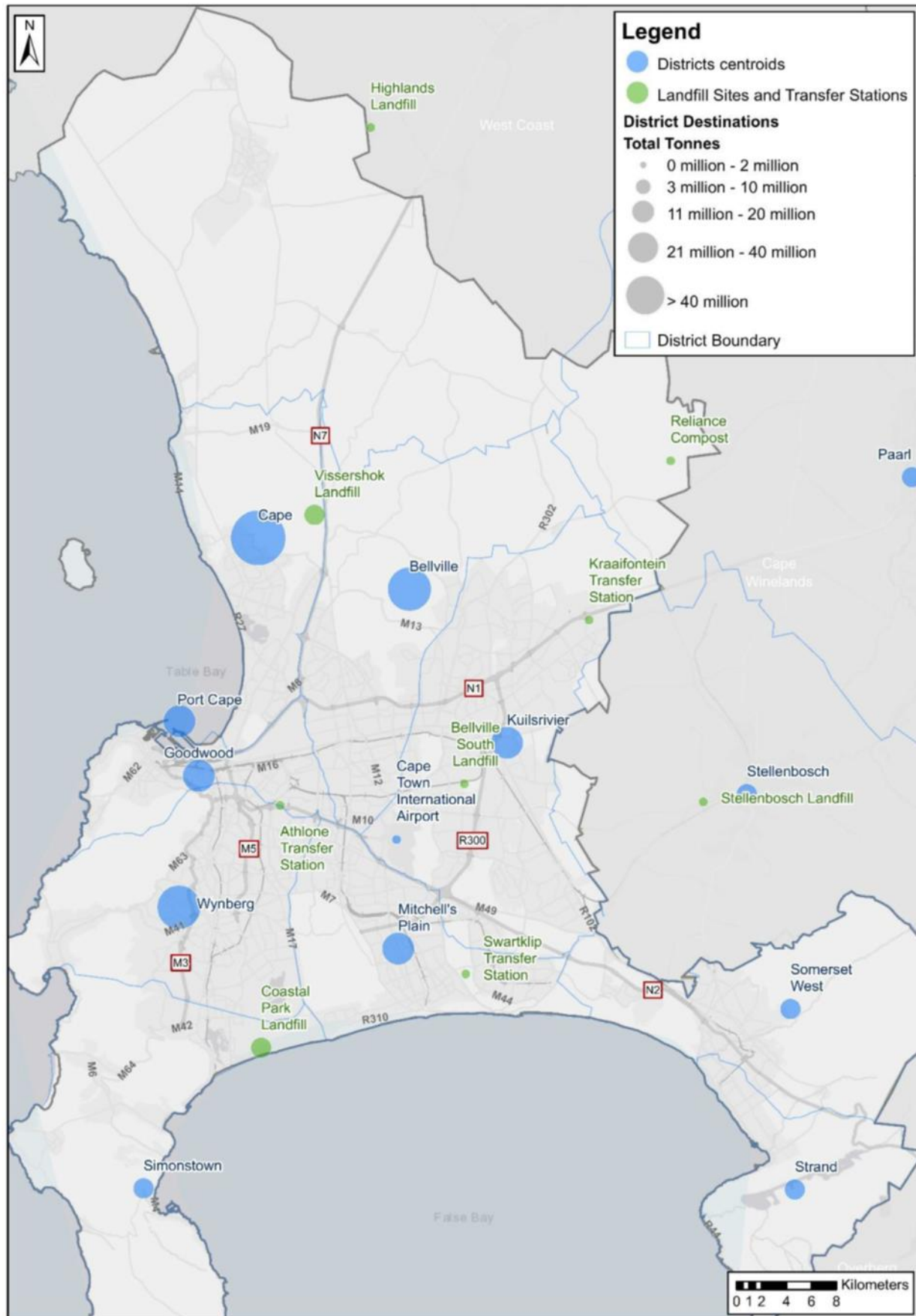


Figure 3-21: Districts of Origin and Destination of Freight Movement (All Modes) by Tonnage

Source: Western Cape Freight Demand Model, 2025

3.7.4 Freight Transport Infrastructure and Operations

3.7.4.1 Rail-based Freight Transport

Rail-based Freight Infrastructure

Despite its strategic potential, rail freight infrastructure in the city has been significantly underutilised due to a combination of infrastructure degradation, operational inefficiencies, and institutional constraints. The network infrastructure is in place for inter-city movement, but is underutilised, and some cases needs rehabilitation.

For internal movement, only the northern line from the Port of Cape Town to Kraaifontein (N1 corridor) and Klipheuwel (N7 corridor) via Bellville and is operable. The Atlantis-Chempet line is dysfunctional at this stage. This line is the most critical for reinstatement, because it has the potential to support the special economic zone in Atlantis, and it should be used to move solid waste (see below).

Several local spur lines in and around the industrial areas are owned and maintained by the City, such as in Atlantis, Epping and Sacks Circle. Industrialists, who are not using rail services, are in many cases pressurising the City to sell the land they are on for their own use. Figure 3-22 below shows the rail infrastructure in and beyond the municipal area.

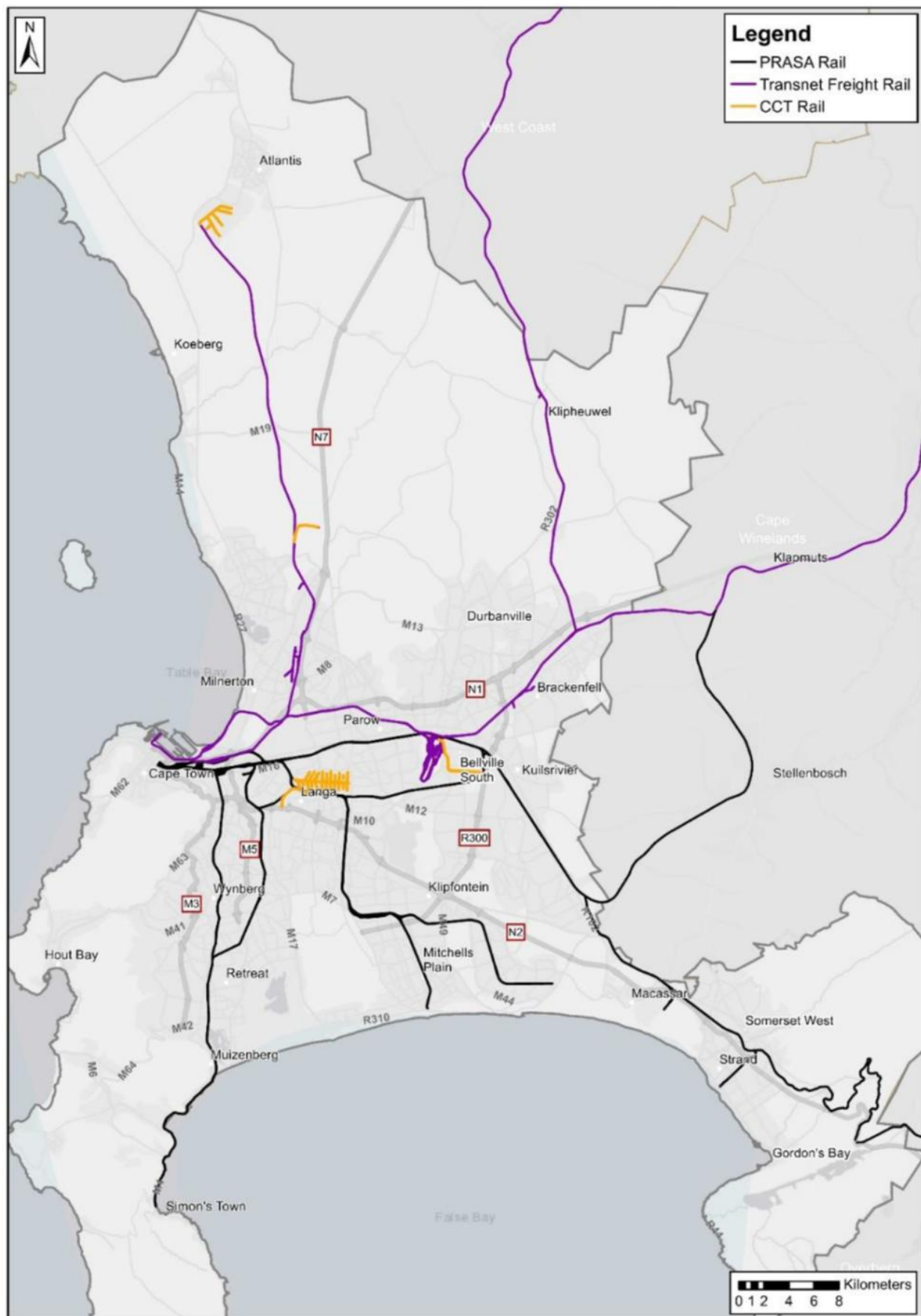


Figure 3-22: Rail Lines and Sidings in and Around Cape Town

Source: CoCT, 2025

Rail-based Freight Demand and Operations

The total tonnage transported by rail to and from the port is low compared to that moved by road. In 2022, only 5% of all exports arrived by rail while a mere 1% of the imports were transported by rail.

There is currently only one service operated privately under concession through TFR. Maersk provides an intermodal terminus and moves about three (3) trains (of 30-40 container wagons each) per day on the northern line between Belcon and the port.

The demand for the mass removal of waste out of the city to landfill sites is great. However, the rail service from the Athlone Waste Transfer Station to Vissershok landfill site ceased operations in 2018 when the line was encroached on by settlers at DuNoon. There is an urgent operational need to reinstate this line, as not only is it much more expensive to move the waste by road, but the services also cannot keep up with the demand.

There is a significant opportunity to increase the use of rail for long-distance freight, particularly for GFB (Goods, Freight, and Bulk) freight, according to WCG's freight demand model.

3.7.4.2 Road-based Freight Transport

Road-based Freight Transport Infrastructure

The freight road network is a network of roads, including freeways and arterial routes, connecting the Port of Cape Town to the city and the surrounding region, shared with all other forms of road-based transport. Freight vehicle movement is mainly concentrated on the three (3) major freight corridors: N1, N2 and N7, and their links to major industrial areas and the port.

A system of weighbridges on national roads, and weight-in-motion sensors on freight routes in the city, monitor overloading and other transgressions. Through enforcement commensurate with the resources at hand, overloading is not a significant or growing problem (averaging 3-6% of vehicles measured). However, even this small percentage has significant implications for road infrastructure. If 5% of trucks are marginally overloaded, the design life of a road could be reduced by as much as 20%.

The City does not provide truck stops or staging areas, but the need for truck parking areas in industrial areas has been identified. This is especially pressing outside the port, where trucks parking informally despite regular enforcement there.

There have been calls recently for the City to provide a truckstop, and the WCG is promulgating a guide to municipalities to approve privately provided truckstop facilities.

Road-based Freight Transport Operations

Figure 3-23 below shows the relative number of freight vehicles on the road network (sourced from tracker data).

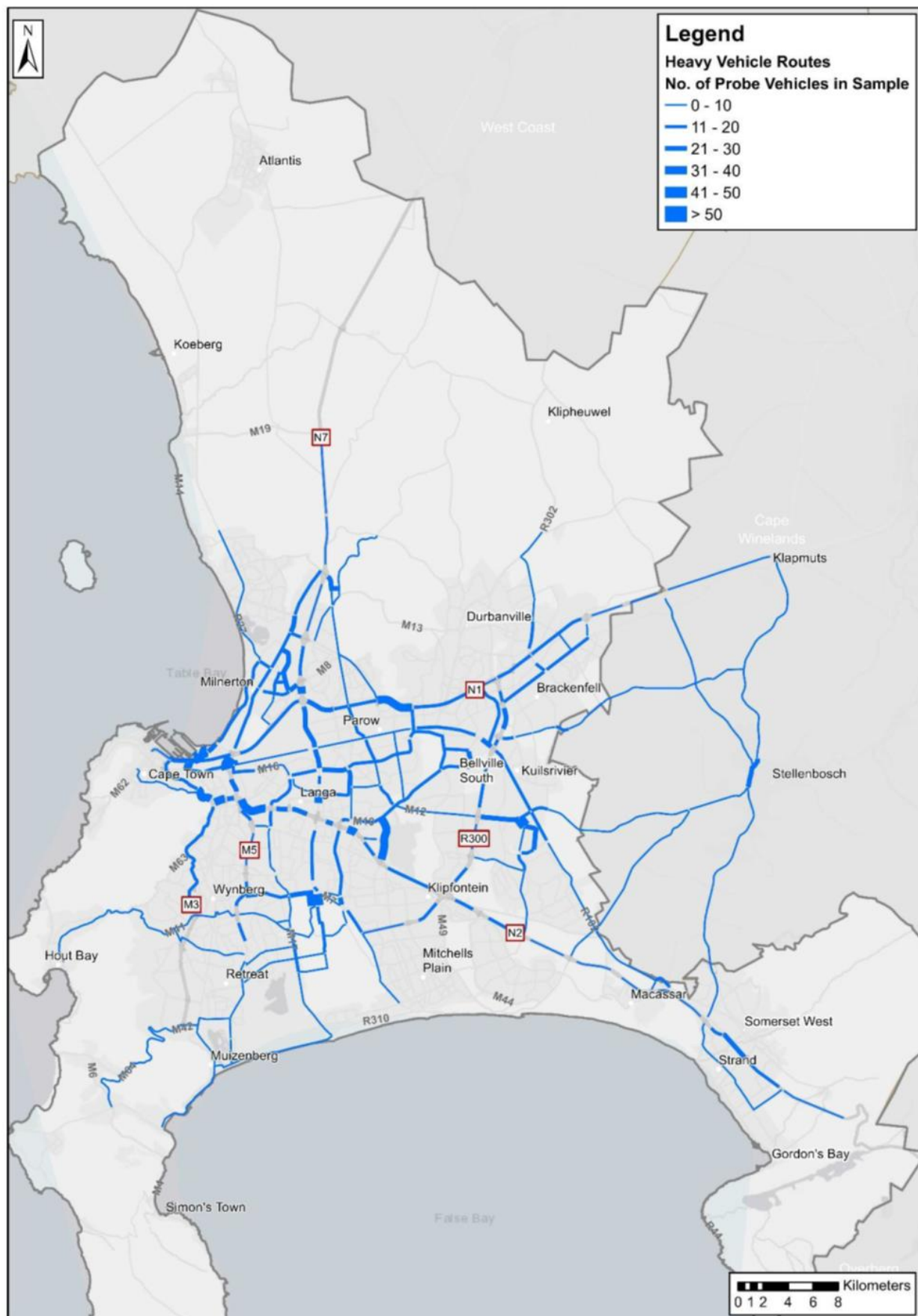


Figure 3-23: Key Freight Routes

Source: CoCT, 2025

Trucks are affected by general congestion along many road sections of the main freight routes, especially during the morning peak period. Conversely, the significant number of freight vehicles on the road pose challenges to road infrastructure and other road users, most acutely felt when these vehicles are involved in, or cause, crashes, blocking general traffic, and damaging infrastructure, including bridges. Trucks stopping, and breaking down, in lanes and on shoulders of freeways have significant implications for the travelling public: these incidents have been on the rise since 2020.

Road Safety

There are between 20 and 30 truck crashes per month on the freeways in Cape Town: on average these involve three serious injuries and/or fatalities per month. A concerning trend is the steady monthly increase in the number of crashes since 2020.

A higher density of crashes is observed along both the N1 and N2 west of the R300, i.e. within the urban centre. Clearance times for these crashes vary from one hour to more than 2.5 hours, which has significant implications for the travelling public. The leading causes of crashes are driver behaviour: unsafe lane changes, insufficient following distance and bypassing too close.

3.7.4.3 Pipelines

There are very few pipelines in Cape Town. Pipelines are under the management of Transnet Pipelines. The major one for unrefined and refined petroleum products, is between the port and Astron refinery in Milnerton. There is also a pipeline to Saldanha Bay. For a fuel pipeline to Cape Town International Airport due to the demand for jet fuel there is not yet being considered, as creating new pipelines is prohibitively expensive, where land or land rights still need to be acquired.

3.7.5 Freight Facilities / Nodes

The existence of major freight interchanges, namely the seaport and airport, in Cape Town are major generators of freight transport. The below subsections examine the Port of Cape Town, Cape Town International Airport and other freight transport facilities /nodes.

3.7.5.1 Port of Cape Town

Infrastructure and Capacity

The Port of Cape Town (the port) is a multi-purpose seaport with container, bulk, and breakbulk terminals, handling a wide variety of cargo. The port is the largest single origin and destination of freight in the city, followed by the various industrial areas. It currently handles 750 000 TEUs (container equivalents); 1 million tonnes of dry bulk; 459 000 tonnes of break bulk; and 5.9 kl of liquid bulk annually, servicing imports and exports, as well as local industries: fishing and boat repairs. Cruise ships are also accommodated in growing numbers through the summer season. The port is the major point of exit for export fruit to Europe, Asia and the Middle East.

The port needs to expand its capacity for handling containers, which requires its expansion into Paarden Eiland for a truck staging facility, and into Culemborg for back-of-port facilities (it also has plans for internal efficiencies to handle increased volumes).

Some industries directly related to the maritime economy are located in Cape Town, and close to the port, such as luxury yacht building.

Operations

The port struggles with inefficiencies caused by external factors, particularly weather-related down-time at the port. It also struggles with internal inefficiencies related to a lack of timely capital investment and maintenance; managing container movement into and out of the port; and human resource deficiencies. The measures recover from delays after down-time are currently not effective, such as open the port 24/7 because very few transporters are using the port after hours, because of the unavailability of related services after hours.

Further, in the current world of just-in-time production processes, importers and exporters (local and regional) businesses need reliability and predictability of shipments, as much as they need on-time shipments and predictable cost of shipments. This is over-and-above fresh produce which is time-sensitive, which is a significant export product in Cape Town.

3.7.5.2 Other Freight Transport Facilities

- i. **Cape Town Container Terminal (CTCT):** A specialised terminal for handling containerised cargo, with ongoing upgrades to increase capacity and efficiency. Ongoing investments in the CTCT aim to increase capacity and improve handling efficiency.
- ii. **Intermodal Terminals:** Facilities such as Belcon, which allow for the seamless transfer of goods between different modes of transport.
- iii. **Warehouses and Distribution Centres:** Privately-owned facilities that support the storage and distribution of goods.

3.7.5.3 Cape Town International Airport (CTIA)

Air cargo volumes are determined by passenger travel patterns, with cargo carried as “belly-freight” in passenger planes. CTIA has seen a surge in airfreight, with the total value of goods airfreighted out of Cape Town increasing significantly since 2018 (*Freight News*, 26 November 2024). However, airfreight is generally limited to goods that have a high value-to-weight ratio, are low volume and time-sensitive.

The CTIA plans for an industrial park in the north-east corner of their property, and an additional runway to increase capacity, which will have local impacts on traffic. The CTIA is looking for business expansion opportunities, and is promoting the idea of an aerotropolis, where the host city orientates its land uses and infrastructure around the airport in a symbiotic relationship.

Plans for the new Winelands airport are proceeding, which will also offer a mix of passenger and cargo services. This will also have local impacts on traffic in the Cape Town and Drakenstein municipal areas.

3.7.6 Infrastructure Ecosystem for Logistics

WCG (2025) illustrates the full freight infrastructure ecosystem in the diagram below. Roads, rail, weighbridges, back of port facilities, seaports, airports and border posts (all outlined in red in the diagram) are all the responsibility of different spheres of government, and state-owned enterprises (SOEs). Pipelines, cold store and packhouses, and distribution centres are in private ownership and control. Logistics companies therefore rely heavily on government to ensure seamless logistics as goods pass through this system, not including the related regulatory system such as customs and excise; South African Revenue Services (SARS); and the various health and safety controls by different government departments.

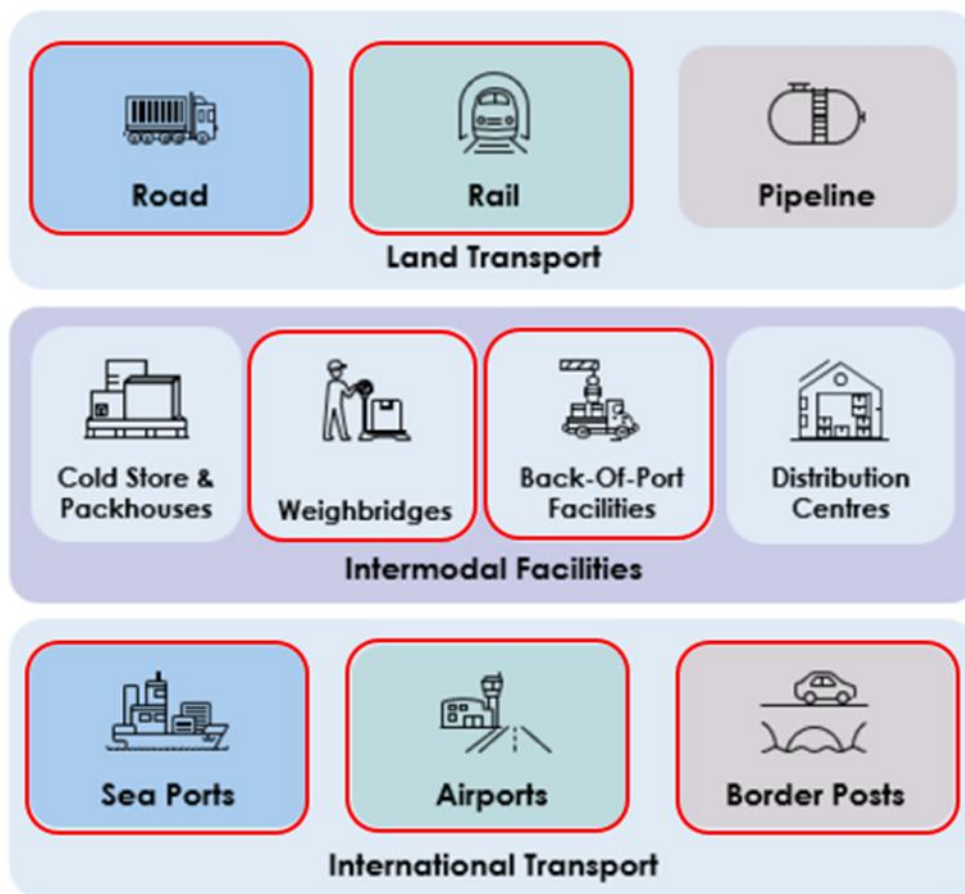


Figure 3-24: Land Freight Logistics Ecosystem Networks, Modes and Nodes

Source: WCG, 2025, adapted

Private sector transporters, freight forwarders and other logistics service providers are responsible for moving goods for customers. This sector is highly varied, from large companies to formal companies, to multiple informal and owner-operators (30% of the sector accessing the port).

Warehousing is also in private hands and is generally located in industrial areas and the airport.

The growing demand for e-commerce is changing the established role players in the movement of products to consumers, with the emergence of distribution centres and either light vehicles or micro-freight delivering the last mile.

3.7.7 Spatial Distribution of Freight Land Uses

The concentration of warehousing facilities near the port, main junctions, and arterial roads suggests that accessibility is a key factor in land use decisions, impacting freight movement. Some of these are under pressure to be rezoned to more high-value land uses and need to be protected. The need for integrated land use and transport planning is crucial for addressing issues like congestion and ensuring efficient freight flow.

3.8 Financial Information

The recent sources and amounts of income received by the UMD as well as the items of expenditure in relation to all transport services and infrastructure are set out in Table 3-28 below.

Table 3-28: Income in Relation to All Transport Services and Infrastructure (MYFIN 2025/26)

INCOME AND EXPENDITURE IN RELATION TO ALL TRANSPORT SERVICES AND INFRASTRUCTURE (2025/26)		
SOURCE	AMOUNT	ITEM
Public Transport Network Grant	R972 M	Public transport capital (R401M) and operating (R571M)
Public Transport Network Grant interest	R37 M	Public transport capital and operating
Provincial Grants	R10 M	Dial-a-Ride operating
Budget Facility for Infrastructure (BFI)	R1 905 M	Integrated Rapid Transit capital
Facility for Infrastructure Development (ORIO)	R65 M	Integrated Rapid Transit capital
City Rates for Direct Operating Costs	R578 M	Public transport for direct operating
City Rates for Indirect Operating costs	R339 M	Public transport for indirect operating
Other Revenue	R365 M	Integrated Rapid Transit operating
TOTAL	R 4 271 M	

4. MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

4.1 Introduction

The following sections only include updates to information related to municipal spatial development since the approval of the CIP 2024 Update in March 2025.

4.2 Alignment of Spatial and Transport Planning and Implementation

The structuring components of the [Municipal Development Framework](#) (MSDF) (refer to the figure below) are largely related to transport; these include:

- i. Development corridors⁷
- ii. Metropolitan and district nodes
- iii. A network of transit-accessible precincts (TAPs)
- iv. Key economic infrastructure (ports, harbours, employment-generating business and industrial areas)
- v. A range of civic clusters (concentrations of social/community services)

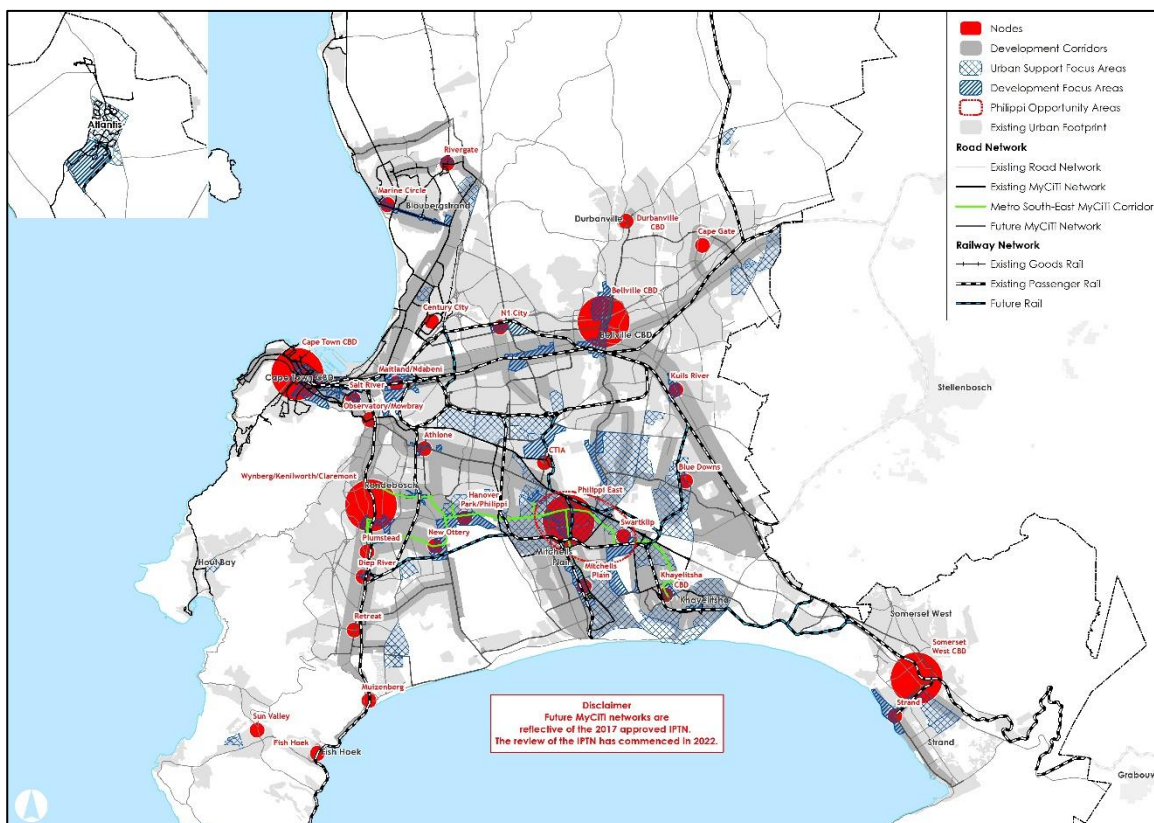


Figure 4-1: Development Corridors and Nodes

⁷ "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 walking distance to a combination of rail (stations) and high and medium-capacity road public transport routes connecting major and minor nodes. The overarching intention with these Metro or Secondary 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 should vary along its length, with areas of greater or lesser intensity, and varying land uses, in response to urban node significance and public transport capacity between these nodes, as well as distance from public transport stations / stops.

The MSDF, CIP, and IPTN align in terms of the identified and prioritised development corridors and nodes. The MSDF identifies five metropolitan nodes, namely:

- i. Cape Town CBD;
- ii. Bellville CBD;
- iii. Philippi node and broader Philippi Opportunity Area;
- iv. Wynberg/Claremont CBDs and
- v. Helderberg

These are supported by metro and secondary development corridors that provide opportunities for land use intensification and an efficient movement system according to the principles of the Transit Oriented Development Strategy. The corridors referred include:

Metro-scale Corridors:

Voortrekker Road/Van Riebeeck Road (CBD to Bellville CBD); southern suburbs Main Road to Muizenberg; R27/Marine Drive/Koeberg Road and Blaauwberg Road; metro south-east MyCiTi corridor/Govan Mbeki (between Claremont/Wynberg and metro south-east); AZ Berman (to Mitchells Plain CBD); Bonga/Walter Sisulu (to Khayelitsha CBD); and Blue Downs-Symphony Way corridor.

Secondary Corridors:

Jan Smuts Drive/Strandfontein; Spine Road extension; Retreat Road/Fifth Avenue; Klipfontein Road; Giel Basson extension/Jan van Riebeeck/35th Avenue; Hindle Road; Durban to Wellington to Botfontein Road; Birkshire Boulevard (to be established); Marine Drive and Otto du Plessis; Somerset West Main Road to Strand.

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

Future precinct development work will be carried out on these corridors and nodes as the IPTN process progresses.

4.3 Planning to Support Economic Development at Priority Precincts

To accelerate implementation in focused areas, the City Manager initiated the formulation of standard operating procedures to advance precinct planning, precinct development/implementation and precinct management in support of economic development as illustrated in Figure 4-2 below. Priority precincts have been spatially targeted to ensure precinct development and implementation at the local level in an integrated and transversal, focused manner. Precinct development includes the formulation of a coherent and structured precinct implementation programme that is supported by transversal operational arrangements and resources to effectively drive targeted local development i.e. programme coordination/prioritisation, project and land packaging, budgeting/finance strategies, and land release. Urban Mobility has a critical role to play in the development/implementation of planned/coordinated public infrastructure projects in these catalytic priority precincts.

Given the resource and intensive nature of such focused precinct implementation, the draft Standard Operating Procedure (SOP) initially only applies in the following key prioritised precincts (covering both market-driven and more marginalised areas), namely:

- Cape Town CBD
- Bellville CBD
- Philippi Opportunity Area
- Claremont / Wynberg CBDs

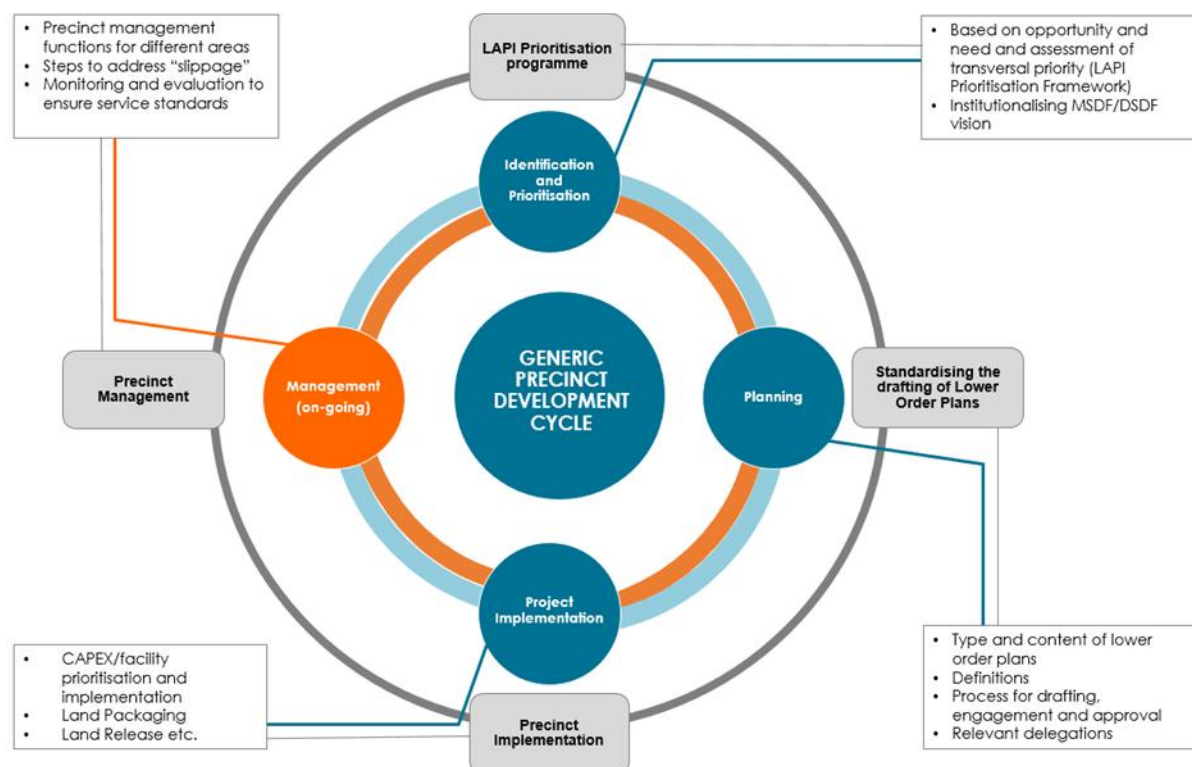


Figure 4-2: Generic Precinct Development Cycle and Linkage to Current Projects

The following subsections provide more details on the transport aspects of the abovementioned key prioritised precincts:

4.3.1 Cape Town CBD

The Cape Town CBD requires dedicated planning attention, especially as its role evolves rapidly in a post-Covid era. To this end, a new CBD Local Spatial Development Framework (LSDF), and CBDMAP, have been developed. The goal is to enhance the CBD's role as a better place to live, work, play and learn, which includes a more liveable and walkable urban environment.

The CBD LSDF was adopted on 30 October 2025, after which an implementation programme is being developed and driven to unlock accelerated transversal precinct development of the Cape Town CBD. Key Urban Mobility Directorate interventions identified in the implementation plan include Active Mobility interventions such as the Waterfront Walk, the removal of the car park medians in Lower Buitengracht Street as part of the public realm improvements associated with a portfolio of City land in Lower Buitengracht and progressing a preferred redevelopment scenario for the Foreshore Precinct.

The CBDMAP was finalised in March 2026. Developed in conjunction and closely aligned with the CBD LSDF, the intention of the CBMAP is to apply the CIP vision at a local scale. This entails designing

the CBD to cater for the optimal mix of modes, in appropriate proportions. In practice this means, among other matters, redistributing scarce street space from mixed traffic, which serves primarily private motorised transport, to the higher-capacity modes of public transport, walking, and cycling. Greatly improved sidewalks and pedestrian zones, a protected cycle network, and general traffic calming will result in a CBD better aligned to those who live in, work in, and visit it.

The final CBDMAP includes nine project areas, each of which encompasses an area or specific locations in the CBD. Refer to the list and Figure 4-3 below. Each project is designed to respond closely to the movement needs of that area, and to tie into a more cohesive and integrated movement system across the CBD. Further planning will indicate how the projects should be combined or phased for implementation.

- i. Project 1: Waterfront Walk
- ii. Project 2: Superblock North
- iii. Project 3: Superblock Central
- iv. Project 4: Superblock West
- v. Project 5: Superblock East
- vi. Project 6: Transit Streets
- vii. Project 7: Lower Gardens Slow Zone
- viii. Project 8: East City Slow Zone
- ix. Project 9: Pedestrian and Cycling Intersection Crossings

Other projects, including some already in planning, were identified as requiring engagement through the CBDMAP process:

- x. Area 10: Foreshore Project
- xi. Area 11: Inner-City Transport Hub
- xii. Area 12: Company's Gardens
- xiii. Lower Buitengracht Land Release and Public Realm Improvement

The CBDMAP projects are proceeding with further planning and design. Each project will entail further public participation and comment before moving to implementation.

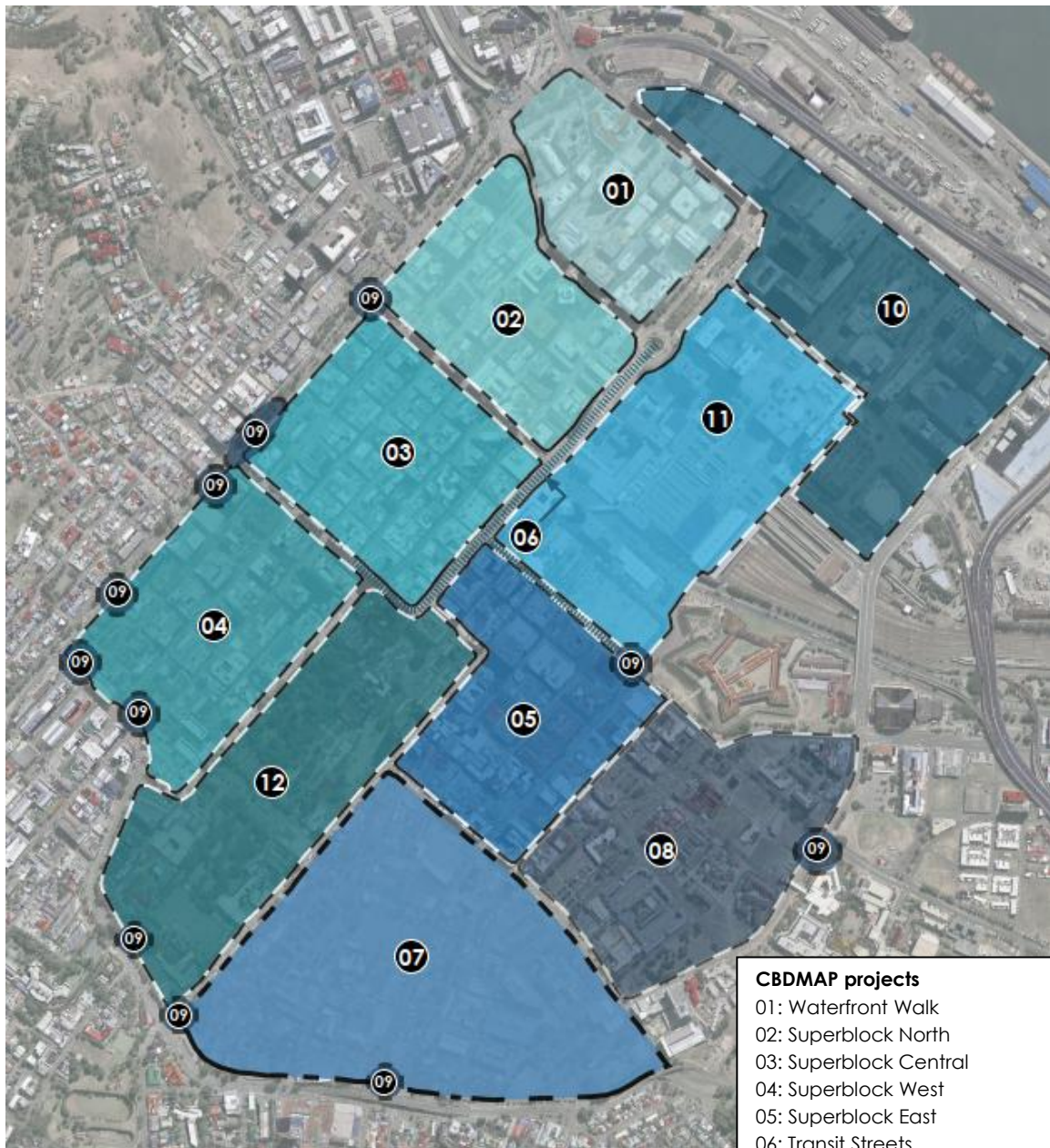


Figure 4-3: CBDMAP Projects

CBDMAP projects

- 01: Waterfront Walk
- 02: Superblock North
- 03: Superblock Central
- 04: Superblock West
- 05: Superblock East
- 06: Transit Streets
- 07: Lower Gardens Slow Zone
- 08: East City Slow Zone
- 09: Pedestrian and Cycling Intersection Crossings

Other projects

- 10: Foreshore Project
- 11: Inner-City Transport Hub
- 12: Company's Gardens

4.3.2 Bellville CBD

Bellville CBD, Cape Town's second largest economic node, is uniquely positioned for spatial targeting as set in the Bellville CBD LSDF ⁸, to give expression to Transit Oriented Development (TOD) by developing this area into a high-density, mixed-use neighbourhood. The Bellville CBD's accessibility is supported by a robust network of public transport offerings (including heavy rail), albeit operating on an incomplete road network as far as road-based modes are concerned.

The intention is to enable a mixed-use, high-density environment conducive to pedestrian movement, cycling and public transport. To facilitate this, the following elements are being progressed:

- i. Completing gaps in the existing road network, thus improving efficiency within the entire network and providing alternatives to reduce freight traffic through the CBD.
- ii. Improving road-based public transport operations through expanding services along the complete network.
- iii. Facilitating improved public transport offerings through the creation of a vertically stacked, multi-modal public transport hub⁹ in partnership with PRASA.
- iv. The creation of a core pedestrian priority zone within the CBD. Following on from the already completed Kruskal Avenue, this will include further pedestrianisation and public realm upgrade along South Street and Charl Malan Road.
- v. Expansion of the cycling network and upgrading of associated facilities and infrastructure, to connect key origin-destination points.
- vi. Unlocking significant public land for the development of well-located affordable housing and employment opportunities fostering densification that supports the public transport offerings and viability in a key transit accessible precinct.
- vii. In partnership with Transnet investigate the future of Belcon and how the land can be better integrated into the surrounding network.

4.3.3 Philippi Opportunity Area (POA)

A LSDF for the POA was approved in 2023, with a spatial development vision premised on TOD centred mainly around the Stock Road station, as well as the Phase 2A BRT trunk route traversing the area. Significant opportunities for intensification of surrounding land use along with trading and commercial opportunities have been identified along the key mobility corridors namely: Stock Road, Sheffield Road, New Eisleben Road and Ingulube, Emms, Amsterdam Drive. This includes unlocking opportunities around the MyCiTi Phase 2A infrastructure investment and significant City owned and other public landholdings in the area.

Road scheme concept reviews for Sheffield Road, New Eisleben Road and Emms/Amsterdam/Ingulube Drive have been completed as well as a public realm upgrade concept for the heavily trafficked Stock Road (a key pedestrian and commuter route). These road scheme reviews present proposals for the upgrading of these roads to improve mobility for both motorists and pedestrians, the creation of an improved public realm/placemaking and the creation and intensification of opportunities for other land uses such as high-density housing, civic/institutional uses, and retail and trading intensification along their length. Various higher density affordable housing schemes are being progressed along these key routes. A particular focus is around Stock Road

⁸ The Bellville CBD LSDF was adopted by Council in December 2023.

⁹ The intention is to relocate the minibus-taxi and bus terminal into a vertically stacked, multi-modal public transit hub building which includes the railway station (with air right development above). This initiative is being pursued in partnership with PRASA and is expected to be realised in the next 10-20 years.

Station where a sustainable neighbourhood approach is being adopted to establish a higher density, convenient transit-accessible sub-precinct in a mixed-use environment.

Beyond the POA, there is a need for critical links to key economic nodes through the extension of New Eisleben Road over the N2 into the Airport Industrial area, as well as extending Symphony Way northwards to connect to the Bellville CBD node.

4.3.4 Claremont CBD

The plans for the MyCiTi Phase 2A Corridor terminating at Claremont CBD include significant opportunities for intensification of surrounding land use, and trading/commercial opportunities. In addition, an integrated transport hub for rail, MyCiTi, GABS and MBTs within a precinct plan is being undertaken to grow the economic and residential potential of the hub leveraging the improved public transport access. This is referred to as the 'Claremont Strategic Development Vision', which proposes significant public land release and private sector involvement in the development of a high-density, mixed-use precinct including significant air rights uptake.

The Claremont Strategic Development Vision quantified the densification of the Claremont CBD over the long term. The study included extensive transport modelling, and the optimum transport solution included the calming of Main Road, a speed ramp and single quarter link at Stanhope Bridge.

In this regard, the Urban Regeneration Directorate and UMD are working in a transversal partnership to unlock significant Precinct Development in Claremont CBD. The review of the historic road schemes, a feasibility study for a 'Skywalk' to connect the eastern and western sides of the railway line in Claremont and land packaging are currently underway.

4.3.5 Wynberg CBD

Some initial planning has been undertaken for the Wynberg CBD under two initiatives: the MyCiTi Phase 2A corridor development that focuses on the MyCiTi station and surrounding land and the rail station; and the land investment work undertaken through the Cape Town Rail Feasibility Study (CTRFS) that focused on Wynberg rail station and surrounding land holdings. The proposals in this study are merely conceptual at this stage, and it included land owned by PRASA. (Cape Town Rail Study Work stream 3 – Rail Stations & Land Investment)

As an extension of the work completed in Claremont CBD, similar transversal precinct development planning between various Directorates is to commence soon to articulate the Precinct Development Programme resulting from several focus areas in the Wynberg CBD.

5. TRANSPORT NEEDS ASSESSMENT

5.1 Introduction

As part of an ongoing overhaul of transport strategy, a new status quo assessment has been developed and the transport needs assessment revised considering it. The fundamental needs of the transport system have not significantly changed, but they have been expanded and restructured somewhat in this update of the CITP.

Reflecting the ongoing development of a new Freight Strategy, this includes the division of the assessment into passenger and freight sections. This is somewhat artificial as there are several overlapping and common needs. However, this is intended to re-introduce an appropriate focus on the freight system alongside the passenger transport system.

5.2 Passenger Transport Needs

5.2.1 Expansion of High-capacity Road- and Rail-based Public Transport

The extreme sprawl and spatial mismatch of Cape Town create enormous, tidal demand for travel between major residential centres, particularly in the metro south-east, and major employment nodes such as the CBD and Belville. Population growth will both intensify these demand patterns and create new corridors of demand. Public transport provision is insufficient on many of these corridors, largely due to the long decline and then collapse of rail provision. The expansion of mass transit to other corridors through the MyCiTi system, while necessary, is far below what is required.

On the most significant corridors there is little alternative to genuine mass transit. Along existing rail corridors and, possibly, additional rail corridors such as the Blue Downs link, heavy rail is by far the superior option for its very high passenger capacity and very low operating costs. Where major demand flows do not follow the rail network, road-based modes are required; the precise mode depends on the specific demand characteristics. The ongoing IPTN review will deal with the precise relationship between demand characteristics, vehicle type, and operating model.

Where there is a mismatch between demand characteristics and mode capacities, lower-capacity lower-efficiency modes are forced to operate while externalising many of their costs onto other road users and the city as a whole. This is the status quo in much of Cape Town.

Large-scale investment in public transport remains imperative, with modes chosen and designed based on network characteristics. This includes, but extends far beyond, the need to complete the MyCiTi Phase 2A corridor.

5.2.2 Improvement to Public Transport Service Quality

Much of the public transport system is of low quality for its users. Schedules are unreliable or non-existent, vehicles are unsafe, uncomfortable, and inaccessible for many users, costs high, services unreliable, and abuse and insecurity widespread. Passenger information is erratic, unreliable, and inaccessible. These problems are all compounded in off-peak times.

Travel times by public transport are extremely high, in many cases up to twice as high as for private drivers between the same origin-destination pairs. Much of this delay is due to long distances to public transport stops, long and unpredictable waits for vehicles, the necessity for transfers, high stopping frequency, and inefficient services. Public transport vehicles spend much of their travel time stuck in mixed traffic.

Transfers are major sources of delay and uncertainty. Service unreliability and inefficiency is compounded when chaining trips at transfers. Transfer facilities, including public transport interchanges, are of varying quality and often unmanaged.

Improvement in service quality across the public transport system would improve the experience for riders, attract more riders, and close the attractiveness gap with private transport.

5.2.3 Expansion and Improvement of Active Mobility Infrastructure

Despite being essential for the majority of the city's residents for some or all of their daily journey, active mobility infrastructure is inadequate. The speed and convenience of motorised travel frequently take precedence over the adequate provision of active mobility infrastructure. Facility design reflects neither a full understanding of international best practices, nor a full understanding of local users' needs. Implementation is highly fragmented, with piecemeal infrastructure resulting in gaps, inconsistent design, and limited connectivity.

Further, pedestrians and cyclists are the most vulnerable road users, with inadequate protection through proper infrastructure provision. Crossing facilities are insufficient or poorly located; paths are obstructed by electrical infrastructure, informal trading, or illegal parking. Moving and parking violations that threaten pedestrians and cyclists are minimally enforced.

There is not a consistent asset management strategy for walking and cycling facilities, and there is no consolidated data on the network, or its condition. Sidewalks in CBD areas are generally in fair condition but suffer from obstructions and maintenance issues. Cycling infrastructure is poorly maintained, with frequent vehicle encroachment and insufficient bike parking. Lower-income areas often lack paved sidewalks and rely on informal footpaths. Universal accessibility provisions are inconsistent, with sparse implementation outside core activity centres. Permanent and semi-permanent obstructions (e.g. street furniture, signal boxes) impede universal accessibility mid-block.

Building out a fuller active mobility network, focusing on connectivity and integration with public transport, would improve the mobility experience for a large proportion of Capetonians. Better maintenance is needed to realise the full benefits of this infrastructure.

5.2.4 More Funding for Public Transport and Active Mobility

Cape Town's accessibility needs are large, and the operational capacity required to meet them is extensive. While the capital programme continues to grow, public transport infrastructure must reach significantly greater coverage across the city to realise broader transport and spatial objectives. This will require growing capital finance from diverse sources.

Public transport infrastructure, especially of the kind that the City has historically built, requires appropriate operations to realise its full value. Funding constraints constrain operations, limiting the utility of high-quality infrastructure and reducing the effectiveness and attractiveness of the public transport system. To maintain high-quality, high-ridership public transport with strong network effects, more operational funding is required. Diversification of funding is necessary, including a combination of asset commercialisation, alternative funding approaches, and the reassignment of relevant national operating grants.

5.2.5 Integrated Governance, Infrastructure, and Operations

Public transport infrastructure and operations lack integration. There is no timetable, ticketing, or fare integration between even those modes that are contracted by government. To the extent that there is integrated planning, it is in the Integrated Public Transport Network Plan, which has little influence

over non-City contracted IPTN modes. The City's legislated role as planning authority for transport infrastructure is nominal.

Effective public transport requires careful coordination and trade-offs across modes and throughout the area of Cape Town; this cannot be done under conditions of institutional fragmentation. Limited integration, such as with timetables, ticketing and to an extent fares, is possible albeit very difficult while the system is so fragmented. Deep integration of the kind that is needed to restore public transport to its necessary role in the space economy of Cape Town requires a single unified transport authority with effective control over all publicly operated or contracted modes, and regulatory power over all other modes.

5.2.6 Expanded and Integrated Maintenance

Although the City's roads are currently in a reasonable condition, current roads maintenance funding is insufficient to maintain the network at an acceptable level and will allow deterioration over 10 years.

Other assets also require greater funding and capacity for maintenance and rehabilitation. A notable example is public transport interchanges and bus stops, which require a wholesale programme of renewal and rehabilitation.

Not only is more funding required for actual maintenance works, but operational funding to proactively assess and plan for maintenance needs, of all asset types, is required.

5.2.7 Travel Demand Management to Reduce Growth in Private Vehicles

Conditions of sprawl, and the lack of availability of high-quality public transport, has resulted in uncontrolled growth in private car usage. Private cars are the least efficient use of scarce space in the public RoW and are the root cause of congestion. Current levels of private driving are beyond the ability of the transport network to sustain, regardless of funding level; and private driving externalises large costs to the City and others. It is necessary to reduce the attractiveness gap between private driving and public transport/active mobility.

5.2.8 Expanded and Improvement Enforcement of Traffic Violations

Management of the transport system, a large proportion of which takes the form of enforcement of moving and parking violations, is inadequate. Speeding is a major cause of road deaths, injuries, and economic losses, as is other dangerous driving and illegal manoeuvres, as well as unroadworthy vehicles. Parking violations appropriate public space for private use, endanger road users and especially pedestrians and cyclists, and reduce the efficiency of the road system.

Stronger and more consistent enforcement is needed to protect the value and benefits of active mobility infrastructure and protect vulnerable road users.

5.2.9 Densification on Major Transport Corridors and an End to Sprawl

Sprawl is both a direct result of and a direct cause of car dependence; this is the fundamental cycle of car dependence. Low densities do not concentrate demand enough to make high-quality public transport feasible; without high-quality public transport, residents buy and use cars for almost all of their daily travel.

For the purposes of transport planning, this applies to almost any area that is not within walking or cycling distance of a major public transport corridor; “well-located” areas that are difficult to service with mass transit are little improvement over genuinely far-flung developments.

The additional private travel induced by sprawling development externalises significant costs to the transport system that are never meaningfully recouped. Historical practice has been to nevertheless enable such development. While developments are typically required to fund the costs of “hooking into” the PROW system, they do not cover the indefinite, ongoing costs that they impose on the rest of the system. They therefore entrench permanent untaxed externalities in the transport system, many of which are ultimately paid by the City.

High quality densification along transit corridors is needed to improve the economics of public transport, maximise access to mass transit, and improve accessibility throughout the city.

5.2.10 Minibus Taxis Need Incorporation into the Broader Public Transport System

The MBT industry plays a vital role in the economy by providing the primary means of public transport, both in the Western Cape and across the country. However, the industry faces several challenges exacerbated by planning and regulatory issues and a lack of operating subsidies for MBT services.

Relying solely on regulations and enforcement to address issues has proven ineffective as they do not address the underlying causes. Regulations within the MBT sector are outdated and require review as part of a broader process of industry reform, and to improve the effectiveness of law enforcement.

There is growing acknowledgement that the country’s public transport strategy needs to change and that there is a need to implement measures that achieve broad-based, incremental improvement of existing modes of public transport, including the MBTs.

It is important that the MBT industry leadership structures are involved in the development of these initiatives to establish a shared vision and long-term approach that is supported by all stakeholders.

5.2.11 The Transport System Needs to be More Sustainable and Resilient

Cape Town’s transport system faces significant sustainability challenges, driven by rapid urbanisation and entrenched spatial inequalities. These factors have contributed to a growing demand for travel and a car-dependent urban form, resulting in high reliance on private vehicles. This dependence exacerbates greenhouse gas emissions, traffic congestion, and air pollution.

Climate change adds urgency to the need for low-carbon transport solutions. Although the COVID-19 pandemic temporarily reduced travel and encouraged remote working, car usage has since rebounded to pre-pandemic levels. This trajectory is neither sustainable nor resilient—not only due to its high societal costs, but also because of its growing social and environmental impacts.

A shift to more sustainable modes, especially public transport and active mobility, is needed.

5.2.12 Safer Roads for All Users

Rapid population growth, spatial inequality, lack of appropriate infrastructure and increasing vehicle ownership all contribute to unsafe roads. Many low-income communities are situated near high-speed arterials without safe pedestrian infrastructure, while weak traffic enforcement capacity and incomplete data systems limit the City’s ability to respond effectively. Behavioural risks such as speeding, impaired driving, and pedestrian exposure along major arterials further exacerbate the

problem. These conditions collectively demonstrate that Cape Town's road safety challenge is not simply behavioural but systemic, requiring coordinated and data-driven interventions across all components of the transport system.

A comprehensive RSS is required to shift from reactive interventions to a proactive Safe System Approach, which accepts human error but ensures it does not result in death or serious injury. There must be shared responsibility among planners, engineers, law enforcement, and the public, supported by evidence-based planning, safer infrastructure, and strong institutional coordination.

5.2.13 Better Data for Transport Planning

The City has a sophisticated transport modelling and data-analysis capacity. However, due to the fragmented nature of the transport system, there are significant challenges with respect to data. The City has uneven access to data outside of its contracted services. Data from non-contracted services, such as e-hailing and MBTs, is always expected to be more difficult to source. There has been some success with voluntary provision of trip data from e-hailing companies, albeit in a limited and infrequent form. There has not yet been a concerted effort to use the operating licence regime to require meaningful data sharing of the sort that would be required for integrated transport planning, including of the operating licence function itself.

An integrated transport data strategy is needed, with better data sharing across government institutions and from private operators. This data must form the basis of evidence-based transport planning and policy. The Urban Mobility directorate must more fully integrate its data gathering, management, and analysis capabilities, and pursue expanded data partnerships throughout the sector.

5.2.14 Increased Capacity and Resources for Transport Planning

Transport planning is a highly capacity-intensive process. It requires large, multi-disciplinary teams and consistent effort at the scale of years. Because the transport system is so complex, interventions should go through extensive processes of optioneering and appraisal before business case stage, in order to home in on the best options for detailed assessment. This requires a large cohort of professionals whose job it is, effectively, to plan for infrastructure that will not be built soon or at all: to ensure that the infrastructure that is eventually built is correctly chosen, scaled, designed, and implemented. Because transport infrastructure is capital intensive, this large planning infrastructure and "surplus" planning can and typically does pay for itself through better and more cost-effective infrastructure.

The City requires significantly expanded transport planning capacity. More highly skilled planners working on strategic planning, network planning, business planning, infrastructure planning and design, and implementation planning, are required to realise the existing infrastructure programme, let alone the expanded programme required to meet the City's strategic objectives.

5.3 Freight Transport Needs

5.3.1 Improved Data Collection and Analysis

It is difficult to obtain reliable, comparable data on freight production and movement at the scale of the city. This is essential for good forecasting, strategy, and operational decision-making.

Data needs to be collected to inform municipal responses to the micro-mobility freight sector to ensure road safety and regulation, and to understand the infrastructure and safety needs for the vehicles and drivers.

5.3.2 A Modal Shift from Road to Rail

This shift is needed to not only reduce pressure and the deterioration of road infrastructure, but to reduce carbon emissions; boost industry that depends on rail freight; and utilise currently underutilised rail infrastructure. The opportunity is now, with the restructuring of TFR into the Infrastructure Manager (responsible for planning and managing the rail infrastructure) and the Transnet Freight Operating Company (TFROC). This will enable private sector operating companies to tender for operating freight services on rail line sections.

There is an urgent need to reinstate the Chempet-Atlantis rail line to resume the movement of waste from the Athlone Waste Transfer Station to the Vissershok Landfill site. The reinstatement of this line is also needed by the special economic zone (SEZ) in Atlantis Industria, which has a "green economy" ethos which should also include transport operations.

The City should support the growing demand for Belcon to provide container-based freight movement on rail to and from the port, and the resultant road-based access to this site.

5.3.3 Protection of Existing Land Provision and Connectivity for the Production (Including Importing) and Storage of Goods, and Empty Containers

Cape Town's well-established industrial areas across the city need to be protected from residential intrusion, to remain affordable to industrialists, and to be protected from future "not in my backyard (NIMBY)" pressure from residential neighbours. Distribution centres continue to be established on the periphery (to meet their requirement for large tracks of cheap land). The impact of this on changing freight movement patterns, from large trucks to many small "last mile" delivery services on road infrastructure needs to still be felt and understood.

5.3.4 Optimisation and Integration of the Urban Freight Transport System

Competition for land between a growing port and city centre needs close cooperation in planning processes between the City and the port, through their spatial development framework planning, and port development framework planning, respectively. This includes planning to optimise the future access arrangements.

Growing demand for air cargo (especially in the e-commerce sector) is likely to see the growth in specialised industrial areas and distribution centres close to the Cape Town International Airport (CTIA). The new runway will "sterilise" land in the new associated noise cone for low-intensity land uses such as industrial parks, and conservation. The City needs to plan for this proactively and co-plan the aerotropolis concept.

The City also needs to plan for the land-side transport-related needs of the future Winelands airport, in support of freight, though it is expected that this airport will mainly serve the adjacent Drakenstein municipal area.

5.3.5 A Logistics Hub / Freight Village

The City needs to work with WCG and the Transnet Infrastructure Manager to undertake long-term planning and land assembly for a logistics hub / freight village on the periphery of the city, to support freight logistics, and promote the use of freight rail within the city. Interventions to support the growth of exports of produce from the hinterland (fresh produce and processed foods) should be prioritised.

5.3.6 Reduced Environmental Impacts of Freight Movement

The energy-intensity of freight movement needs to be addressed, as there is currently little shift towards cleaner and renewable energy sources. Shifts to rail would assist; as would towards more energy-efficient freight movements; electrified trucks; and delivery bikes. However, this is largely in the hands of individual industries and logistics companies. Shifting to more sustainable urban freight should also bring important co-benefits such as less congestion, safer roads and decreased air pollution.

In the longer term, pressure may come from international customers such as the European market that is increasingly requiring environmental accountability on carbon-intensive imported products, such as reporting on their embedded emissions.

The quantum of both waste (using waste trucks) and petrol and diesel (using tankers) moved around the city is significant. Both are energy sources in the water-waste-energy nexus. In the future, localised waste-to-energy enterprises could reduce the pressure on the road system.

5.3.7 Supportive Institutional Arrangements to Improve Efficiencies

To promote efficient freight, it is necessary to have efficient and effective governance. The City has limited functions relating to freight operations, which are largely in the hands of the private sector.

The WCG (2025) identifies the most pressing gap in coordination of logistics, particularly with the port, as the unrepresented transporters: "these 'smaller' stakeholders have limited access to formal communication channels, which are typically established by larger, more organised groups that participate in collaborative forums or consultative sessions with the port authority, government agencies and departments. This disconnect not only limits their ability to operate efficiently but also affects the port's and, therefore, the broader provincial logistics network's ability to maintain a seamless flow of goods." (p85)

The WCG (2025) proposes several interventions to strengthen institutional arrangements, which should be supported by the City.

5.3.8 Safer Roads from Freight Vehicles

The City is responsible for the planning for and management of the movement of abnormal loads and dangerous goods. These functions need greater resourcing, especially as these activities became more frequent, and as more people use the road system.

Resourcing for gathering data and enforcing overloading and other transgressions related to roadworthiness, licencing, and driver behaviour also needs to be increased over time to reduce crashes.

5.3.9 Preparation for Changes in the Local Logistics System

Micro-freight – the use of motorbikes, scooters, bicycles and e-bikes to move small packages, parcels, or goods – is a growing sector for short trips, driven by e-commerce (food deliveries, and courier services), the impacts of congestion on larger vehicles, and technology enhancements.

6. PUBLIC TRANSPORT PLAN UPDATE

6.1. Introduction

The updated information regarding the Public Transport Plan (PTP) is now provided in APPENDIX 6 – PUBLIC TRANSPORT PLAN UPDATE. This is because of the intention to move towards reducing this chapter into a summary of the PTP in the next CIP, as required by the Minimum Requirements.

The appendix includes changes or updated information only. Importantly, it includes updates on the updated Integrated Public Transport Network (IPTN) Plan 2040 that was recently approved by Council on 30 July 2026. A summary of the new information in the updated IPTN Plan 2040 (i.e. the Network and Implementation Plans) is provided in Appendix 6, and the full document can be accessed at the link in Appendix 3.

The updated IPTN Plan 2040 (Network and Implementation Plans) forms the basis of the City's PTP. This and the forthcoming IPTN Business Plan, are the guiding instruments for an integrated public transport system in Cape Town.

Appendix 6 provides updates to all six (6) prescribed parts of the PTP (as per the Minimum Requirements):

- i. Policies and Strategies;
- ii. Commuter Rail Plan Informants such as the SLP, CTRFS Business Plan, and PRASA's Plans;
- iii. Overall Network Design and the Commuter Rail Plan, which are extracts from the updated IPTN Plan 2040;
- iv. Contracted Services Plan;
- v. Non-contracted Services Plan; and
- vi. Operating Licence Plan.

Updates to the abovementioned parts of PTP are summarised in the sections below.

6.2. Policies and Strategies

Policies and strategies emanating from the PTP will be updated/developed as required. New details on the updated Fare Policy for Public Transport Services in the City of Cape Town, which was approved by Council on 21 August 2025, are provided in Appendix 6.

6.3. Informants to the Commuter Rail Plan

The City recognises commuter rail as the backbone of its integrated public transport system and a critical enabler of economic and social activity. In response to the state of rail services and its impact on congestion and accessibility, the City has adopted a dual approach: advocate for and support immediate stabilisation through cooperative governance; and pursue long-term structural reform to secure sustainable rail operations.

The SLP with PRASA establishes a framework for collaboration on infrastructure maintenance, safety, transit-oriented development, and law enforcement, while aligning with national policy and legislative reforms under the NLTA. This partnership seeks to restore operational reliability, and strengthen rail service, in line with the IPTN Plan.

Looking forward, the CTRFS Business Plan, which was completed in August 2025, provides a roadmap for potential devolution of rail functions to the City. The study confirms that full devolution - covering

operations and infrastructure - offers the most viable pathway, contingent on sustained national funding support. Key recommendations include:

- a. Prioritising Institutional Options 2.2 (Contracted Operations) and Option 5 (Integrated Concessions).
- b. Leveraging Public-Private Partnerships (PPPs) to strengthen investment and operational capacity.
- c. Implementing Network Scenario 1, which includes the Blue Downs Rail Line and optimised network operations, delivering the highest economic and financial returns.

The subsequent Council resolutions adopted in December 2025 affirm the City's commitments.

The CTRFS Business Plan demonstrates that municipal devolution, supported by structured intergovernmental engagement and robust funding strategies, is both financially and economically feasible. It is expected that this approach positions commuter rail as a cornerstone of Cape Town's mobility future, ensuring resilience, inclusivity, and sustainability in the transport network.

6.4. Overall Network Design and the Commuter Rail Plan

These two parts of the PTP have had substantial updates in the form of an updated IPTN Plan 2040.

The detailed Overall Network Design and Commuter Rail Plan updates, as well as information on the IPTN Plan informants and planning guidance and methodology, are included in the full, updated IPTN Plan 2040, which can be accessed at the link in Appendix 3.

Of note is that the updated IPTN Plan vision is: **All people enjoy equitable movement and access through a quality public transport system.**

The abovementioned updated IPTN Plan vision is in support of the current IDP 2022-2027 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.** It also supports the current CITP vision, i.e., "**All people have efficient access** to a range of opportunities in a manner that is **sustainable** and provides **dignity.**"

The summary of the Overall Network Design and Commuter Rail Plan updates are provided in Appendix 6.

6.5. Contracted Services Plan

There have been limited updates to the Contracted Services Plan since the previous CITP update, but there has been a proposed plan for new contracts. In the next five years, the City intends to enter new contracts in alignment with the Implementation Plan of the IPTN 2032. Please see Appendix 6 for more details.

6.6. Non-contracted Services Plan

There have been no substantial updates on the Non-contracted Service Plan, but a programme known as Shayela Smart has been recently introduced. It is a new programme between the WCG, the City and the MBT industry that is aimed at transforming the MBT sector into a safer, more efficient,

and better regulated component of the public transport system. Please see Appendix 6 for more details.

6.7. Operating Licence Plan

The latest, updated Operating Licence Plan (OLP) needs to be updated again to reflect or refer to changes in legislation. Please see Appendix 6 for more details.

7. TRANSPORT INFRASTRUCTURE STRATEGY

7.1. Introduction

The transport infrastructure strategy has largely remained the same since the approval of the CIP 2024 Update. The following sections only include updates to information related to transport infrastructure strategy since the approval of the CIP 2024 Update.

7.2. Guiding Policy of the Transport Infrastructure Strategy

As part of the same process that produced the strategic diagnosis in Chapter 2, a set of high-level policy statements have been developed to guide infrastructure planning and operations. These describe an overall approach that explains how to solve the central policy problem and can be used to evaluate and prioritise specific actions. The primary function of the guiding policy is to reduce complexity and ambiguity, so that actions can be clearly identified as being supported or not supported; and to impose coherence on specific actions/interventions. Guiding policy must respond directly to the problems and effectively guide actions (including by excluding some actions).

These will be used to shape decisions about the infrastructure pipeline in future, and the existing pipeline is being revisited considering them. Nevertheless, there will be a lag before the pipeline truly reflects this shift in strategic direction.

The guiding policy of the transport infrastructure strategy includes the following statements:

i) Favour Active Mobility Over Public Transport; Favour Both Over Private Motorised Transport

There is a simple hierarchy of equity and sustainability in modes of transport, derived from the environmental and social resource efficiency of those modes. This is not a theoretical hierarchy: there are predictable, observed benefits for cities whose transport system best resembles the sustainable transport hierarchy.

For various reasons, Cape Town, like many cities, has historically prioritised investment in transport almost perfectly inversely to the hierarchy of sustainable transport. The aim of the shift action is therefore to “invert” the current transport pyramid by directing resources towards the more equitable and sustainable modes. This is illustrated in Figure 7-1 below.

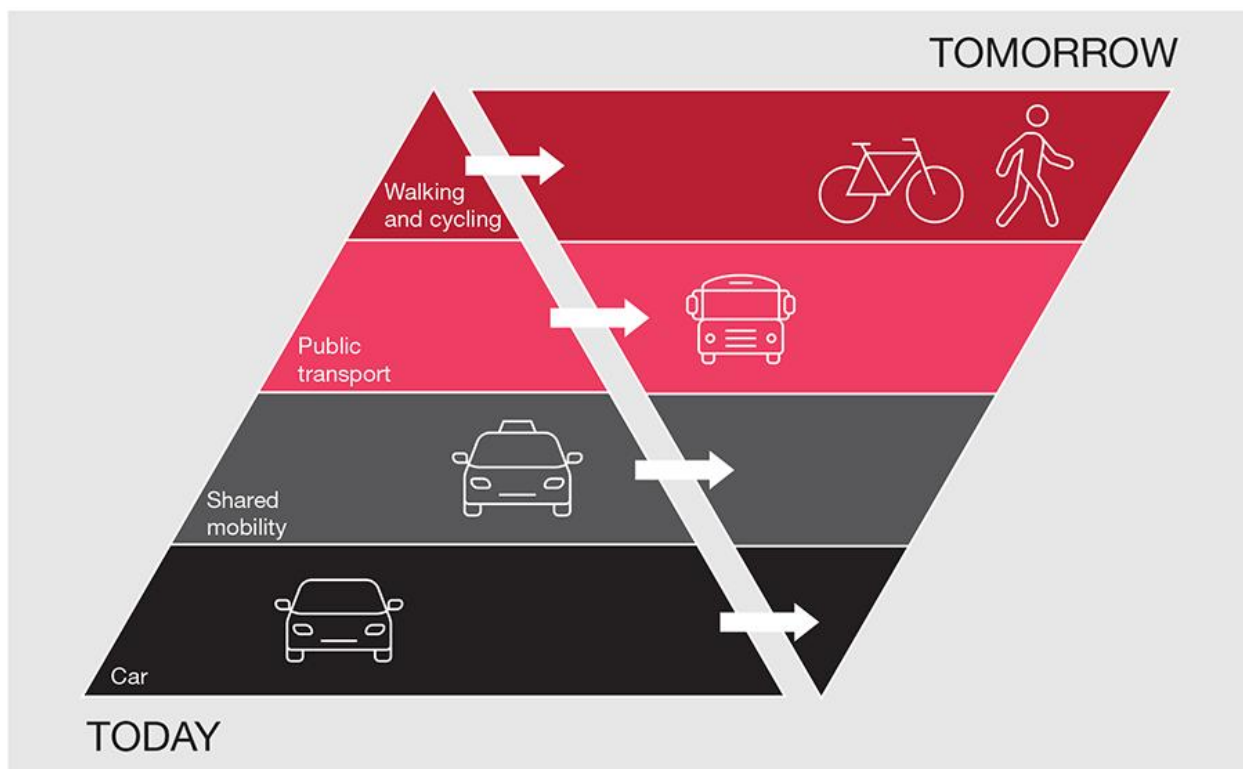


Figure 7-1: Inverting the Mobility Pyramid

Source: www.Strategy&.pwc.com

In practice this means that investment and other decisions should be made to drive modal shift from private cars towards public transport and active mobility. Similarly, when trade-offs must be made, for example in budgeting or road space allocation, the inverted pyramid should guide those decisions.

ii) Direct Operating Subsidies, Capital Expenditure, and Intervention Efforts Towards the Poorest City Residents

Equity is a core principle of the CITP. The challenges of moving around the city affordably, safely, comfortably, and quickly fall disproportionately on the poor. While some urban transport policy focuses on attracting so-called “choice” users to public transport - that is to say, those who could instead drive in their own vehicles - this strategy is explicitly directed towards alleviating the burden on people whose choices are most restricted by low incomes.

iii) Spend Constrained Budgets on Lighter Infrastructure with Greater Coverage.

Given resource constraints, there is always a trade-off between implementing fewer expensive infrastructure projects, or more numerous, less expensive projects. Either is a legitimate approach, depending on the specific needs of the system. The City has until now focused on building fewer, highly capital-intensive projects such as full BRT lanes and stations. This has resulted in a high-capacity, low-coverage public transport network.

This strategy prioritises broader network coverage over capital-intensive interventions. In practice this means incremental upgrades to larger parts of the network, covering multiple new corridors in parallel. Incremental improvements must be made to deliver immediate concrete improvements based on current operations, and to lay the groundwork for subsequent increments of improvement. These further investments must build on the existing BRT system and extend it where necessary. The existing MyCiTi corridors remain, along with the recovering rail network, the backbone of the IPTN.

iv) Active Mobility Infrastructure and Public Transport Must be Universally Accessible

Universal Accessibility is used to describe infrastructure and services that are fully usable by people with the widest range of physical and mental abilities; ages; and other factors that might otherwise limit people's ability to benefit. The core insight of universal accessibility is that if the transport system is usable by people with the greatest challenges to access, then it is more usable for everyone including the young, healthy, and unencumbered.

Although designing for universal access (UA) can increase implementation costs, it is necessary to ensure that the transport system serves the widest possible number of people. Where relevant, creative and lower-cost solutions may be pursued to deliver universal accessibility.

v) Distribute Mobility Infrastructure Equitably Between Modes, and in a Manner That Serves the Spatial, Social, and Economic Function of the Road

The clearest manifestation of the current, unsustainable modal pyramid is how much infrastructure is dedicated to each mode. A high-level estimate prepared for the Walking and Cycling Strategy estimated that perhaps 10% of the area of Cape Town's road network is dedicated to walking and cycling, despite around 75% of daily users depending on walking and cycling for some proportion of their journeys. This clearly favours motorised travel, especially private driving, and disfavors more sustainable modes. Decisions about the distribution of space on the roadway should therefore be made according to the sustainable, inverted modal pyramid. Note that equity in this context must be measured in terms of the space needs of *people*, not of vehicles. The disproportionate space needs of single-occupancy motorcars, including both driving space and parking, counts against them, not for them.

Related to this, the roadway must be designed with regard for the various functions of the road as public space, not only for the efficient conveyance of people. In areas of high pedestrian activity, economic activity, or social function, the design of the roadway must support those functions. In many cases this may require reducing the mobility function of the roadway in favour of slower, safer, more locally focused use.

vi) Plan the Whole System Together, Across Infrastructure and Operations

The transport system stands or falls as a system; it is a complex network of dependencies, complements, and substitutes. As such, no system planning can take place in isolation but must be done in consideration of the effects on the entire system. Examples of inappropriately disjointed planning include upgrading an intersection based on local delays, without regard for the wider network effects; or making business decisions based on a single IPTN route without regard for the role of that route in the wider system.

vii) Neighbourhoods and Major Destinations Must be Highly Walkable

Some of the easiest infrastructure investments in support of modal shift away from private vehicles are for trips of 5km or less. Primarily residential areas should be highly walkable to encourage local social development; support non-commuters walking to local destinations (such as schools); and enable commuters to walk safely and comfortably to public transport. Similarly, major trip destinations, including employment hubs like the Cape Town CBD or Bellville CBD, or large institutions like universities, should be embedded in a highly walkable local network. This, again, will give commuters safe and comfortable access to and from public transport, but also support local economic activity through footfall.

A highly walkable first-and-last mile is a key component of high-quality public transport.

viii) Invest in High-quality Station Precincts and Public Transport Interchanges

Other key components of a public transport network include termini, stations, stops, and interchanges, as well as park-and-ride facilities for motorists and cyclists. Precincts around major stations or interchanges should be walkable, safe, and clean, to enable best use of the public transport network. They can also be used to support economic activity.

Interchanges and stations themselves are vital parts of the public transport network and must be developed and managed accordingly. All other functions must be managed to support the core transport functionality.

Interchanges, stations, major taxi ranks and termini, and the surrounding precincts are also where there is significant opportunity for TOD, with the potential to develop intensive residential and economic nodes that are tightly integrated into the public transport network.

ix) Build and Operate Public Transport Infrastructure to Improve Time Advantage, Operational Efficiency, and Rider Convenience

Public transport infrastructure must be built and operated with clear operational objectives. Providing a time advantage over private commuter trips, and improving rider convenience, are both key contributors to modal shift, as well as a matter of equity for public transport users. Operational efficiency improves the financial sustainability of the system and allows budgets to be stretched to further service improvements.

x) Invest in Public Transport Modes Based on Their Functional Role in the System

Cape Town's IPTN implementation to date has taken the form of the BRT system, which has certain operational advantages over other technologies. However, it is now clear that any comprehensive approach to public transport reform in Cape Town must involve a variety of modes. Investment in each mode must be based on serious consideration of its costs, benefits, and suitability for a given role in the transport system. No mode is universally good or bad.

xi) Minibus Taxis are an Integral Part of the Public Transport System

Whereas historically some transport planning has sought to displace MBTs entirely from the public transport system, it is now clear that not only are MBTs an integral part of the current transport system, but they will also continue to be so indefinitely. Furthermore, MBTs as a mode have advantages that make them highly suitable for specific roles in the system. Reform initiatives should aim to incorporate them into the public transport system in a way that leans into their advantages and mitigates their disadvantages.

xii) Build Road-based Public Transport Infrastructure that is Flexible Between Modes and Operating Models

Furthermore, by building infrastructure, especially stations, that are compatible with only BRT, there is limited potential for those stations to serve multi-modal solutions such as a variety of vehicle sizes. Similarly, infrastructure that is narrowly suitable for specific vehicles, modes, or operating models limits the agility of the City to adapt services to prevailing conditions.

The solution is not necessarily less infrastructure; but rather infrastructure designed to allow flexibility and agility in operational planning and design.

xiii) Concentrate Infrastructure Investment within the IPTN Low-regrets Access Network Corridors

The spatial vision on which the IPTN is premised, is of progressive mixed-use densification in the main urban centres and along defined high-capacity public transport "corridors" which link them. Given constrained capital and operating budgets, and the need for substantially improved public transport services, capital spending must be concentrated on those areas with the potential to produce a

higher ridership per kilometre of infrastructure. Concentrating investment in this way will also support development and densification in these corridors, further improving public transport performance. Diffusing investment to other parts of the city is not only less cost-effective but encourages development in areas that are much harder and more costly to service with public transport.

xiv) Operate High-quality Public Transport Across the Whole Day and the Whole Week

Current practice is to save costs by reducing service quality outside of the morning and evening weekday peak periods, and to not operate at all on Sundays. There are at least two reasons why off-peak and weekend services are important to operate:

First, “peak-spreading”, or the shifting of travel demand outside of the peak periods, can reduce the fixed costs required to service the same total demand and therefore significantly improve system financial performance. It is a cornerstone of the City's Travel Demand Management strategy. However peak-spreading is unlikely to occur when there is substandard service outside of the peaks: it is therefore important to create opportunities for people to adapt their commute, by not penalising out-of-peak travel with poorer service.

Second, the public transport system exists to serve all residents of the City; not just commuting workers. Providing high service levels throughout the day and week is necessary to enable access by public transport users to schools, clinics, shops, public spaces, recreation, and other amenities. A commuter-focused service underserves these key users of the transport system. It also reduces the potential for modal shift, as car-users are less likely to make locational decisions or give up car ownership if they are let down by public transport for all purposes except for weekday peak travel.

xv) Sweat Existing Infrastructure, Especially Public Transport Infrastructure

The City has invested in key public transport infrastructure, most notably a dedicated right of way (RoW) for the MyCiTi service, which is presently underutilised. This is largely not because the infrastructure exceeds the passenger demand on those routes, but because operational decisions have resulted in much-reduced services. Where additional MyCiTi services are warranted, fleets should be appropriately capitalised and services funded. Furthermore, consideration should be given to allowing other public transport services to make use of the infrastructure, to make the most of its capacity.

xvi) Transport Planning Should Encourage Efficient, Sustainable Freight Practices

The City has little direct control over the use of roads for freight. Nevertheless, freight should be encouraged to improve in efficiency and sustainably. In practice this may involve the redistribution of truck freight to higher- or lower-capacity modes, such as rail or small vans, where appropriate. It may also involve planning freight-efficient land uses and supporting the establishment of intermodal transfer facilities.

Rapidly growing last-mile delivery services should be accommodated where appropriate with infrastructure such as protected staging areas around major origins. This should be matched with targeted education and enforcement to ensure the responsible use of infrastructure, and especially avoidance of pedestrian infrastructure, by these services.

xvii) Better Infrastructure is Needed, but so is Better Enforcement

Better infrastructure can make significant improvements to transport system efficiency, equity, sustainability, and safety. However improved enforcement of traffic rules is required and will be increasingly important as public transport and active mobility infrastructure is expanded. This requires consistent enforcement of moving and parking violations, focusing on those violations that endanger pedestrians and other road users. It also requires substantially more automatic enforcement of speed limits, intersection behaviour, and so on.

Below is a summary of the guiding policies in the transport infrastructure strategy.

Guiding Policy: Summary

- i. Favour active mobility over public transport; favour both over private motorised transport.
- ii. Direct operating subsidies, capital expenditure, and intervention efforts towards the poorest city residents.
- iii. Spend constrained budgets on lighter infrastructure with greater coverage.
- iv. Active mobility infrastructure and public transport must be universally accessible.
- v. Distribute roadway equitably between modes, and in a manner that serves the spatial, social, and economic function of the road.
- vi. Plan the whole system together, across infrastructure and operations.
- vii. Neighbourhoods and major destinations must be highly walkable.
- viii. Invest in high-quality station precincts and public transport interchanges.
- ix. Build road-based public transport infrastructure to improve time advantage, operational efficiency, and rider convenience.
- x. Invest in public transport modes based on their functional role in the system.
- xi. MBTs are an integral part of the public transport system.
- xii. Build public transport infrastructure that is flexible between modes and operating models.
- xiii. Concentrate infrastructure investment within the IPTN low-regrets access network corridors.
- xiv. Operate high-quality public transport across the whole day and the whole week.
- xv. Sweat existing infrastructure, especially public transport infrastructure.
- xvi. Transport planning should encourage efficient, sustainable freight practices.
- xvii. Better infrastructure is needed, but so is better enforcement.

7.3. Prioritisation of Projects

Through revision of the transport project planning process, a high-level prioritisation approach has been developed to guide decision-making on project alignment with this strategy. Its purpose is to provide a high-level indication of the degree of strategic alignment of an already-identified project. This does not aim to eliminate human judgement in the prioritisation of capital projects; nor is it to determine the objective merit of projects. It is to allow, to the degree possible, an apples-to-apples comparison of projects in terms of their strategic alignment. It is to be used as an input to prioritise decision-making, as a guide as to which projects best reflect the infrastructure strategy. There are always going to be nuances and edge cases that the tool does not catch. It is also not equipped to indicate dependencies: a not-strategically-aligned project might be strictly necessary to enable later, highly aligned projects.

To design the approach, relevant statements were extracted from the guiding policy above. To these were added other key strategic considerations regarding, for example, financial sustainability and risk. The resulting framework is designed to narrowly measure alignment with transport strategy and objectives, for internal prioritisation and budget decisions.

Note that the tool is not designed to prioritise projects primarily aimed at increasing safety and security of transport system users. These require separate prioritisation and programming, to not under-weight the importance of reducing physical risks to people. This will be informed by the RSS, currently in review. Safety is therefore not included as a selection criterion for other projects as it is

assumed, and will need to be assured, that all projects are designed for greater road safety for all users.

More information will be provided on this as the work progresses, included a substantially revised and reprioritised infrastructure pipeline.

8. TRAVEL DEMAND MANAGEMENT STRATEGY

8.1. Introduction

Travel demand refers to the number and nature of trips people make. It is shaped by factors such as demographics, economic development, and accessibility, including transport options, land use patterns, digitisation, road safety and individual security. Together, these elements influence travel behaviour and the choice of transport modes. The City's Travel Demand Management (TDM) Strategy has been reviewed and revised. A public participation process was undertaken in 2025. The revised TDM Strategy is currently in the approval process.

8.2. The Need for a Revised TDM Strategy

The City required this revision for the following reasons:

- a. A number of contextual changes have taken place, including those that require a review to ensure that the City's response through the TDM Strategy is targeted and relevant. Changes include, inter alia:
 - i. Remote work activity participation (and associated trip substitution) that was accelerated by COVID-19 lockdown movement restrictions and growth in digital platforms or technology supporting digital access;
 - ii. Growing environmental concerns as reflected in international commitments, and national and local legislation/policies. Priorities around the [Climate Change Action Plan](#) (CCAP, 2021) and resilience are reflected in the low-carbon mobility response through TDM. Within the City's UMD, TDM is crucial for delivering urgent climate action in the transport sector; Increasing car ownership and private transport use;
 - iii. Global oil price shocks related to conflicts in oil producing regions and critical oil transport corridors;
 - iv. The decline but subsequent recovery of the rail system since the previous strategy; and
 - v. Public transport and walking and cycling continue to be difficult to promote as sustainable modal alternatives within escalating high crime and road safety concerns.
- b. At a corporate level, there is a need for stronger implementation and improved monitoring of progress.
- c. To update and consolidate the TDM Strategy to align with the current [Integrated Development Plan](#) (IDP) 2022, [Comprehensive Integrated Transport Plan \(CITP\), 2023](#) and [Municipal Spatial Development Framework \(MSDF\) 2023](#), which have seen significant focus shifts from previous iterations. Key informants included the following:
 - i. Evaluation of the previous TDM Strategy to identify the impact of previous TDM interventions, which is summarised in an Evaluation Report which includes the initial review and evaluation of the TDM Strategy since inception;
 - ii. Findings of the best practice review of available TDM measures; and
 - iii. Legislative and policy review included in a Technical Support Document.

8.3. Key Findings from the Evaluation of the 2017 TDM Strategy

The 2017 TDM Strategy was evaluated based on the impact of the efforts undertaken (level of achievement of objectives and targets), the effectiveness of the planning process itself and the impact of external factors. The evaluation revealed the following:

- a. **Improve and Expand Park and Ride (P&R) Facilities (at Rail and BRT Stations):** This measure could not be implemented, mostly due to the decline in rail services during the strategy period, and the resultant discontinued management and maintenance of P&R facilities. The impact can potentially be significant if there are reliable and high-quality public transport services and the security issues are addressed both in-vehicle and at the P&R. The impact of the pandemic on the rail service, and the associated need to social distance, were major external factors.
- b. **Flexible Working Programme (FWP)** for the City as an organisation had a high impact, mostly due to the pandemic restrictions. The City was in a better position and ready when COVID-19 hit, with 18 000 employees being enabled to work from home within a month. Later, the Hybrid Working Model and Remote Working Guidelines that were implemented essentially mirrored the FWP. The associated travel reduction is significant. It is estimated that the reduction in vehicle kilometres travelled (VKT) was close to 40% in 2024 (for City employees working in offices located in the CBD).
- c. **Promotion of Higher Vehicle Occupancies (HOVs)** (this includes measures to encourage and facilitate carpooling; the use of lift clubs and carsharing):
 - i. Carpooling had limited impact due to the lack of commuter buy-in and increased individual flexibility in trip timing after COVID-19 that made it challenging to align travelling with others, as well as the legal and regulatory constraints related to carpooling.
 - ii. The use of lift clubs does not trigger any legislative requirements that enables the City to more easily promote it. It is a viable measure that addresses the needs of a range of users, including workers, scholars and students with the same or similar trip origins and destinations. While the City promoted lift-clubbing during this period, the uptake could not be measured.
 - iii. Options of carsharing were not pursued mainly due to a lack of interest of the private sector, which typically spearheads carsharing initiatives (i.e. developing digital platforms, acquiring fleets, and managing operations).
- d. **Parking Cash-out:** This measure, specific to City employees, was not pursued mostly due to the successful application of the remote work guidelines and resultant trip substitution caused by COVID-19. The City has however made significant strides in de-coupling staff parking provision from employment level (seniority) in facilities with high parking demand such as the Cape Town Civic Centre, reducing the expectation of parking as a free benefit.
- e. **Municipal-managed Parking Bays:** Parking management can have a significant impact on TDM if strategically implemented. However, the City's current impact is limited as it only manages on-street parking. Further, pricing for on-street parking has not been used to discourage or disincentivise single occupancy vehicle (SOV) use during peak periods and in congested urban areas. Tariffs have remained fixed per area from 2019 to 2024, with no variations for peak time usage. This has been addressed in the subsequent Parking Policy (2020), which also covers the related off-street parking provision.
- f. **Private Parking Levies:** This measure was seen as premature and was not pursued. It is a form of local government "tax" on a property owner for providing excessive (to be defined) on-site parking, especially in areas where parking is being discouraged. The Parking Policy (2020) allows for an investigation into private parking levies. Its potential impact can, however, be high if it is complemented by a strong public transport system, which is reliable, affordable and safe.
- g. **Marketing and Communications Campaign:** Involves bringing the message of the proposed TDM measure to commuters. The impact of marketing and communication campaigns in travel behaviour change was probably limited, though this could not be measured. The campaigns included encouraging the use of public transport, use of lift clubs and remote

working and flexible working. An increase in campaigns was observed during the period under review.

The TDM programmes, as identified in the previous TDM Strategy, remain important and can potentially change travel behaviour. Specifically, the FWP was successful in terms of trip substitution and trip timing (albeit externally driven because of COVID-19). Overall, voluntary measures in themselves were not so effective. Measures that 'lock-in' the benefits from travel behaviour changes should be investigated in the revised strategy, i.e. measures that prevent single occupant car drivers from benefiting from the desirable behaviour of others.

8.4. Overarching Policy Alignment

As mentioned in Chapter 2, the overarching vision for transport is: “All people have **efficient access** to a range of **opportunities** in a manner that is **sustainable** and provides **dignity**.” Within that, TDM serves or is acknowledged as an essential response towards achieving a more sustainable transport system, as well as improved access as per the triple access paradigm, which recognises the role of spatial proximity and digital connectivity to also meet access needs. **Error! Reference source not found.** The broad objectives and approach of the City to meet mobility needs is to support, invest in, and encourage quality public and active mobility as the primary means of mobility around Cape Town through the IPTN Plan and the Walking and Cycling Strategy, 2025. Within that context, the role of TDM is to reduce the relative attractiveness of private vehicle use while enhancing the appeal of sustainable alternatives (walking, cycling and public transport services). This approach aligns well with the internationally recognised EASI (Enable, Avoid, Shift, Improve) Framework for implementing sustainable urban mobility interventions. The City's plans, policies and strategies reflect this framework in that:

- a. The IPTN Plan embodies the *Enable* and *Improve* components by facilitating institutional, regulatory, and infrastructural conditions necessary for high-quality public transport, while continuously enhancing service delivery and system performance;
- b. The Walking and Cycling Strategy also aligns with the *Enable* and *Improve* pillars by implementing pedestrian and cyclist-friendly infrastructure and improving road safety and accessibility;
- c. The TDM Strategy operationalises the *Avoid* and *Shift* levers by promoting behavioural change and disincentivising unnecessary car use, thereby encouraging a modal shift to more sustainable alternatives;
- d. The Parking Policy further supports the *Avoid* and *Shift* elements by controlling car parking supply and pricing to reduce car dependency and promote a shift to public or active mobility; and
- e. The MSDP reduces the need for motorised travel by supporting reduced distances between different land uses, supporting the *Shift* lever to walking or cycling.

In addition, cross-sectoral strategies that lie outside the direct purview of the UM directorate also contribute to the *Avoid* and *Shift* agendas. The Resilience Strategy addresses land-use integration and climate adaptability, thereby influencing travel demand patterns and promoting transport equity. The Climate Change Strategy and associated Action Plan similarly reinforce the shift away from high-emission modes through carbon mitigation targets and climate-adaptive transport interventions.

In essence, these plans and strategies collectively advance the shared vision articulated in the CIP. However, it is critical to emphasise that safe, reliable, and accessible alternative modes must be in place for SOV restraint measures to be both accepted and effective. Consequently, the success of

TDM initiatives is fundamentally dependent on a well-functioning, integrated, and high-quality public transport system, as envisaged in the City's updated IPTN Plan.

8.5. Goals and Objectives

People are encouraged to avoid private vehicle travel and shift to public transport, carpooling and sharing, walking and cycling. Where appropriate, trip substitution is encouraged through digital access. The overall aim is to achieve a lasting behavioural change towards sustainable transport alternatives.

The three goals that aim to achieve the desired behavioural change are as follows:

- i. **Goal 1:** Reduce unnecessary motorised travel and reduce private vehicle demand in the peak period through 'locked-in benefits for public transport, walking and cycling'. This refers to discouraging unnecessary private vehicle use by increasing the generalised costs of private transport primarily through reducing the speed advantage of single-occupancy private transport but could include increasing financial costs to single-occupancy journeys.
- ii. **Goal 2:** Advocate for inter-departmental and inter-agency accountability by improving spatial planning practices resulting in shorter trip distances. The current urban form and land use patterns of Cape Town contribute to the high reliance on private car use or motorised travel. Collaborative approaches between the Spatial Planning and Environment, and Urban Mobility directorates are necessary to integrate transport planning with land use to support mobility that is more equitable, inclusive and resilient.
- iii. **Goal 3:** Reduce greenhouse gas emissions by the transport sector. The transport sector is a major contributor to carbon emissions in Cape Town. Reducing reliance on private vehicles and promoting low-carbon transport alternatives contributes to the City's climate change mitigation goals, recognising the significant impact of vehicle emissions on air quality and public health.

The goals are translated into five measurable objectives that enable the City to monitor the overall impact. The objectives and their linkages to the goals are depicted in Figure 8-1. All the objectives respond to more than one goal confirming the interconnected nature of TDM.

Desired change: **Private vehicle travel is avoided and shifted to public transport, walking, cycling, and substituted by digital access, where appropriate.**

ACHIEVE A LASTING BEHAVIOURAL CHANGE TOWARDS SUSTAINABLE ALTERNATIVES.

Goal 1: Reduce unnecessary motorised travel and reduce private vehicle demand in the peak period through "locked-in congestion relief".

Goal 2: Advocate for inter-departmental and inter-agency accountability by improving spatial planning practices resulting in shorter trip distances.

Goal 3: Reduce greenhouse gas emissions by the transport sector

Obj.1
Reduce private vehicle kilometres travelled (VKT).

Obj.2
Reduce journey time and cost for PT and active mobility relative to private car travel.

Obj.3
Reduce private transport during the peak (by reducing demand and spreading to the off-peak).

Obj.4
Reduce modal share of private transport towards more sustainable modes.

Obj.5
Reduce emissions from private car usage.

Achieve through TDM measures grouped by:

1. Voluntary

2. Institutional actions

3. Infrastructure

4. Regulatory

5. Pricing

Figure 8-1: Goals and Objectives of the TDM Strategy

8.6. Travel Demand Management Measures Proposed for Cape Town

The TDM measures that are identified in achieving the five objectives (referred to in Section 8.5) are grouped into five categories; namely voluntary; institutional; infrastructure; regulatory and pricing. These measures and categories TDM are summarised in Table 8-1: Potential Measures for Cape Town per Category below.

Table 8-1: Potential Measures for Cape Town per Category

Categories	Measures
Voluntary	i. Green Travel Plans ii. Flexible Work Programmes iii. Expand digital connectivity iv. Public Transport awareness campaigns and well-communicated rail revitalisation programmes v. Use of lift clubs
Institutional	i. Advocate for spatial transformation to reduce travel demand ii. Promote structures that support a cross-departmental approach and co-ordinated service implementation iii. Engage with PRASA to continue to enhance service delivery and re-establish rail
Infrastructure	i. Road space reprioritisation ii. Park and Ride in support of modal shift
Regulatory	i. Regulate parking availability
Pricing	i. Parking tariffs ii. Congestion charging

It is important to emphasise that in the current Cape Town context, where the range of viable travel alternatives remains constrained, the implementation of pricing measures requires careful sequencing. These interventions will therefore only be considered once public transport is sufficiently reliable, accessible, and competitive to serve as a primary mode of travel, for the daily commute.

8.7. Implementing and Tracking Progress of TDM Measures

Effective implementation is essential to translating the strategic intent of the TDM Strategy into measurable outputs and ensuring its impact on travel behaviour, urban mobility, and broader development objectives. An Implementation Plan will be prepared that will outline the activities of the proposed TDM programmes, allocate institutional responsibilities, specify timeframes, and identify the capacity requirements necessary for effective execution.

To ensure transparency, accountability, and evidence-based decision-making, a Monitoring and Evaluation Framework will be developed to systematically track progress across the results chain. This will include the identification of **output indicators** (measuring programme delivery), **outcome indicators** (measuring changes in travel behaviour such as modal shift and peak demand reduction), and **impact indicators** (measuring system-level changes such as reductions in vehicle kilometres travelled and transport-related emissions).

9. NON-MOTORISED TRANSPORT PLAN

9.1 Background

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

The City's Walking and Cycling Strategy (2025) has redefined 'NMT' to 'active mobility'. Historically, NMT has been the term for walking and cycling, along with lesser-used modes of transport relying on human or animal power. However, the term NMT only conflates a wide variety of modes with different needs and benefits, but it serves as a catch-all category defined only in relation to “typical” modes of transport, which are then treated as the preferred default in policy, planning, and funding. The term “active mobility” remedies this to some extent, focusing on what is significant about walking, cycling, and some other modes: that they involve personal activity, with the associated agency and health benefits. Nevertheless, this is still somewhat of a collective term, but walking and cycling will be thought of as separate modes with unique needs in terms of geometry and physiological properties.

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

Over 15 years later, the physical, legislative and institutional landscape has changed substantially. Consequently, the City reviewed and updated the draft 2005 Policy and Strategy to develop a Draft NMT Strategy. The Cycling Strategy was also developed and approved by Council in 2016 to support growth in utility cycling, with a focus on increasing the modal share of cycling.

In early 2025, the City completed developing its Walking and Cycling Strategy, which was approved by Council on 24 April 2025. This strategy formed the basis for developing Walking and Cycling Network Plans, which update and replace the 2017 NMT Network Plan into two separate plans for walking and cycling networks respectively. At the time of writing, the draft Walking and Cycling Network Planning was in the review and baseline assessment phase and will be finalised in mid-2026.

Over the next five years, the City will implement the following programmes and projects, some of which are ongoing:

- i. The Citywide Active Mobility Improvement Programme, for 2023-2032. This will be unpacked into separate programmes, namely the Walking Network Improvement programme, and the Cycling Network Improvement Programme (on-going).
- ii. Ongoing monitoring and evaluation (performance management) of the 2025 Walking and Cycling Implementation Plan (on-going).
- iii. Review and continuation of the Citywide Active Mobility Data Collection Programme to provide evidence-based decision-making support for the ongoing refinement of the Active Mobility Improvement Programme, and to monitor the success of the strategy's implementation (on-going).
- iv. Establishment of an Active Mobility Working Group to govern and evaluate the implementation of the 2025 Walking and Cycling Strategy and to report on the success or shortcomings of the implementation processes.
- v. Continue with the planning, design and implementation of walking and cycling projects through the Walking and Cycling Improvement Programmes.

vi. Document updates.

The update of this chapter reflects the abovementioned programmes and projects.

9.2 Introduction

Cape Town faces a convergence of challenges including growing congestion, deep inequality, rising transport emissions and increasing unaffordability for commuters. Addressing these issues requires rethinking how we plan, design, and manage our transport systems and urban spaces.

Walking and cycling present practical, low-cost, and sustainable solutions to these challenges. By making it safer, easier, and more attractive for people to walk or cycle, we can reduce dependence on private cars, lower household transport costs, and create a more equitable and efficient city.

However, achieving this vision demands a paradigm shift. Historically, there has been systemic underinvestment in active mobility infrastructure compared to roads for motor vehicles. Reversing this trend will be challenging in a fiscally constrained environment, but it is essential.

Future efforts must prioritise well-designed, connected, and safe networks, supported by policies that make walking and cycling viable and appealing daily choices—not just for a few, but for everyone in Cape Town.

9.3 Walking and Cycling Strategy, 2025

Historically, walking has been treated as a complementary or secondary mode of transport in providing access to/from public transport (i.e., the 'first and last mile'). Furthermore, walking and cycling were often seen as modes of transport for low-income individuals who had no alternative, reinforcing the idea that these modes were less desirable, and only suitable for shorter distances or specific communities.

Since the mass adoption of privately-owned motor vehicles, cycling has largely been viewed as a recreational mode of transport by higher income individuals and, to a much lesser extent, a primary mode of transport for lower income individuals or those that choose this for altruistic or health reasons.

Henceforth, the aim of the Walking and Cycling Strategy, 2025 is to reposition walking and cycling as primary, safe, accessible, inclusive, equitable, environmentally sustainable, and resilient modes of transport in Cape Town.

9.3.1 Vision

The CITP's overreaching transport vision guided the development of strategy, and it can be expanded on: Active Mobility has a key role to play in the wider transport system, natural environment and urban environment. The most sustainable, dignified transport system, offering access to opportunities for as many Capetonians as possible, will have walking and cycling, along with public transport, at its centre. The modified vision for the strategy is therefore:

“Cape Town is a people centric and environmentally sustainable city that prioritises walking and cycling and enables safe, equitable and dignified access to opportunities for all.”

This Walking and Cycling Strategy supports the current Integrated Development Plan (IDP) 2022-2027 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”. Cape Town's transport system is a key component of a prosperous, inclusive and healthy city. Prioritising walking and cycling are critical in promoting equitable access to social, environmental and economic opportunities, allowing more people to participate in the economy and society.

9.3.2 Guiding Principles

The following principles guided the development of the Strategy and its Implementation Plan, around which all activities are to be oriented:

- i. People First⁴
- ii. Dignity;
- iii. Inclusivity;
- iv. Equity and Justice;
- v. Sustainability and Resilience; and
- vi. Taking Active Mobility Seriously.

These guiding principles will also serve as the foundation for evaluating intervention outputs and outcomes and measuring their success and are further discussed below. Each guiding principle is expanded on below.

People First: Conventional transport planning focuses on the needs of the car, as a very poor proxy for the needs of people. The principle of people first focuses on prioritising people over cars. It shifts the current car-oriented emphasis to a more human scale. This principle emphasises the importance of understanding actual user needs in planning and design; while cars mostly have identical requirements, people have needs that vary greatly. People tend to value vibrant, accessible, living cities with human-scale streetscapes. People-centric cities are easy to navigate without a car. The design of people-centric cities makes walking, cycling, and public transit the most obvious travel choice.

The City will ensure that its transport planning, design, implementation and operations are focused and centred on people first. The City will work towards prioritising people in terms of its infrastructure, policies, and allocation of budget, space and resources.

Dignity: Transport systems have in many cases been used to destroy dignity. Historically highways and rail lines were used as barriers in the placement of neighbourhoods to achieve apartheid spatial barriers, often to divide communities. This continues to affect the well-being of the residents who have no other option but to remain. Inequities are amplified by failures to adequately invest in improvements targeted at those whose dignity is least prioritised. Conversely, affordable, accessible, and inclusive transport systems are key to preserve the dignity of people who use them. Getting people to work, school, or simply around the city effectively and affordably is a necessity for dignity. Being forced to walk without adequate infrastructure does not protect dignity.

The City will work to ensure that its actions and decisions increasingly and progressively protect, affirm and honour the dignity of all transport users. The City will work to ensure that its transport systems are inclusive and accessible for all users in a manner that allows for a dignified travel experience and will actively work towards eliminating travel conditions that are humiliating, degrading, or dehumanising.

Inclusivity: Inclusivity in transport means ensuring that all people, regardless of age, ability, income, or background, have equitable access to transportation options that support their participation in society. Investing in walking and cycling is a vital step toward enhancing inclusivity in access and mobility for all residents. By prioritising pedestrian and cycling infrastructure, the City seeks to break down barriers that restrict movement for many, especially for vulnerable groups, including low-income communities, women, children, the elderly, and those with disabilities. Accessible, safe, and affordable walking and cycling options mean that everyone can participate more fully in social and economic life, regardless of their circumstances or access to private vehicles. Inclusive transportation aims to provide equitable access to essential services, job opportunities, education, and community spaces. Walking and cycling investments help create a network of mobility trips. These investments

support independent mobility for individuals who may not have other transport options, fostering a more welcoming, cohesive, and connected community.

The City's commitment to inclusive mobility will involve implementing pedestrian-friendly streets, well-connected cycling paths, accessible crossings, and safe environments for pedestrians and cyclists. Through these actions, the City will ensure that walking and cycling are viable, dignified travel options for all, creating a more inclusive, vibrant city where everyone can access opportunities and participate in daily life. that is close to home, eliminating the need for high-cost, complex transit systems for short trips. the City will ensure that walking and cycling are viable, dignified travel options for all, creating a more inclusive, vibrant city where everyone can access opportunities and participate in daily life.

Equity and Social Justice: Equity recognises that different people have different needs, particularly those belonging to disadvantaged groups, such as low-income earners, particular race groups, women, immigrants, older adults and children. Justice requires remedying the extreme disparities in transport provision and access to the city caused by our history of discrimination and entrenched by the spatial form of our city. The City will ensure that its transport system is implemented in an equitable and inclusive manner that recognises the needs of the most vulnerable residents of Cape Town, with a particular focus on the needs of vulnerable groups such as women and girls, the elderly, low-income groups and disabled people, and prioritises interventions that aim to maximise sustainable service delivery.

The City will work to redress the long histories of disinvestment or disenfranchisement, which have led to social injustice, structural discrimination, economic exclusion, community violence and prolonged impoverishment, by facilitating social and economic opportunities. This will be achieved by providing equitable access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved. The poor disproportionately depend on walking, and cycling, which offer quick and cheap options under the right circumstances. It is also the poor who least benefit from infrastructure built around private vehicles. As a result, equity and justice in transport demand dramatic improvements in walking and cycling, even if it comes at the expense of motorised travel.

Sustainability and Resilience: The City must work to ensure that its actions and decisions in planning, designing and implementing transport systems retain, restore, expand and optimise sustainability for the environment, society and the economy. This will be achieved through strongly discourage activities that damage, destroy, or reduce sustainability across these areas; and being able to sustainably implement, maintain and operate Cape Town's transport system.

The City will work to ensure that its actions and decisions increasingly and progressively strengthen resilience and reduce the vulnerability of Cape Town's transport system, and enhance their ability to prepare for, adapt to, and recover from shocks and chronic stresses. The City will work to ensure that its transport systems are flexible and adaptive to remain responsive to a range of possible futures and will support the development of flexible and adaptive systems across Cape Town.

Taking Active Mobility Seriously: This principle is about going beyond platitudes and driving significant change. Taking walking and cycling seriously requires treating these modes as the vital transport modes that they are. It requires investing in walking and cycling proportionately to their importance and not allowing walking and cycling to be sidelined whenever there is a conflict of space and safety. If a protected bicycle route is interrupted to provide on-street parking, then cycling has not been taken seriously. This guiding principle is about creating a cultural shift in how the City plans, designs and manages transport infrastructure, and being an exemplary for Active Mobility prioritisation.

The City will therefore take walking and cycling seriously when planning and implementing infrastructure, maintenance, and operations, with due priority given to *Active Mobility* at every step. With current modal shares, and our targets with respect to sustainable transport, this means strongly favouring the needs of pedestrians and cyclists, including people walking to public transport, over those of private motorists. Funding and infrastructure design, especially, must serve pedestrians and cyclists first. The City will also take the safety of pedestrians and cycling very seriously and aims to align the needs identified in this Strategy with the Traffic Calming Policy and RSS, both of which are currently being reviewed and updated. This will include addressing these concerns in the update of the 'NMT Network Plan' (2025) and reviewing the walking and cycling facility design guidance to prioritise walking and cycling over motorised traffic.

9.3.3 Measures to Promote Walking and Cycling

The Strategy proposes four key focus areas for the City to direct its efforts to improve and promote walking and cycling as set out in Table 9-1 below.

The linkage from the Vision to the Guiding Principles and Guiding Principles to Focus Areas is demonstrated in the Theory of Change diagram in Figure 9-1 below.

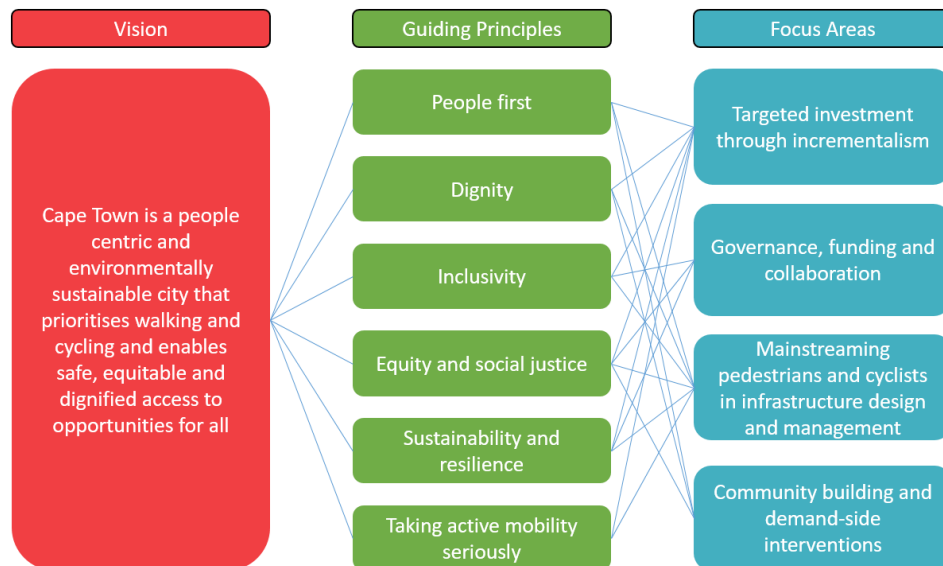


Figure 9-1: Theory of Change Diagram Linking the Vision Through to the Focus Areas

Table 9-1: Proposed Measures to Improve and Promote Walking and Cycling: Strategic Focus Areas

Strategy Focus Area	No.	Programme	High-level Programme Focus
1.Targeted Investment through Incrementalism	1.1	Walking and Cycling Network Plans	Development of the walking and cycling network plans to expand coverage for walking and cycling, improving accessibility to walking and cycling.
	1.2	Walking and Cycling Precinct and Area Plans	Interdisciplinary planning to investigate and conceptually design the walking and cycling friendly precincts. To create human focused / centred urban environments, increasing the people activity in and interaction with urban spaces.

Strategy Focus Area	No.	Programme	High-level Programme Focus
	1.3	Walking and Cycling Network Implementation	Design, pre-implementation and construction work to implement the walking and cycling networks.
2. Governance, Funding and Collaboration	2.1	Review and alignment of policy, guidelines, strategies and legislation	Ensuring that the policy and legislative environment that impact walking and cycling focussed interventions are in alignment with the vision for walking and cycling in Cape Town.
	2.2	Walking and cycling initiatives funding	Securing stable, dedicated NMT funding through diverse revenue sources, policy reviews, and partnerships to enhance safety and security, infrastructure, and capacity-building for walking and cycling investments.
	2.3	Improved maintenance of walking and cycling facilities	Expanding road maintenance programmes and its funding to include regular repairs, cleaning, and obstacle removal for footpaths, cycle lanes, and shared paths, ensuring safe and accessible walking and cycling infrastructure.
	2.4	Improved Data Collection and Monitoring	Establish a dedicated data collection effort within the existing transport data collection programme to collect data on walking and cycling, facility usage rates, condition of facilities, NMT crash incidents, crowd-sourced information, attitude surveys, unmet desire lines. To support evidence-based planning and decision making.
	2.5	Establish a city-wide Active Mobility Working Group to foster collaboration and partnerships around walking and cycling	Strengthening collaboration across local, provincial and national government, NGOs, CIDs, and industry to expand walking and cycling networks, enhance enforcement, promote road safety education in schools, and foster active policing for safer, more accessible streets.
3. Mainstreaming Pedestrians and Cyclists in Infrastructure Design and Management	3.1	Walking and cycling network planning and design guidance	Enhancing design standards and procedures to integrate walking and cycling in planning, development reviews, and Site Development Plans, ensuring safer, more accessible Active Mobility infrastructure.
	3.2	Context Specific Road Classification Guidelines	Integrating global best practices in road classification, optimising kerbside space, exploring speed reductions for safer Active Mobility, and enhancing streets with amenities, greenery, and cultural landmarks.
	3.3	Parking Management and Law Enforcement	Reviewing the parking management policy and its enforcement to align with the objectives of the Walking and Cycling Strategy. Strengthening enforcement against road, parking, and infrastructure transgressions to ensure safer, unobstructed walking and cycling environments.

Strategy Focus Area	No.	Programme	High-level Programme Focus
4. Community Building and Demand-side Interventions	4.1	Community walking and cycling awareness and promotion	Promoting safer, more secure and more accessible Active Mobility through community-based initiatives, such as pedestrian days, road safety education, walking buses, scholar patrols, crossing guards, and end-of-trip cycling facilities at key locations. Elevating sustainable transport through communication campaigns, education, and training programmes to promote walking and cycling.
	4.2	Private sector Travel Planning	Supporting sustainable travel through employer workplace travel plans, private-sector end-of-trip facilities, bike-sharing programmes, and advocacy for bicycle distribution funding.

9.3.4 Walking and Cycling Strategy Implementation Plan

The success of the Strategy's implementation will depend on the success of the programmes and projects comprising the Implementation Plan, which was approved by the City Manager in October 2025. The programmes in the Implementation Plan are structured so that they deliver on the outcomes within each of the Strategic Focus Areas as depicted in Table 9-1 above. Furthermore, the involvement of identified internal role players and stakeholders is imperative to the success of this Strategy's implementation.

9.4 The Citywide Non-motorised Transport Network Plan, 2017

9.4.1 Introduction

The information on the Citywide NMT Network Plan of 2017 has largely remained the same since the approval of the CIP 2024 Update in March 2025. The 2017 NMT Network Plan is shown in Figure 9-2, depicting the existing and proposed walking and cycling routes by class of facility.

9.4.2 Document Updates

In 2023, the Citywide NMT Project Prioritisation Methodology was reviewed and updated based on emerging needs. The new project prioritisation methodology will be used to prioritise projects in the updated NMT Network Plan. The updated Active Mobility Project Prioritisation List is an interim list and will be updated with the development of the Walking and Cycling Network Plans.

The development of the Walking and Cycling Network Plans commenced in November 2025. These network plans will update and replace the 2017 NMT Network Plan and present two separate but related network plans for walking and cycling, respectively.

The aim of these network plans is to treat walking and cycling as distinct modes and detail their respective networks accordingly. The Walking and Cycling Network Plans will be used to implement and realise the objectives of the Strategy as outlined in its Implementation Plan. It is envisaged that a new list of projects with an updated prioritisation will emerge from the Walking and Cycling Network Planning process.

Furthermore, priority consideration should be given to accommodating cycling on high-volume and high-speed traffic routes in lanes that are separated from vehicular modes (class 2 cycle lanes and

class 2 shared facilities). This should be applied not only in walking and cycling projects, but also for all road upgrades / new infrastructure projects.



Figure 9-2: 2017 Non-Motorised Transport Network Plan

9.5 Infrastructure: Citywide Active Mobility Improvement Programme

9.5.1 Introduction

The Citywide NMT Programme (2009) was reported on in the last CIP update. The Citywide Active Mobility Programme will be restructured into two distinct components: Walking and Cycling. Recognising that each mode has specific infrastructure requirements and operational considerations, projects within the programme will be assessed and prioritised according to these differentiated needs.

9.5.2 Project Rollout

During the 2020/21 to 2023/24 project phase, 12 projects were prioritised and have progressed through various phases of the project lifecycle. As of 30 June 2025, the following was reported on the status of the projects:

- i. Seven projects were at the construction stage as follows – active mobility improvements:
 - a. Khayelitsha
 - b. Mitchells Plain Area wide
 - c. Hanover Park
 - d. Heideveld
 - e. Klipfontein Rd
 - f. Kensington/ Facticeon/Maitland
 - g. Kuilsriver
- ii. Five projects were in detailed design stage as follows – active mobility improvements:
 - Salt River
 - Halt Road
 - Viking/Jan Smuts Drive
 - Frans Conradie/Old Paarl Road
 - Robert Sobukwe Road

The 2024/25 to 2031/32 project phase commenced in July 2024. As of 30 June 2025, two projects were prioritised, and the following are projects that have completed the concept design stage:

- a. Kraaifontein/Bloekombos
- b. Wesbank/Blue Downs

The revision of the Walking and Cycling Network Plans, together with the updated prioritisation framework, will produce a consolidated list of prioritised projects. These projects will subsequently be advanced through the Citywide Walking Programme and the Citywide Cycling Programme, respectively.

9.5.2.1 Technical Considerations for Active Mobility Projects

The technical considerations for active mobility projects include:

- i. Provision of new sidewalks and cycling facilities that integrate with the broader Active Mobility network;
- ii. Upgrading of existing facilities through widening, landscaping, improved signage, and enhanced road markings;

- iii. Intersection safety improvements, including reduced crossing distances and the provision of refuge areas;
- iv. UA design enhancements, such as dropped kerbs and tactile paving; and
- v. Incorporation of lighting and passive surveillance measures to improve safety and usability.

All active mobility planning and design projects are executed in accordance with the City's UA Policy, 2025 that seeks to address barriers in the City's transport system through the application of various principles and policies in order to ensure that transport infrastructure, facilities and services are accessible to as many people as possible, and specifically persons with disabilities.

9.5.2.2 Considerations for New Active Mobility Facilities

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

- i. NDoT: Non-Motorised Transport Facility Guidelines (2014).
- ii. City of Cape Town: Standards and Guidelines for Roads and Stormwater (2024).
- iii. Transit Oriented Development Strategic Framework (2016).
- iv. Development Control Transport Toolkit.
- v. Walking and cycling routes indicated on the 2017 NMT Network Plan. (to be updated once the Walking and Cycling Network Plans have been revised).
- vi. Existing pedestrian origin-destination movement in the area.
- vii. Existing and proposed land use and anticipated pedestrian trip generation.
- viii. CITP's directives on walking and cycling planning, design and implementation.
- ix. Integration with other road network upgrade and public transport interchanges programme.

The City will encourage new property developments to include active mobility facilities as part of the 'conditions of approval' issued by the City for the development. Such conditions could include:

- a. Sidewalks of prescribed minimum width of 1,8 m and the absolute minimum width of 1,5 m should be provided on both sides of internal roads (unless the roads are proposed to function as woonerfs).
- b. Gated developments should have accessible facilities located as close as possible to public transport and amenities.
- c. Cycle and pedestrian routes (and facilities) should be provided, and that connect to the City's Active Mobility network.
- d. All the facilities should be UA compliant.

9.6 Active Mobility Data Collection Programme

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

The methodology employed for active mobility data collection includes surveys along routes connecting to public transport facilities, schools, employment and retail areas as well as other public

services. Data collection includes intersection assessment to assess universal design aspects and user safety, which supports the implementation of infrastructure that is focused on enabling accessibility for all active mobility user groups. The objectives behind active mobility data collection are as follows:

- i. Allows for evidence-based planning;
- ii. Assists with project identification and prioritisation;
- iii. Identifies existing travel patterns and demands;
- iv. Tracks usage trends over time; and
- v. Catalyst for improvement of active mobility networks and environments.

This is an ongoing programme and is undertaken as part of the City's Public Transport Data Collection Programme. Currently, the programme is undertaking the next round of data collection that commenced in November 2025.

Research and development are continuously carried out to identify new methods for data collection, and this will continue to include the consideration of hardware and technology to facilitate wider scale and longitudinal counts of pedestrian and cycling facility usage.

10 FREIGHT TRANSPORT STRATEGY

10.1 Introduction

This section serves as an update to this chapter in the main CIP document, which is still relevant. There has been progress in updating the FMS (2016). The strategy needed to be updated because since the City's previous FMS (2016), Cape Town has seen:

- vi. An increase in road-based freight, as rail infrastructure and services have declined;
- vii. Heavier pressure on major roads, including the N1, N2, and N7;
- viii. Rising safety concerns, with 20–30 truck crashes each month on freeways;
- ix. Growth in online shopping, leading to more LDVs and micro freight on local streets;
- x. Operational challenges at the Port of Cape Town, affecting reliability for exporters and importers; and
- xi. Increasing environmental concerns, including emissions and noise.

The updated FMS responds to these challenges while aligning with national and provincial policies and the City's new Integrated Development Plan (2022-2026) and Comprehensive Integrated Transport Plan (2023-2028).

10.2 WCG's Provincial Freight Strategy (2019)

This strategy still has great relevance to the City and informs its plans for freight, as the WCG takes its rightful place in planning for freight at a provincial level, including establishing databases and platforms on freight movement and types. Further, WCG is supporting and managing the freight sector (particularly exports) in pursuit of the Growth4Jobs Strategy.

10.3 Draft Updated Freight Management Strategy

The City is currently developing an updated FMS, in terms of sections 36(3) and 37 of the NLTA and the Minimum Requirements. In line with corporate guidelines, the updated strategy is a high-level document providing the vision and focus areas. It provides direction to a separate implementation plan which will have actions to be monitored. It shows the "theory of change", which shows a line-of-sight between the problem statement, the focus areas, and the vision, with the intention that all actions are orientated towards achieving the vision.

While the strategy is still a draft, below is a summary overview of the draft document.

a. Informants into the Draft Strategy:

The draft strategy has been informed not only by a situational analysis and a summary problem statement, but also by a regulatory review, a theory of change, and

b. Vision and Focus Areas:

The vision for the City's FMS remains almost unchanged:

"Freight transport within Cape Town and the City's Functional Area is safe, efficient and reliable, serving the needs of the local and regional economy without compromising the access and mobility needs of fellow road and rail users, while operators understand and comply with regulations related to road safety; the environment; asset preservation; and the user-pay principle."

The vision is being achieved through four key focus areas that are:

- i. *Focus area 1: Safety*
Ensure the safety of all road users by reducing freight-related incidents, improving vehicle standards and addressing risks in the freight eco-system.
- ii. *Focus area 2: Efficiency and Reliability*
Improve the predictability, performance and resilience of freight movement across Cape Town by optimising modal choices, infrastructure and operation coordination.
- iii. *Focus area 3: Supporting local and regional economic growth*
Position freight as an enabler of inclusive and sustainable economic development by aligning infrastructure, land-use and operations with the needs of Cape Town's evolving economy.
- iv. *Focus area 4: Compliance and regulation*
Strengthen governance and accountability in the freight sector through effective regulation, enforcement and stakeholder collaboration, while promoting environmental responsibility and equitable contribution to infrastructure use.

c. Implementation

The strategy will not include an action plan, but it will provide examples of actions and propose indicators that could be used to measure the implementation of these actions and inform the monitoring and evaluation plan. An implementation, monitoring and evaluation plan will be developed immediately after the strategy is finalised.

10.4 Abnormal Loads

It is a requirement of the NLTA is that this chapter in the CIP include a map of routes approved for the movement of abnormal loads. There has been no change since the CIP 2023-2028 document.

10.5 Requirements in Terms of NLTA Section 36.(3): A Dangerous Goods Road Plan

It is a requirement of the NLTA is that this chapter in the CIP include a map of routes approved for the movement of dangerous goods. There has been no change since the CIP 2023-2028 document.

11 OTHER TRANSPORT-RELATED STRATEGIES

11.1 Introduction

Other transport-related strategies are reported here, including the RSS, Traffic Calming Policy, Universal Access Policy and the Public Transport Enforcement Plan (Strategy).

11.2 Road Safety Strategy and Traffic Calming Policy

The City is determined to reduce the loss of life as well as the number of people injured on its roads. To this end, the City has undertaken a comprehensive revision and update of the RSS for the City (2013–2018) and the Traffic Calming Policy. The process of updating the RSS was recently completed. The updated RSS was subjected to public participation and will soon go through the Council approval process. Similarly, the Traffic Calming Policy was recently reviewed and updated to align with current engineering standards and the principles of the Safe System Approach and was approved by Council on 30 April 2026 after being subjected to public participation. Together, these initiatives mark a significant shift from a reactive model to the proactive implementation of a safe road system, embedding prevention and shared accountability at every level. That is, both initiatives aim to strengthen the City's proactive Safe System approach. The revision process also ensures full alignment with the City's Integrated Development Plan (IDP) 2022–2027, specifically Programme 13.1: Road Safety and Maintenance Programme, and with international frameworks such as the World Health Organisation (WHO) Decade of Action for Road Safety 2021–2030.

Objectives of the RSS

The overarching objectives of the RSS are to:

- i. Reduce the rate of road traffic deaths and serious injuries across all user groups;
- ii. Improve road design and management, prioritising vulnerable users such as pedestrians and cyclists;
- iii. Support behaviour changes through education, communication, and enforcement;
- iv. Enhance collaboration across all spheres of government and within the City; and
- v. Build a citywide culture of road safety as a shared civic and social value.

11.3 Universal Access Policy, 2025

Historically, Cape Town's transport system, including the transport infrastructure (i.e. roads, sidewalks, pedestrian crossings and rail network), public transport facilities (i.e. public transport interchanges and rail stations) and public transport services (i.e. MBTs, bus and passenger rail services), was not designed to accommodate UA passengers. As a result, their access to socio-economic opportunities was severely limited, and inadvertently, it also made UA passengers dependent on others for assistance to successfully navigate the public transport system.

Due to the important role of transport in providing people with access to social and economic opportunities and associated services, it is important that the universal accessibility of transport infrastructure and public transport facilities and services be addressed.

The UA Policy was approved by Council on 8 May 2025.

The UA Policy seeks to bring about an accessible transport system by reducing and eliminating barriers through the application of design principles and guidelines that ensure that transport infrastructure and public transport facilities and services are accessible to as many people as possible, and specifically accessible by persons with disabilities.

Based on the above approach, and input received during stakeholder engagements, the following vision for an accessible transport system in Cape Town was developed:

All people, regardless of ability, will be able to travel independently, safely and in a dignified manner on an integrated transport system with accessible infrastructure, facilities and services.

The provision of an accessible transport system provides important socio-economic benefits insofar as it enables independent travel by all people regardless of ability. It also enables the use of mainstream public transport services and reduces the need for the provision of specialised transport services.

However, specific challenges that exist in realising an accessible public transport system must be noted. These are as follows:

- a. The existing transport infrastructure and public transport facilities across the municipal area are not accessible;
- b. Important public transport services and facilities provided by PRASA/Metrorail, GABS and minibus-taxis are not universally accessible; and
- c. The City only has direct control over the transport infrastructure located in the road reserve, public transport interchanges and the MyCiTi and Dial-A-Ride related facilities and services.

Considering the many challenges that exists in realising an accessible transport system, the UA Policy supports an incremental and phased approach, undertaken in a manner that is financially viable and sustainable.

The UA Policy focuses on addressing accessibility in relation to transport infrastructure located in the road reserve and public transport facilities and services that the City has direct control over, i.e. public transport interchanges, MyCiTi and Dial-a-Ride services. However, the policy principles, directives and actions can also be applied to other rail-based (e.g. PRASA/Metrorail) and road-based (e.g. GABS, minibus-taxis, e-hailing services and metered taxis) public transport services to improve accessibility for UA passengers. PRASA/Metrorail is responsible for the commuter rail infrastructure (i.e. rail lines, overhead power lines, signalling), facilities (including rail stations) and the commuter rail services.

The following eight (8) Key Focus Areas were identified in which the different policy directives and actions are grouped together.

- i. Undertake transport planning and capacity building to create an accessible transport system for all;
- ii. Provide public transport facilities and vehicles that support accessible public transport services;
- iii. Undertake public transport operations in a manner that is financially sustainable and enable travel that is safe, reliable, accessible, affordable and convenient;
- iv. Develop an accessible transport system through phased Implementation of infrastructure programmes and projects within available budget;
- v. Undertake marketing and communication that encourages the use of accessible public transport services;
- vi. Undertake stakeholder engagement to promote an accessible transport system for all;
- vii. Ensure the safety and security of public transport users to further the use of accessible public transport services; and
- viii. Undertake monitoring and evaluation of transport infrastructure, MyCiTi facilities and services and the Dial-a-Ride service to determine compliance with design standards and standard operating procedures.

To address the accessibility of the Metrorail and GABS services, the UA Policy proposes that the City engages with PRASA/Metrorail, WCG (the Contracting Authority for GABS) and other public transport operators via the Inter-modal Planning Committee (IPC) to identify the programmes and plans to provide accessible facilities and services.

The UA Policy will be reviewed every five years, or when there are legislative changes that require an earlier review of the policy.

11.4 Public Transport Enforcement Plan (Strategy)

11.4.1 Introduction

The Public Transport Enforcement Plan is prepared in terms of section 86 of the NLTA, which emphasises the need for transport enforcement strategies to enable local government to develop a public transport system that delivers the efficient, reliable, safe and secure movement of people and protect the quality of the environment.

The City's IPTN 2032 identifies the need for dedicated law enforcement to ensure a safe and secure public transport system, and the CIP (2023-2028) provides guidance on the need for enforcement on the City's road network (including related facilities) and guides further on a unified enforcement system. This plan, therefore, reflects the needs identified in chapter 11 of the CIP (2023-2028), as well as those of additional stakeholders, and is developed within the context of regional and local public transport enforcement needs and strategies.

In 2015, Council resolved that a Transport Enforcement Command should be created, reporting directly to the Executive Director: Safety and Security. It further resolved that a Public Transport Law Enforcement Branch (now to be called the Public Transport Enforcement Branch) be created within Urban Mobility Directorate, be sufficiently resourced to determine transport enforcement needs (as detailed in an internal report) and work closely with the Transport Enforcement Command. It was envisioned that the Transport Enforcement Command would be resourced with additional law enforcement and the necessary technology to ensure its efficiency. The Transport Enforcement Command would focus on public transport enforcement, mainly targeting the following aspects:

- i. Safety at public transport facilities;
- ii. Safety and prevention of antisocial behaviour on MyCiTi buses and routes;
- iii. Operators without operating licences;
- iv. Operators contravening the conditions of the operating licence;
- v. Mini-bus taxi operations;
- vi. Illegal users of MyCiTi bus lanes;
- vii. Motorists using dedicated bus/MBT lanes during peak periods; and
- viii. Prevention of fare evasion.

The Transport Enforcement Branch (currently named the Public Transport Enforcement Branch) located in the UMD is responsible for determining the priorities, monitoring and reviewing tasks to be performed by the Transport Enforcement Command (currently named the Transport Enforcement Unit (TEU)) as well as for where the resources should be deployed in order to best serve the transport enforcement mandate.

The Transport Enforcement Plan spells out the focus areas of the Transport Enforcement Command as well as the action plan to ensure it brings about the transport enforcement mandate.

11.4.2 Rationale for Establishing a Dedicated Transport Enforcement Unit

While the City's IDP stipulates the importance of creating a 'Safe City' as one of its pillars, crime is a major concern for commuters in Cape Town, so it is critical that attention be given to safety on routes and facilities on the City's public transport network. The main dangers faced by commuters are assault, robbery, theft, rape and common anti-social behaviour. These dangers are faced by commuters at public transport facilities, on routes, while waiting at bus stops and even those cycling on the City's spaces. Coupled with crime-on-person and anti-social behaviour, public transport facilities are further burdened by becoming a point of sale for illicit drugs, and the influx of 'rough sleepers' (homeless individuals).

The analysis of the current situation in Cape Town confirms that commuters are mostly exposed to crime on buses, trains, MBTs, while changing from one mode to another at interchanges or when walking from drop-off points to their places of work or homes.

Statistics indicate that the traffic officer ratio to private vehicles is 1: 2 800 (excluding the City's Metro Police Service that also possesses a Traffic Enforcement mandate). The ratio of traffic officers to licenced public transport vehicles is 1: 139.

With regard to the bus and MBT industry, the City has spent more than R600 million to acquire routes from operators for usage by the City's MyCiTi bus services. Illegal operators are, however, competing with the MyCiTi buses for commuters on these routes (as well as on other operator routes) and this requires active enforcement. Notwithstanding the concern mentioned, legal operators are also making themselves guilty of deviating from their routes to poach passengers from competing operators. MBT associations generate income through joining fees from prospective MBT operators, but then these MBT associations cannot ensure obtaining operating licences for them. This creates a genuine and large pool of illegal operators straddling the City's public transport network. There is also a further concern about violence between different MBT associations competing for lucrative routes, whilst e-hailing platforms such as Uber also add additional enforcement requirements to the public transport provider mix. The City has also applied to the National Minister for Transport for it to become the enacted Municipal Regulatory Entity for Cape Town, a function currently located in the Western Cape Mobility Department.

To give effect to the 2015 Council Report *supra*, an inter-departmental cooperative agreement between the Safety and Security Directorate and UMD was concluded in May 2015 with the intention

to investigate and implement an effective transport enforcement model for the City. As indicated in Clause 19 of the agreement, it is the intention of both parties to implement their respective obligations under the agreement, subject to obtaining authority to do so, where necessary, from the relevant empowered officials or bodies.

Under this agreement, the parties arranged that the Traffic Services Department within the Safety and Security Directorate is to establish a Transport Enforcement Command. The Transport Enforcement Command shall at the outset be composed of the existing Integrated Rapid Transit and Public Transport Interchange Units (87 law enforcement officers), the existing bus and minibus taxi (BMT) lane Unit (13 traffic officers), the existing Public Transport Unit (36 traffic officers) and the proposed additional 20 traffic officers. It was further agreed that the abovementioned establishments will be relocated to the stated command with their current supervisory capacity.

This command is currently embodied in the City's TEU situated in the Safety and Security Directorate.

11.4.3 Results of the TEU's Actions to Date

Notably, for the 2024/25 financial year, the TEU has, in respect of Traffic Enforcement, issued 136 643 notices for public transport violations in terms of the National Road Traffic Act, 1996 (Act 3 of 1996) and the NLTA. In terms of its public transport regulation focus, the Unit impounded 3 896 public transport vehicles (12 224 in total by all of Traffic Services). The TEU also continues its focus on safety and security at the various public transport interchanges and MyCiTi bus routes. In respect of the latter, the team has conducted 27 795 visits to MyCiTi stations and conducted 6 185 bus patrols on the MyCiTi service in order to look at revenue protection and potential antisocial behaviour.

11.4.4 Next Steps

The Public TEU will be reviewed and submitted to the statutory strategy development and approval process. Further updates will be given in future CIP updates.

12 IMPLEMENTATION MECHANISMS FOR SPATIAL RESTRUCTURING TO SUPPORT ACCESS

12.1 Introduction

Information related to the implementation mechanisms for spatial restructuring to support access has largely remained the same since the approval of the CIP 2024 Update in March 2025. The following section (Section 12.2) has been reworked to reflect updates in the spatial planning and implementation thinking in promoting spatial restructuring.

12.2 Mechanisms Available and Under Way to Implement the Spatial Strategy

12.2.1 Incentive Overlay Zone

The City proposed several amendments to the Municipal Planning By-law (MPBL) that regulates development and land use in the city. One of the key initiatives for making it easier and more cost-effective to develop in well-located areas, is the introduction of an Incentive Overlay Zone (IOZ) for Development Focus Areas in Athlone, Maitland, Parow/Elsies River, Bellville and Diep River through enhanced development rights. The IOZ was approved by council on 26 June 2025, gazetted on 8 August 2025 and came into effect on 1 October 2025.

An IOZ creates a special zoning area with special provisions, over and above the base zoning's existing provisions. Property owners whose properties fall within an IOZ receive additional or enhanced development rights, such as height, floor factor, coverage, setbacks and additional use rights linked to development guidelines in the approved MSDF and DSDF. Should the new proposed development comply with the rules of the IOZ, only a building plan application is required. The full list of enhanced rules is available for viewing in items 155 and 156 of the 2025 MPBL. This incentive supports TOD.

Key Benefits of an IOZ:

- i. The IOZ makes it easier to develop as it only requires a building plan to be submitted, if the proposed development complies with the rules of the IOZ.
- ii. It simplifies regulatory processes and requirements as the IOZ allocates a basket of additional development rights and uses rights to the properties that fall within the IOZ.
- iii. It speeds up permission, thus saving developers and property owners time and costs.
- iv. It supports the City's commitment to Ease-Of-Doing-Business in Cape Town.
- v. It enables development in areas prioritised for mixed use, such as Development Focus Areas.

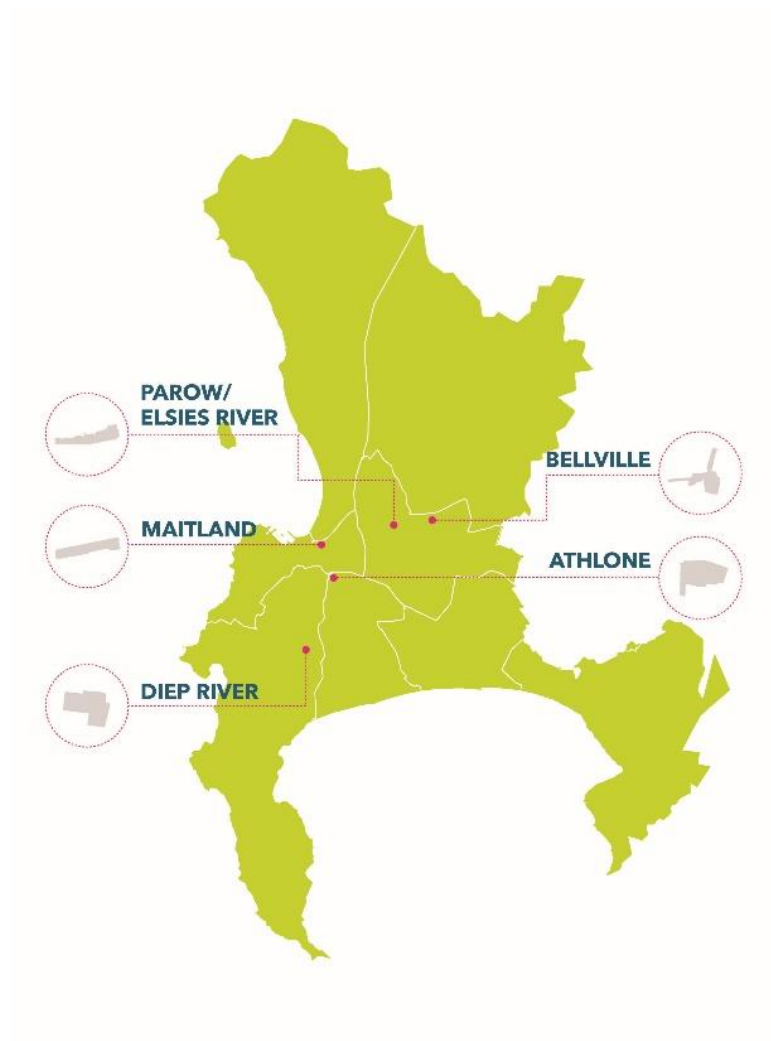


Figure 12-1: Approved IOZ Areas

The approved IOZ areas are shown in Figure 12-1 above. Detailed maps of the local IOZ areas can be accessed [here](#).

12.2.2 National Heritage Resources Act Exemptions

In 2023, the City and Heritage Western Cape completed an investigation to exempt specific Development Focus Areas (DFAs) - including Airport Industria, Atlantis, Flamingo, Kuils River, Mitchells Plain CBD, Ottery/Lansdowne, and parts of the Voortrekker Road Corridor - from certain provisions of the National Heritage Resources Act, 1999 (Act 25 of 1999) (NHRA). These areas have now been formally approved and promulgated as NHRA Exemption Areas.

The exemption applies to Sections 34 and 38 of the NHRA, which typically require approval for alterations or demolition of buildings older than 60 years or developments that may affect the character of an area (e.g. subdivision, rezoning, consolidation and so on).

Key Benefits of NHRA Exemption Areas

- i. Certainty for owners and investors: No heritage restrictions under the 60-year clause.
- ii. Streamlined approvals: Only one application to the City is required - no separate Heritage Western Cape (HWC) permit is required.

- iii. Reduced costs and timeframes: Eliminates additional fees and delays associated with HWC approvals.
- iv. Improved financial viability: Faster processes support investment and development.
- v. Boost to affordable housing: Lower costs and quicker approvals encourage housing delivery.
- vi. Support for the construction sector: Regulatory reform stimulates job creation and economic activity.

This initiative aligns with the City's broader goals of enabling efficient, inclusive urban development while ensuring that heritage oversight is applied where most needed.



Figure 12-2: Approved NHRA Exemptions

The approved NHRA exemptions are shown in Figure 12-2 above. Detailed maps of the local areas can be accessed [here](#).

12.2.3 Environmental Exclusions and National Environmental Management Act Urban Area

The Environmental Exclusionary Areas (EEA) mechanism enables the exclusion of certain development zones from the requirement to obtain environmental authorisation under the National Environmental Management Act, 1998 (Act 107 of 1998) (NEMA). Currently, Atlantis is the only area with an approved legislated environmental instrument allowing this exclusion. Other potential EEAs have been identified but require further investigation and will follow a separate process if deemed suitable for exclusion.

On 15 July 2025, the Western Cape Province gazetted the adoption of the Urban Development Edge (UDE). This formal adoption designates the City's UDE as the boundary for a NEMA urban area, streamlining decision-making for listed activities. Within this urban area, many NEMA-listed activities no longer require environmental authorisation - unless they affect sensitive ecosystems such as rivers,

wetlands, or biodiversity hotspots. This change reduces delays and costs, particularly in areas needing bulk services but with minimal environmental impact.

With the Department of Environmental Affairs and Development Planning now having adopted the City's UDE, the designated urban area will be reviewed and advertised every five years, alongside updates to the MSDF and related spatial policies.

This alignment of spatial planning and environmental legislation promotes predictable, efficient development while safeguarding critical environmental resources. It supports the City's vision for inclusive, service-connected urban growth.

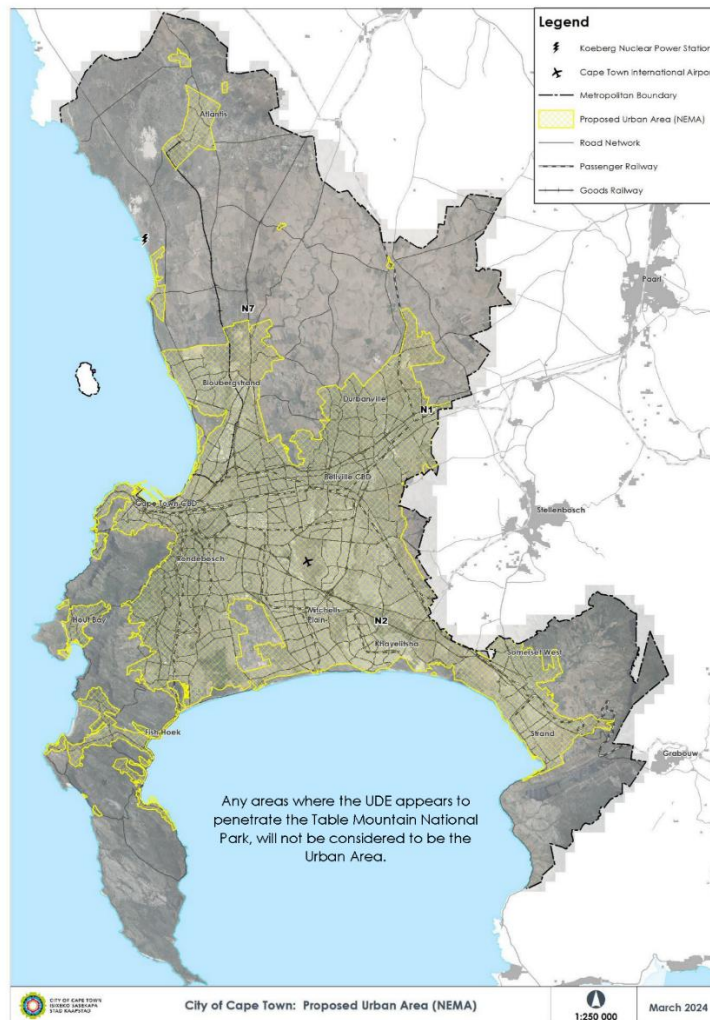


Figure 12-3: Approved NEMA Urban Area

The approved NEMA Urban Area is shown in Figure 12-3 above.

To find out more information about the NEMA Urban Area incentive visit the webpage [here](#).

12.2.4 Local Area Planning Initiative Prioritisation Programme

Local area planning initiatives (LAPIs) such as LSDFs, precinct plans and public investment frameworks (PIFs) provide a greater level of planning direction with a stronger focus on implementation, i.e. investment. As part of the review of the 2018 MSDF and 2012 DSDFs, several planning and investment focus areas were identified to guide local land use change and define capital investment interventions to unlock strategic land for development. Opportunity areas (development focus areas) and vulnerable areas (urban support focus areas) were identified as priority local areas for

LAPIs. These priority local area (PLAs) initiatives support higher-level plans, right up to the IDP. To this end the IDP, under the **Targeted Urban Development Programme** (1.4), highlights the importance of accelerating the development of key precincts and supporting the effective management of business precincts that will require greater coordination of City investment and operations and the local level. Please see project 1.4.a. Local Area and Precinct Development Initiative and project 1.4.b. Precinct Management Initiative.

12.2.5 Standard Operating Procedures for Local Area and Precinct Plans

To streamline the various components of the generic precinct development process, the City Manager initiated a process focused on physical development and management of identified precincts. The aim is to institutionalise an efficient and aligned internal process that supports private and public investment in key precincts identified within the city. This shift, towards achieving greater alignment between sector plans with the approved MSDP and DSDFs, has highlighted a misalignment between the spatial plans and the subsequent implementation of projects arising from these spatial plans.

Furthermore, as various directorates undertake the drafting of lower order plans, whether as part of land packaging processes, development interventions or other related actions, there is a need to establish a common understanding of these local area planning instruments. This includes clarity on their purpose, associated terminology, minimum requirements, expected content and level of detail, required processes, approval status, and the interventions or implementation actions they identify.

To address this, a Standard Operating Procedure (SOP) is being drafted to provide a streamlined and uniform approach to the formulation (drafting) and approval of local area and precinct level planning instruments. The objective of this SOP will be to institutionalise the prioritisation and planning processes required to guide, coordinate, and align activities that support coordinated implementation.

In addition, separate SOPs, forming part of an overarching generic precinct development suite, are also being drafted to address project implementation and precinct management.

13 FUNDING STRATEGY AND SUMMARY OF PROPOSALS AND PROGRAMMES

The annual updating of the CITP must at least involve, among other matters, revising and updating the projects, programmes and budgets in chapter 13 so that a three-year period ahead is maintained, along with a detailed programme and budget for the next financial year. Accordingly, the following sections include updates to the abovementioned since the approval of the CITP 2023-2028 in May 2023 and its first update in March 2025, using the latest, Council-approved budget.

This chapter includes the latest information on:

- i. a summary of all the Urban Mobility Directorate's proposals, projects and programmes;
- ii. the public transport funding strategy; and
- iii. the budget per project and programme.

13.1 Summary of Proposals

Table 13-1 contains an extract of the top ten projects / programmes with the largest proposed budget allocation ranked over the Medium-Term Revenue and Expenditure Framework (MTREF). The complete list of budgeted projects is in Appendix 2.

Table 13-1: Top 10 Programmes with the Biggest Budget Allocation¹⁰

NAME OF PROPOSAL, PROJECT OR PROGRAMME	SUMMARY OF PROPOSAL, PROJECT OR PROGRAMME FINANCIAL IMPLICATIONS OVER THREE YEARS		
	APPROVED BUDGET 2026/2027	APPROVED BUDGET 2027/2028	APPROVED BUDGET 2028/2029
IRT Phase 2A	R2 257 956 826	R872 146 830	R157 759 132
Congestion Relief Projects	R187 171 053	R180 613 689	R285 851 839
Integrated Bus Rapid Transit System	R88 241 369	R30 000 000	R30 000 000
Roads: Rehabilitation	R59 649 513	R138 236 364	R87 150 000
Mfuleni Urban Node	R44 752 190	R53 769 094	R15 607 887
Metro Roads: Reconstruction	R42 402 727	R44 900 812	R107 725 230
Public Transport Interchange Programme	R42 175 880	R49 200 000	R0
Upgrading: HO, Depot and District Buildings	R36 311 027	R69 418 182	R59 481 531
NMT Programme	R33 232 842	R16 596 422	R0
Unmade Roads: Residential	R19 868 779	R19 163 794	R13 382 256
GRAND TOTAL	R2 811 762 206	R1 474 045 187	R756 957 875

¹⁰Please note that the projects are ranked per the current financial year. Totals have not been given per project for the three financial years, as some of the projects may have had budget allocations in the years preceding and following the one shown. However, the table does give an indication of the largest amounts of City spending and national grant funds are allocated.

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

The two tables below summarise the Urban Mobility directorate's budget per department, and then per funding source. Table 13-2 is a summary of the budget allocation per department. From the City's current approved budget, total costs for the Urban Mobility Directorate for the 2026/2027 financial year are about R3,05 billion, while for 2027/2028 they are estimated to be R1,88 billion and for 2028/2029 they are estimated to be R1,09 billion.

Table 13-2: Budget Allocation per Department

URBAN MOBILITY DEPARTMENT BUDGET	APPROVED BUDGET 2026/2027	APPROVED BUDGET 2027/2028	APPROVED BUDGET 2028/2029
Finance: Transport	R47 617 680	R33 496 379	R12 479 558
Public Transport	R586 895 614	R66 672 547	R47 209 584
Roads Infrastructure Management	R271 955 336	R455 543 123	R460 384 093
Transport Infrastructure Implementation	R2 036 382 356	R1 232 801 918	R515 734 613
Transport Planning & Network Management	R92 570 628	R93 662 532	R55 388 825
Transport Shared Services	R22 122 069	R6 700 000	R5 700 000
GRAND TOTAL	R3 057 543 683	R1 888 876 499	R1 096 896 673

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

The budgets in the CIP have been updated, and the City is able to produce approved budget figures for the financial year 2026/2027 and proposed budget figures for the 2027/2028 and 2028/2029 financial years.

Table 13-3: Summary of Funding Allocation per Source ¹¹

FUNDING SOURCE	APPROVED BUDGET 2026/2027	APPROVED BUDGET 2027/2028	APPROVED BUDGET 2028/2029
1 EFF	R139 039 274	R3 000 000	R493 305 257
1 EFF: 2	R161 285 062	R628 388 631	R99 454 964
2 Revenue: Insurance	R5 000 000	R5 000 000	R5 000 000
3 BICL SW: Krft North	R0	R440 000	R1 060 000
3 BICL SW: Krft South	R910 000	R2 796 500	R3 883 500
3 BICL SW: Parw South	R443 001	R3 642 840	R3 642 840
3 BICL T&R: Plumst N	R47 450 537	R0	R0
3 BICL T&R: SWest N	R0	R47 912 563	R1 529 557
3 CRR: Congest Relief	R139 720 516	R180 613 689	R285 851 839
3 CRR: Contingencies	R42 617 680	R0	R0
3 CRR: IRT BusInsura	R28 000 000	R0	R0
3 CRR: Ward Allocation	R12 669 114	R2 100 000	R0
4 NT ISUPG	R7 000 000	R7 000 000	R7 000 000
4 NT NDPG	R39 449 513	R26 539 024	R0
4 NT PTNG	R581 140 015	R173 974 151	R196 168 716
4 NT PTNG-BFI	R1 776 000 000	R766 000 000	R0
4 Private - Orio	R76 788 971	R41 469 101	R0
GRAND TOTAL	R3 057 513 683.00	R1 888 876 499.00	R1 096 896 673.00

13.2 Public Transport Funding Strategy¹²

The City's CIP positions alternative fare revenue as a strategic pillar to improve financial sustainability and reduce reliance on operating subsidies. While current non-fare revenue contributes less than 1% of total system income, the City has initiated a structured programme to increase this to between 5% and 10% over the medium term. This will be achieved through a combination of advertising monetisation, public-private partnerships (PPPs), and the commercial utilisation of transport assets, including stations, depots, and PTIs. This approach is fully aligned with global best practice, where mature BRT and urban transit systems have successfully diversified revenue streams beyond fares to support long-term viability.

International experience demonstrates that non-fare revenue can play a meaningful and scalable role in public transport funding. Systems such as TransMilenio in Bogotá have leveraged station branding, bus wrap advertising, and concession-based retail within stations to generate sustained ancillary income, while Transport for London in London has developed a sophisticated commercial model that includes advertising, property development, and long-term concession agreements, contributing a significant share of total revenue. Similarly, the MTR Corporation in Hong Kong has demonstrated the value of integrated property and transport development, where commercial

¹¹ City funding in black; external funding in blue

¹² It has recently been publicly reported that the PTNG (i.e. the current national grant for BRT) is being phased out. This will result in a changing grant environment for public transport. The City would welcome a funding regime which supports incremental, multi-modal corridor development. The next iteration of the MYFIN will need to reflect the result of any updated funding arrangements.

exploitation of land and facilities materially supports operating costs. These examples highlight a clear trajectory: as systems mature, non-fare revenue evolves from marginal contributions to a structured and strategic funding stream.

In this context, the City's current initiatives represent a deliberate and positive shift toward global best practice. The expansion of advertising opportunities across vehicles and infrastructure, the introduction of PPP models for station precinct development, and the structured use of municipal transport assets for commercial purposes signal a transition from a purely fare-dependent model to a multi-revenue framework. While the current base is low, the targeted increase to 5–10% is both realistic and achievable, particularly as network scale, passenger volumes, and asset utilisation improve. This trajectory not only strengthens financial sustainability but also enhances the overall value proposition of the transport system, positioning the City to align with leading international systems in the medium to long term.

Furthermore, the funding strategy for public transport is found in the Multi-year Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport (MYFIN), which forms the basis on which to proceed with IPTN projects. The MYFIN provides a 15-year financial projection with a citywide view and is therefore a forecasting tool for the implementation of the IPTN and each iteration builds upon the former.

The following sections describe the Council-approved MYFIN plans from 2024 and 2025, and a five-year revenue and expenditure forecast is included thereafter.

13.2.1 Multi-year Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport 2024-2038 (MYFIN 2024)

MYFIN 2023 projected a significant deficit over the 15-year period (escalated figures accounting for inflation). In response, MYFIN 2024 quantified the services possible within a reduced funding envelope, meaning that MYFIN 2024 would indicate what services could be provided with only confirmed funding sources without any loans used. MYFIN 2024 provided a new baseline for Phase 2A services as a starting point to scale up if additional funds become available.

The smaller Phase 2A service results from limited funding available for the capital programme, vehicle purchases and operational costs required for full Phase 2A operations. Key changes included:

- a. Internal sources of borrowing such as the External Financing Fund (EFF) could no longer be used to finance Phase 2A fleet procurement, which was the source applied in previous MYFIN reports. Other loans could not be used at the time either.
- b. On 27 March 2024, Council granted authority for the approval of a bus procurement strategy for the full MyCiTi service. Both diesel and battery electric buses (BEB) could be provided in terms of this strategy although a non-exhaustive list of bus types was also permitted.
- c. A review of the Phase 2A capital programme was done because of funding constraints, and a recommendation to delay certain construction work packages where Phase 2A operational impacts are not material was put forward. This was done to comply with the BFI funding envelope of R7.1 billion.
- d. MYFIN 2024 costed the procurement of 80 buses for Phase 2A implementation because funding for this number is confirmed. As 221 buses are required for the full Phase 2A service, 80 buses were estimated to cater for ± 45% of the Phase 2A passengers previously anticipated (when including N2 Express Passengers, as the service will continue using existing N2 Express buses).

Due to the 'affordability' scenario costed in MYFIN 2024, the reduced Phase 2A service caused a significant reduction in the projected deficit, amounting to ± R144 million (representing 0.26% of the total cost). The Urban Mobility directorate is committed to further limiting future deficits; if additional funding cannot be sourced, MyCiTi services and fleet size may not be able to expand further.

13.2.2 Multi-year Financial Operational Plan and Medium-term Strategic Business Plan for Public Transport 2025-2039 (MYFIN 2025)

Aligned to MYFIN 2024, MYFIN 2025 indicates the services that could be provided with only confirmed funding sources without any loans. An affordability scenario was re-costed to produce a negligible deficit outcome. Key changes included:

- a. The EFF and other forms of borrowing from financial institutions are excluded as potential sources for MyCiTi services.
- b. Following the procurement processes in 2024 and unresponsive bids for Diesel Euro VI buses, MYFIN 2025 includes procurement of 70 BEBs for Phase 2A initial implementation.
- c. As in MYFIN 2024, certain Phase 2A construction packages were delayed where the impact on Phase 2A operations is not material to remain within the BFI funding envelop of R7.1 billion.
- d. The impact of the need to remain within the confirmed funding envelope, which required a reduction in Phase 2A services, had the following further implications:
 - i. Reduced Phase 2A capital requirement and alignment to the available BFI funding.
 - ii. Vehicle purchases reduction from 221 to 70 vehicles purchased by the City for Phase 2A.
 - iii. Station management reduction from 12 stations to seven (7) for Phase 2A (although this number has increased from the four costed in MYFIN 2024).
 - iv. Compensation allowance for Phase 2A services reduced due to reduced service scope.

Hence, MYFIN 2025 represents the new baseline for MyCiTi services as the baseline from which to expand if additional funds become available. It is noted that expanding the service beyond its initial rollout could enhance economies of scale, reducing the relative burden of both direct and indirect operating fixed costs.

To address this, Phase 2A must adopt a flexible, incremental expansion strategy, beginning with an initial service in July 2027 costed in MYFIN 2025. Future expansions will proceed as financial resources become available, enabling the gradual rollout of the full Phase 2A service. This updated approach redefines milestones – not by fixed timelines, but by resource availability – ensuring service expansion with additional vehicles when funding permits.

Additional Items to be Noted

Further to the above, the following additional items should also be noted:

1. *Proposed automated fare collection system for existing and future phases:* Although the City intended to implement the fare system required by the National 'Draft Fare System Regulations 2020', referred to as the NDoT ABT Solution, system implementation appeared to exceed the City's fare system budget. For affordability reasons, the City will pursue a pure account-based ticketing (ABT) system, which could be more beneficial for operational, financial and modal integration reasons.
2. *Bus ownership and procurement:* The MYFIN 2025 provision is for 70 buses that will be purchased outright using PTNG funding in 2027/2028. No additional financed bus procurement for Phase 2A is included in MYFIN 2025. Although EFF can no longer be used, the option of vehicle operating company (VOC) ownership should be further investigated to increase Phase 2A vehicles.
Additionally, the end of the anticipated commercial life of the original Phase 1 fleet will be in 2031/2032 when it must be replaced in Stage 3 of the VOC contract. Phase 1 vehicle replacements are included in the long-term Public Transport Network Grant (PTNG) capital programme, although vehicle ownership is undetermined at the time of MYFIN 2025 Council approval.
3. *Additional strategies to expand Phase 2A services:*
 - a. Capital expenditure strategies such as:
 - i. Delay of certain Phase 2A construction packages (this has been implemented); and
 - ii. Pursuing additional funding to complete Phase 2A infrastructure.
 - b. Key strategies to reduce operational expenditure and increase funding including reducing operating costs through cost-saving strategies will allow the City to increase the range of services provided by:
 - i. Improving efficiencies in Phase 1 Stage 2 to achieve at least 10% cost saving in the MyCiTi Vehicle Operating Contract; and
 - ii. Securing reallocated Public Transport Operations Grant (PTOG) for conventional bus services replaced and incorporated into MyCiTi Phase 1 and Phase 2A services.

13.2.3 Risks to and Actions for MYFIN 2025

This section highlights the key risks and further actions that are needed, noting the MYFIN 2025 report provides a comprehensive overview of all relevant risks.

- i. *Grant funding reduction:* The MYFIN 2025 acknowledges the risk of reduced funding, which could be exacerbated by economic constraints and potential reductions in PTNG. Securing Reallocated PTOG funding in respect of the services that have been replaced by MyCiTi Phase 1 services as well as those that will be replaced by Phase 2A once the Phase 2A services roll-out, will support direct MyCiTi operating costs and can also mitigate against the risk of reductions in PTNG. Without the reallocated PTOG, implementing Phase 2A of MyCiTi could be significantly constrained.
- ii. *N2 Express services:* Resuming commuter rail, especially the Central Line, has an impact on the need for N2 Express services. Funding for the N2 Express (given the high fixed costs associated with the service) is inadequate, and the City does not receive funding from PRASA or NDoT for this supplementary rail service. It is considered that absorbing the N2 Express as a

Phase 2A route is likely to reduce the operating costs significantly, thereby increasing its cost effectiveness. This option of contracting will also allow the City to reduce N2 Express services.

- iii. *Fleet technology:* The City has committed to transition to alternative green energy vehicles, the extent of the additional cost (being higher vehicle costs, charging infrastructure as well as improvements to the surrounding substations/grid) is not yet certain. The MYFIN 2025 has costed the procurement of battery electric buses (BEB's) for Phase 2A. It should, however, be noted that the transition to green technology fleet will incur higher costs than that of diesel fleet.
- iv. *Phase 1 Fleet replacement:* The anticipated replacement of current Phase 1 Fleet in 2031/2032 amounts to approximately R1.7 billion (Rands) in 2031. The Phase 1 replacement vehicles have been included in the long-term PTNG capital programme. However, further investigation is required as to the ownership of these buses, which relates to how they will be funded when required.
- v. *Compensation:* Compensation estimates for MBT operating licences have been reviewed and aligned to the expected Phase 2A fleet size in the operational plan. It is noted that a reduced Phase 2A fleet will entail less compensation. Although this component is currently not in the MTREF budget as the amount is not yet confirmed, however it is currently planned as an expenditure that will be funded by the PTNG incentive component.
- vi. *Phase 2A implementation risks:* There are risks associated with the rollout of Phase 2A which, if they materialise, will impact not only on the project, but also funding certainty. The most significant and important risks include approvals and land acquisition, construction extortion, relocation of informal dwellings, and challenges in securing agreement with operators.

13.2.4 MYFIN 5-year Forecast

The expenditure and funding projections for the next 5 years as per MYFIN 2025 are indicated in Table 13-4 below. Note however that the figures are based on the July 2025 approved budget and will change with the MYFIN 2026.

Table 13-4: Expenditure and Funding Projections for the Next 5 Years as per MYFIN 2025

EXPENDITURE	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031
TOTAL PLANNING	R 0 M	R 0 M	R 0 M	R 0 M	R 0 M
TOTAL IMPLEMENTATION	R 20 M	R 20 M	R 21 M	R 0 M	R 0 M
TOTAL DESIGN	R 58 M	R 22 M	R 43 M	R 12 M	R 0 M
TOTAL PROFESSIONAL SUPPORT SERVICES EXPENDITURE	R 78 M	R 42 M	R 64 M	R 12 M	R 0 M
TOTAL EQUIPMENT	R 287 M	R 117 M	R 44 M	R 35 M	R 35 M
TOTAL INFRASTRUCTURE	R 1 811 M	R 1 026 M	R 252 M	R 44 M	R 189 M
TOTAL COST OF VEHICLES	R 579 M	R 20 M	R 235 M	R 563 M	R 447 M
TOTAL TRANSITION COSTS	R 0 M	R 0 M	R 0 M	R 0 M	R 0 M
TOTAL CAPITAL EXPENDITURE	R 2 677 M	R 1 162 M	R 530 M	R 642 M	R 671 M
DIRECT VEHICLE OPERATING COSTS	R 1 038 M	R 1 224 M	R 1 441 M	R 1 533 M	R 1 631 M
TOTAL INDIRECT OPERATING EXPENDITURE	R 804 M	R 767 M	R 970 M	R 981 M	R 1 038 M
TOTAL OPERATING EXPENDITURE	R 1 842 M	R 1 991 M	R 2 411 M	R 2 514 M	R 2 669 M
TOTAL EXPENDITURE	R 4 597 M	R 3 195 M	R 3 005 M	R 3 168 M	R 3 340 M

SOURCES OF FUNDS	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031
Budget Facility for Infrastructure (BFI)	R 1 776 M	R 766 M	R 0 M	R 0 M	R 0 M
Capital Contributions from International Sources (i.e. ORIO)	R 67 M	R 20 M	R 0 M	R 0 M	R 0 M
PTNG for Capital	R 912 M	R 418 M	R 594 M	R 654 M	R 671 M
TOTAL SOURCES OF CAPITAL	R 2 755 M	R 1 204 M	R 594 M	R 654 M	R 671 M
Fare Revenue	R 365 M	R 381 M	R 542 M	R 577 M	R 613 M

Other System Revenue	R 16 M	R 17 M	R 23 M	R 25 M	R 26 M
PTNG for Operating	R 414 M	R 391 M	R 591 M	R 579 M	R 612 M
Property Rates	R 1 013 M	R 1 188 M	R 1 245 M	R 1 324 M	R 1 409 M
Contributions from Province	R 10 M	R 10 M	R 10 M	R 10 M	R 10 M
Other Local Operating Revenue	R 24 M	R 3 M	R 0 M	R 0 M	R 0 M
TOTAL OPERATING REVENUE	R 1 842 M	R 1 991 M	R 2 411 M	R 2 515 M	R 2 670 M
TOTAL SOURCES OF FUNDS	R 4 597 M	R 3 195 M	R 3 005 M	R 3 168 M	R 3 341 M

13.3. Budget per Project and Program

The tables below indicate the operating budget per department as well as an indication of operating budget allocation per programme.

Table 13-5: Urban Mobility's Operating Budget per Department

Urban Mobility's Approved MTREF Operating Budget			
Approved Budget per Department	Approved Budget 2026/2027 R'000	Approved Budget 2027/2028 R'000	Approved Budget 2028/2029 R'000
Finance: Transport	36 277 161	43 982 952	48 976 483
Management: Urban Mobility	13 108 019	13 667 673	14 530 144
Public Transport	1 655 339 233	1 859 208 228	1 961 176 597
Roads Infrastructure Management	2 292 960 439	2 333 105 658	2 278 533 579
Transport Infrastructure Implementation	250 617 814	371 926 961	475 770 395
Transport Planning & Network Management	337 493 937	349 320 962	363 735 299
Transport Shared Services	182 272 870	175 977 547	175 551 703
TOTAL	4 768 070 472	5 147 189 981	5 318 274 199

Table 13-6: Urban Mobility's Operating Budget Allocation per Programme

Urban Mobility's Approved Operating Budget*	
Main Areas of Operating Expenditure	Approved Budget 2026/2027 R'000
Provision for the Contracted Road-based Transport (MyCiTi Phase 1 and N2 Express)	1 040 431
Public Transport Interchanges and Facilities Management	254 324
Maintenance and System Support of the Automated Fare Collection System	84 689
Roads Resurfacing and Stormwater Maintenance	1 601 134
Land Use Development Facilitation	66 234
Integrated Transport Plan	50 402
Mobility Priority Programme	18 006
Road Safety and Maintenance Programme	152 820
Integrated Public Transport Network (IPTN)	36 018
Transport Information Centre (Call Centre)	25 305
Public Transport Marketing and Communication	13 685
TOTAL	3 343 048

Note: *There are no material changes in trends over the MTREF period for the Urban Mobility Directorate.

Refer to Appendix 2 for capital budget related information per project and programme/initiative.

14 STAKEHOLDER CONSULTATION PROCESS

14.1 Introduction

The City will be inviting stakeholders and individuals to comment on this draft CIP 2026 update through the usual public participation process. This chapter will then be updated to describe that process.

The previous / first CIP update document of 2024 went through a public participation process with two parallel consultation processes: stakeholder engagement, and public participation. *Stakeholder Engagement* is a structured process of interacting with representatives of government entities, organised businesses, and organised civil society, who have a direct interest or influence in mobility in Cape Town. *Public Participation* Involves eliciting comment from any members of the broader community, be they residents, business owners, visitors, and special interest groups. These two processes together will be referred to as the “public participation process” in this chapter.

The public participation process for the CIP 2026 Update will be done in compliance with the NLTA and related guidelines, as well as being guided by section 17 of the Local Government: Municipal Systems Act, 2000 (Act 32 of 2000).

Edits to this draft document based on the comments received will be included where necessary, to create a final draft for adoption by full Council.

14.2 Purpose of the Public Participation Process

The purpose of the public participation process is to elicit input from stakeholders and the public to improve on the draft CIP 2026 Update.

While not explicitly required in terms of the minimum requirements, the City has started to subject its annual updates to a public participation process, as the updates will be approved by full Council. This is in support of good governance practice.

14.3 Technical Process for the Update of the CIP

The following tools are usually used in the public participation process:

14.3.1 Providing Access to the Document

The draft CIP 2026 Update document together with its summary (translated into the three official languages of the Western Cape) will be available:

- i. Electronically on the City's “Have Your Say” website;
- ii. As a hard copy at all 20 sub-council offices;
- iii. As a hard copy at all municipal libraries; and
- iv. Electronically distributed to the sub-councils' databases of councillors and community organisations via the sub-council managers.

The authors will also send the link to their known stakeholders, including minibus-taxi associations, academics, Non-profit Organisations (NPOs) in the mobility and access sector, organised businesses, as well as the Land Transport Advisory Board (LTAB) and Intermodal Planning Committee (IPC) and its subcommittees.

14.3.2 Eliciting Inputs

The main repository for inputs will be the Have Your Say online platform and the CIP email address.

Virtual and face-to-face workshops with identified stakeholders will be held as required to present the contents of the draft CIP 2026 update and to elicit feedback. The LTAB, IPC and relevant subcommittees will include it in their agendas.

All the City's social media will be used at the start, during and near the end of the public participation process, to encourage people to give comment.

The Collaboration Platform is an innovative online platform that allows for a "conversation" between commentors, as they can see and comment on existing comments, hence creating a "groundswell" around significant and/or popular comments.

14.4 Proposed Process

The public participation process will be noted by the Urban Mobility Portfolio Committee prior to its implementation. It will follow the corporate guidelines, which ensure a broad reach to both stakeholders and the public. The diagram below shows the timelines for the planned public participation and Council approval processes.



Figure 13-1: Process for Drafting and Approving the CIP 2026 Annual Update

APPENDIX 1 – ACTION PLAN MATRIX

The original intention of an action plan matrix was to show priority projects, aligned to objectives, and to show progress on their implementation. The CIP 2024 Update anticipated that progress could be demonstrated through a monitoring and evaluation framework. However, due to corporate evolution in thinking on monitoring and evaluation, the CIP will no longer have its own monitoring and evaluation framework. As the action plan matrix in the CIP 2023-2028 is simply a repetition of projects and programmes outlined in the main document, it is seen as redundant.

APPENDIX 2 – FUNDING STRATEGY FOR PROJECTS: PROGRAMME AND BUDGET

DEPARTMENT INITIATIVE	MAJOR FUND	FUND SOURCE	APPROVED BUDGET 2026/2027	APPROVED BUDGET 2027/2028	APPROVED BUDGET 2028/2029
FINANCE: TRANSPORT			R47 617 680	R33 496 379	R12 479 558
Urban Mobility Contingency Provisions	CRR	3 CRR: Contingencies	R42 617 680	R0	R0
Urban Mobility Contingency Provisions	EFF	1 EFF	R0	R0	R7 479 558
Urban Mobility Contingency Provisions	EFF	1 EFF: 2	R0	R28 496 379	R0
Urban Mobility Contingency Provisions	REVENUE	2 Revenue: Insurance	R5 000 000	R5 000 000	R5 000 000
PUBLIC TRANSPORT			R586 895 614	R66 672 547	R47 209 584
Integrated Bus Rapid Transit System	CGD	4 NT PTNG	R50 000 000	R30 000 000	R30 000 000
Integrated Bus Rapid Transit System	CRR	3 CRR: IRT BusInsura	R28 000 000	R0	R0
IRT Phase 2A	CGD	4 NT PTNG	R449 589 924	R23 000 000	R15 000 000
IRT Phase 2A	CGD	4 NT PTNG-BFI	R54 305 690	R9 672 547	R0
IRT: Control Centre	CGD	4 NT PTNG	R3 000 000	R2 000 000	R0
Transport Facilities Upgrades	CGD	4 NT PTNG	R2 000 000	R2 000 000	R2 209 584
ROADS INFRASTRUCTURE MANAGEMENT			R271 955 336	R455 543 123	R460 384 093
Acquisition Vehicles & Plant Additional	EFF	1 EFF	R0	R0	R26 765 000
Acquisition Vehicles & Plant Additional	EFF	1 EFF: 2	R11 348 598	R37 500 000	R0
Bollards	CRR	3 CRR:WardAllocation	R175 000	R0	R0
Courtyard Tarring	CRR	3 CRR:WardAllocation	R350 000	R0	R0
Echium Road-Carriageway Crossing	CRR	3 CRR:WardAllocation	R30 000	R0	R0
Furniture & Office Equipment: Additional	EFF	1 EFF	R0	R0	R370 000
Furniture & Office Equipment: Additional	EFF	1 EFF: 2	R330 000	R349 000	R0
Furniture & Office Equipment: Replacement	EFF	1 EFF	R0	R0	R669 000
Furniture & Office Equipment: Replacement	EFF	1 EFF: 2	R595 000	R631 000	R0
General Stormwater Projects	EFF	1 EFF	R14 000 000	R0	R18 000 000
General Stormwater Projects	EFF	1 EFF: 2	R0	R16 000 000	R0
Guard Rails & Fencing	EFF	1 EFF	R0	R0	R3 950 000
Guard Rails & Fencing	EFF	1 EFF: 2	R3 400 000	R3 700 000	R0

DEPARTMENT INITIATIVE	MAJOR FUND	FUND SOURCE	APPROVED BUDGET 2026/2027	APPROVED BUDGET 2027/2028	APPROVED BUDGET 2028/2029
Guardrails - Ward 48	CRR	3 CRR:WardAllocation	R80 000	R0	R0
Informal Settlements Roads Upgrade	CGD	4 NT ISUPG	R7 000 000	R7 000 000	R7 000 000
Kraaifontein Stormwater Upgrades	CRR	3 BICL SW:Krft North	R0	R440 000	R1 060 000
Kraaifontein Stormwater Upgrades	CRR	3 BICL SW:Krft South	R910 000	R2 796 500	R3 883 500
Kraaifontein Stormwater Upgrades	EFF	1 EFF	R0	R0	R7 200 000
Kraaifontein Stormwater Upgrades	EFF	1 EFF: 2	R0	R6 700 000	R0
Metro Roads: Reconstruction	EFF	1 EFF	R40 472 727	R0	R107 725 230
Metro Roads: Reconstruction	EFF	1 EFF: 2	R1 930 000	R44 900 812	R0
Non Motorised Transport	CRR	3 CRR:WardAllocation	R480 000	R0	R0
Pathway Construction	CRR	3 CRR:WardAllocation	R410 000	R0	R0
Paving	CRR	3 CRR:WardAllocation	R130 000	R100 000	R0
Pedestrianisation	EFF	1 EFF	R0	R0	R5 000 000
Pedestrianisation	EFF	1 EFF: 2	R9 949 513	R10 000 000	R0
Plant, Tools & Equipment: Additional	EFF	1 EFF	R0	R0	R3 439 000
Plant, Tools & Equipment: Additional	EFF	1 EFF: 2	R2 989 000	R2 939 000	R0
Plant, Tools & Equipment: Replacement	EFF	1 EFF	R6 500 000	R0	R7 600 000
Plant, Tools & Equipment: Replacement	EFF	1 EFF: 2	R50 000	R7 100 000	R0
Radios: Additional	EFF	1 EFF: 2	R0	R500 000	R0
Radios: Replacement	EFF	1 EFF: 2	R0	R500 000	R0
Ravensmead Culvert Upgrade	CRR	3 BICL SW:Parw South	R443 001	R3 642 840	R3 642 840
Ravensmead Culvert Upgrade	EFF	1 EFF	R0	R0	R80 483 481
Ravensmead Culvert Upgrade	EFF	1 EFF: 2	R0	R47 309 451	R0
Rehabilitation - Minor Roads	EFF	1 EFF	R6 000 000	R0	R13 382 255
Rehabilitation - Minor Roads	EFF	1 EFF: 2	R13 500 000	R17 683 272	R0
Road Structures: Construction	CGD	4 NT PTNG	R2 700 000	R100 000	R0
Road Structures: Construction	EFF	1 EFF: 2	R4 764 064	R5 049 908	R0
Roads: Rehabilitation	CGD	4 NT NDPG	R39 449 513	R26 539 024	R0
Roads: Rehabilitation	EFF	1 EFF	R8 200 000	R0	R87 150 000

DEPARTMENT INITIATIVE	MAJOR FUND	FUND SOURCE	APPROVED BUDGET 2026/2027	APPROVED BUDGET 2027/2028	APPROVED BUDGET 2028/2029
Roads: Rehabilitation	EFF	1 EFF: 2	R12 000 000	R111 697 340	R0
Scholar Patrol Sign Boards	CRR	3 CRR:WardAllocation	R30 000	R0	R0
Sidewalk Construction	CRR	3 CRR:WardAllocation	R350 000	R0	R0
Sidewalks	CRR	3 CRR:WardAllocation	R4 930 000	R2 000 000	R0
Stormwater Upgrade Programme	EFF	1 EFF	R5 295 000	R0	R100 000
Stormwater Upgrade Programme	EFF	1 EFF: 2	R3 250 000	R2 433 000	R0
Street Furniture	CRR	3 CRR:WardAllocation	R95 000	R0	R0
Traffic Calming	CRR	3 CRR:WardAllocation	R5 437 114	R0	R0
Traffic Calming City Wide	EFF	1 EFF	R0	R0	R10 100 000
Traffic Calming City Wide	EFF	1 EFF: 2	R8 000 000	R9 350 000	R0
Unmade Roads: Residential	EFF	1 EFF	R9 868 779	R0	R13 382 256
Unmade Roads: Residential	EFF	1 EFF: 2	R10 000 000	R19 163 794	R0
Upgrading: HO, Depot & District Buildings	EFF	1 EFF	R32 811 027	R0	R42 644 201
Upgrading: HO, Depot & District Buildings	EFF	1 EFF: 2	R3 500 000	R69 418 182	R16 837 330
Vehicle Activated Signs	CRR	3 CRR:WardAllocation	R200 000	R0	R0
Welcome Sign - Bellville South	CRR	3 CRR:WardAllocation	R2 000	R0	R0
TRANSPORT INFRASTRUCTURE IMPLEMENTATION			R2 036 382 356	R1 232 801 918	R515 734 613
Congestion Relief Projects	CRR	3 BICL T&R: Plumst N	R47 450 537	R0	R0
Congestion Relief Projects	CRR	3 CRR: CongestRelief	R139 720 516	R180 613 689	R285 851 839
Human Settlements Support Programme	EFF	1 EFF	R0	R0	R300 000
Human Settlements Support Programme	EFF	1 EFF: 2	R0	R300 000	R0
Integrated Bus Rapid Transit System	CGD	4 NT PTNG	R10 241 369	R0	R0
IRT Phase 2A	CGD	4 NT PTNG	R0	R78 877 729	R142 759 132
IRT Phase 2A	CGD	4 NT PTNG-BFI	R1 677 272 241	R719 127 453	R0
IRT Phase 2A	CGD	4 Private - Orio	R76 788 971	R41 469 101	R0
Mayor's N2 Edge Redevelopment	EFF	1 EFF: 2	R7 000 000	R95 610 007	R0
NMT Programme	CGD	4 NT PTNG	R33 232 842	R16 596 422	R0

DEPARTMENT INITIATIVE	MAJOR FUND	FUND SOURCE	APPROVED BUDGET 2026/2027	APPROVED BUDGET 2027/2028	APPROVED BUDGET 2028/2029
Property Acquisition	EFF	1 EFF	R0	R0	R2 676 451
Property Acquisition	EFF	1 EFF: 2	R2 000 000	R2 524 954	R0
Public Transport Interchange Programme	CGD	4 NT PTNG	R15 175 880	R14 000 000	R0
Public Transport Interchange Programme	CGD	4 NT PTNG-BFI	R27 000 000	R35 200 000	R0
Rail Level Crossing Elimination Program	CRR	3 BICL T&R: SWest N	R0	R47 912 563	R1 529 557
Rail Level Crossing Elimination Program	EFF	1 EFF: 2	R500 000	R570 000	R82 617 634
TRANSPORT PLANNING & NETWORK MANAGEMENT			R92 570 628	R93 662 532	R55 388 825
Mfuleni Urban Node	EFF	1 EFF	R4 750 553	R3 000 000	R15 607 887
Mfuleni Urban Node	EFF	1 EFF: 2	R40 001 637	R50 769 094	R0
Prov of PT shelters,embayments & signage	CGD	4 NT PTNG	R1 200 000	R1 200 000	R1 200 000
Public Transport Systems Management Project	CGD	4 NT PTNG	R13 000 000	R5 200 000	R3 000 000
Road Signs Construction:City Wide	EFF	1 EFF	R0	R0	R2 400 000
Road Signs Construction:City Wide	EFF	1 EFF: 2	R2 000 000	R2 200 000	R0
Transport Systems Management Projects	EFF	1 EFF	R6 000 000	R0	R15 862 500
Transport Systems Management Projects	EFF	1 EFF: 2	R7 100 000	R14 375 000	R0
Upgrade Intelligent Transport Systems	EFF	1 EFF	R5 141 188	R0	R11 541 188
Upgrade Intelligent Transport Systems	EFF	1 EFF: 2	R5 700 000	R11 241 188	R0
Upgrade Traffic Signal Systems	EFF	1 EFF	R0	R0	R5 777 250
Upgrade Traffic Signal Systems	EFF	1 EFF: 2	R7 677 250	R5 677 250	R0
TRANSPORT SHARED SERVICES			R22 122 069	R6 700 000	R5 700 000
IT Equipment: Additional	EFF	1 EFF	R0	R0	R2 500 000
IT Equipment: Additional	EFF	1 EFF: 2	R2 000 000	R2 500 000	R0
IT Equipment: Replacement	EFF	1 EFF	R0	R0	R1 200 000
IT Equipment: Replacement	EFF	1 EFF: 2	R1 700 000	R1 200 000	R0
Public Transport Systems Management Programme	CGD	4 NT PTNG	R1 000 000	R1 000 000	R1 500 000

DEPARTMENT INITIATIVE	MAJOR FUND	FUND SOURCE	APPROVED BUDGET 2026/2027	APPROVED BUDGET 2027/2028	APPROVED BUDGET 2028/2029
Public Transport Systems Management Programme	CGD	4 NT PTNG-BFI	R10 000 000	R0	R0
Public Transport Systems Management Programme	CGD	4 NT PTNG-BFI	R10 000 000	R0	R0
Smart Technologies at PTIs	CGD	4 NT PTNG	R0	R0	R500 000
Smart Technologies at PTIs	CGD	4 NT PTNG-BFI	R7 422 069	R2 000 000	R0

APPENDIX 3 – LIST OF ANNEXURES

The newest additions to this appendix / list of PTP annexures, since the development and approval of the CITP 2023-2028, are listed below.

NO	DESCRIPTION	URL
1	Updated IPTN Plan 2040	https://web1.capetown.gov.za/web1/newsandnotices/wwwroot/docs/2040-IPTN-Plan-Consolidated-Report.pdf
2	Operating Licence Plan Update, 2025	https://resource.capetown.gov.za/documentcentre/Documents/City%20strategies%2c%20plans%20and%20frameworks/Operating_Licences_Plan_OLP_2023-28.pdf

APPENDIX 4 – MEC APPROVAL LETTER



Mr Isaac Sileku
Provincial Minister of Mobility
Western Cape Government
4th Floor, 27 Wale Street, 8001
Isaac.Sileku@westerncape.gov.za | Tel: 021 483 4466

Councillor Rob Quintas
MMC for Urban Mobility
City of Cape Town
12 Hertzog Boulevard
CAPE TOWN
8001

Per email: Roberto.Quintas@capetown.gov.za

Dear MMC Quintas

COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP) 2023-2028 ANNUAL UPDATE (AU) FOR THE CITY OF CAPE TOWN (COCT) 2024

The approval of the Annual Update of the Comprehensive Integrated Transport Plan by the Council of the City of Cape Town is noted and wish to commend the work done by the City's Urban Mobility Department.

The vision guiding this plan is supported as it targets "All people have efficient access to a range of opportunities in a manner that is sustainable and provides dignity."

No compliance issues have been identified for the Annual Update 2023 – 2028 plan, however there are recommendations of condition raised by the Department of Mobility listed below:

- The number of licensed minibus taxis has reduced from 16 740 in 2022 to only 10 956 in 2024. This is a significant change, which is not explained in the annual update.
- The mode share and ridership for contracted bus services (i.e. GABS, Sibanye and MyCiTi) are lower than the 2022 figures reported in the previous CITP:
 - Mode share decreased from 9% in 2022 to 6.9% in 2024
 - Ridership decreased from 325 000 daily passengers in 2022 to 278 000 in 2024
 - The decrease in these numbers is not adequately explained in the annual update.
- Further confirmation on table 3-4 *Modal split between private, public and non-motorised transport by main mode to work (2023 estimate)* is requested, The CoCT should provide references in terms of the source of information.
- The daily commuters at the three busiest public transport interchanges have reduced:
 - Cape Town Station Deck: 210 000 in 2022 to 158 000 in 2024
 - Bellville: 180 000 in 2022 to 108 000 in 2024
 - Khayelitsha: 70 000 in 2022 to 60 000 in 2024
 - This reduction is not explained, and the importance hereof is that many grant applications are reliant on figures provided through these plans.

- Reference to Table 3-5: *Change in Cape Town's modal splits over time (main mode to work)* - the COCT is to provide an explanation as to where or for which modes interpolations based on population growth were used.
- Reference to the statement on page 47 "*Table 3 -13 shows a sample of the latest fares (1 April 2024) for routes serviced by Golden Arrow Bus Services. Fares vary depending on the distance travelled, per single trip, and by payment using cash or clip card*" - Golden Arrow Bus Service (GABS) has an automatic fare collection system (AFC) operated with a Smart Card.
- Reference to the statement on page 95 - 7.2(iii) - "*Funding for transport functions remains fragmented, with grants and subsidies assigned to various institutions that are in practice free to prioritise and spend them as they see fit.*" This statement potentially creates an incorrect picture. Grants and subsidies come with very stringent conditions which in most cases does not allow freedom to prioritise and spend as you please. Irrespective, if such various institutions operate within their constitutional mandate.
- The input made by the Western Cape Department of Infrastructure still stands.
- There is a consensus within the Department that of the responses to the MECs recommendations to the 5-year plan (Table1) in the *Annual Update* require further discussion would need to take place before the next CIP update. Please see Annexure A.

Lastly, the request for the devolution of the Golden Arrow Bus Service (GABS) function is noted and is still being considered given that there is currently no clarity from the National Department of Transport as the custodians of the Public Transport Operations Grant (PTOG).

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

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

Yours sincerely,

Isaac Sileku Digitally signed by Isaac Sileku
Date: 2025.09.30 12:42:04
+02'00'

MR ISAAC SILEKU

PROVINCIAL MINISTER OF MOBILITY

DATE: 30 SEPTEMBER 2025

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

The appendix will be completed after the public participation process.

APPENDIX 6 – PUBLIC TRANSPORT PLAN UPDATE

1. INTRODUCTION

The new information regarding the PTP, since the development and approval of the CITP 2023-2028 and its first update of 2024, is provided in this appendix. As indicated before, the intention is to move towards reducing chapter 6 into a summary of the PTP in the next CIP, as required by the Minimum Requirements.

This appendix includes changes or updated information only. Importantly, it includes updates based on the recently Council-approved, updated IPTN Plan 2040 (Network and Implementation Plans).

The updated IPTN Plan 2040 (Network and Implementation Plans) forms the basis of the City's Public Transport Plan. This and the forthcoming IPTN Business Plan, are the guiding instruments for an integrated public transport system in Cape Town.

The full, updated IPTN Plan 2040 can be accessed at the link in Appendix 3.

This appendix provides a summary of the updates to all six (6) prescribed parts of the PTP (as per the Minimum Requirements):

- i. Policies and Strategies;
- ii. Commuter Rail Plan Informants such as the SLP, CTRFS Business Plan, and PRASA's Plans;
- iii. Overall Network Design and the Commuter Rail Plan, which are extracts from the updated IPTN Plan 2040;
- iv. Contracted Services Plan;
- v. Non-contracted Services Plan; and
- vi. Operating Licence Plan.

Updates to the abovementioned parts of PTP are provided in the sections below.

2. POLICIES AND STRATEGIES

Policies and strategies emanating from the PTP will be updated/developed as required.

New information on the updated Fare Policy for Public Transport Services in the City of Cape Town is provided below.

2.1. Fare Policy for Public Transport Services in the City of Cape Town

The updated Fares Policy for Public Transport Services in the City was approved by Council on 21 August 2025. The overall intent of this policy is to support the City's vision for transport, as outlined in Chapter 2. The policy forms part of a suite of documents relating to public transport fares and contains the overarching framework for the development of technical business plans, procedures, protocols and standards. This suite of documents comprises of:

- i. Fare Policy for Public Transport in the City;
- ii. Business Rules for Fare System;
- iii. Fare Rules (Updated annually to align with the tariff schedules and conditions);
- iv. Tariff Schedule and conditions (approved annually by Council);
- v. Commercial Rules; and
- vi. Comprehensive Integrated Transport Plan.

Three fundamental parameters guide decisions about fares, namely fare policy, fare implementation strategy, and fare levels. These three primary parameters of a fare system are closely interrelated.

The City designs its fare implementation strategy based on the fare policy, considering the technology options available. The fare policy applies to all aspects of fare implementation strategy development, pricing guidelines, and the selection of fare collection and payment methods.

3. INFORMANTS TO THE COMMUTER RAIL PLAN

3.1. Introduction

The City's Commuter Rail Plan sets a strategic framework to restore and integrate passenger rail as the backbone of the public transport system. Recognising the critical role of rail in reducing congestion and improving mobility, the plan emphasises cooperative governance through the SLP with PRASA, alignment with national rail policy, and the preparation for future devolution of rail functions to the City. It addresses operational recovery, infrastructure modernisation, and TOD while embedding resilience and financial sustainability into long-term planning. This approach positions commuter rail as a central pillar in achieving an efficient, integrated, and inclusive transport network for Cape Town.

3.2. Rail Steering Subcommittee of the Intermodal Planning Committee

The purpose of the Rail Steering subcommittee is to co-ordinate and integrate rail transport into the public transport system and to facilitate the conclusion of appropriate agreements between the City and PRASA, for the functional area of Cape Town.

Furthermore, in accordance with the overarching rail regulatory framework, the Rail Steering Subcommittee shall endeavour to coordinate and integrate the following aspects towards integrated transport planning within the municipality and the functional area:

- i. Rail integration and planning;
- ii. Rail and network operations interface;
- iii. Rail safety; and
- iv. Governance.

3.3. Rail Service Level Plan

3.3.1. Introduction

On 21 February 2025, a rail SLP was signed between the City and PRASA. This SLP represents a partnership designed to ensure cooperative governance, and that service delivery objectives under the national legislative framework of the NLTA are met. The desired outcomes of the SLP are to¹³:

- i. Provide an efficient and effective commuter rail service through the establishment of the City's IPTN;
- ii. Provide efficient and effective municipal services that support the commuter rail services and commercial services of PRASA; and
- iii. Strive to ensure that commuter rail services remain the primary means of public transport and mobility within the City.

3.3.2. Areas of Cooperation Included in the SLP

The SLP covers areas of cooperation to ensure that the objectives outlined above are fulfilled. These areas of cooperation include:

- i. Provision of municipal services affecting commuter rail operations;
- ii. Provision of commuter rail services within the municipal area;
- iii. Transportation planning in line with CITP and IPTN;

¹³ PRASA / CCT (2024) Service Level Plan in terms of Section 11(1)(C)(xix) of the NLTA

- iv. Zoning / building applications and permits affecting commuter rail operations;
- v. Law enforcement collaboration related to commuter rail operations;
- vi. Railway level crossings safety;
- vii. TOD coordinated between the parties;
- viii. Illegal land occupation prevention and intervention action plans are coordinated; and
- ix. AFC system.

3.3.3. Agreed Schedules of Performance Indicators Included in the SLP

Schedules of performance indicators were established to measure the performance of both parties to the SLP. These schedules are summarised below:

- i. *Schedule 1:* Each party to the SLP is assigned roles and responsibilities to each area of cooperation, with attributed deliverables; and
- ii. *Schedule 2:* As per PRASA's Corporate Plan, PRASA will report on performance indicators at a regional level to the SLP Steering Committee, and to the IPC.

3.3.4. Transitioning from an SLP to a Service Level Agreement

The City will engage PRASA to discuss the impact on the SLP following the gazetting on 12 September 2025 of the NLTAA. This legislation now supports the development of "service level planning for passenger rail on a corridor network basis in agreement with the Passenger Rail Authority or other rail service providers"¹⁴.

3.4. PRASA's Plans

PRASA outlines their endeavours towards fulfilling their strategic vision of delivering high quality, sustainable transport solutions within their Corporate Plans and Annual Reports. These documents not only expand on their long-term strategies (up to 2035) but also detail their organisational and operating performance. Furthermore, these documents also outline PRASA's operational and capital projects. These plans and projects provide the City with an opportunity to integrate and align objectives, to deliver the best benefit possible to citizens and commuters.

a. Delivery of Key Strategic Objectives:

The City will provide PRASA with the necessary assistance (where appropriate) in their endeavour towards delivering their key strategic objectives within the region. Their strategic objectives outlined within their Corporate Plan (2025-2028) are:

- i. Delivering an excellent passenger service aligned to passenger needs, resulting in one billion passengers by 2035;
- ii. Growing the gross commercial revenue to R2.5 billion per annum by 2035
- iii. Modernising and investing in operational assets to enable passenger growth to one billion by 2035; and
- iv. Growing and expanding the business of PRASA through its assets and competencies in South Africa and Africa.

¹⁴ NLTAA, s7(c)

To support this, the City aims to assist in coordinating the integration between passenger rail services and other PT services offered at public transport interchanges. Furthermore, the City has undertaken a station surrounds and environs study for the Blue Downs Rail Line, in support of PRASA's objective of growing and expanding the rail network.

b. Devolution / Assignment:

PRASA's Financial, Capital Investment and Procurement Committee has noted the draft discussion paper on the National Rail Policy and the Rail Bill, which propose vertical separation and devolution, and the implications of these proposals on PRASA business.

PRASA's corporate plan recognises the need for clear and well-defined positioning on devolution and vertical separation. However, with the absence of a National Rail Devolution Strategy (i's development, promulgation and implementation), PRASA will continue to manage the operations and maintenance of the urban rail system.

Finally, PRASA reiterates that they are committed to a structured and well-defined approach to devolution that ensures that the organisation remains intact.

c. Fare Revenue:

In the PRASA 2024/2025 financial year, fare revenue increased by 154%. However, although fare revenue increased significantly, PRASA still has challenges in fare collection including:

- i. Gaps in the ticketing system;
- ii. Refunds due to heavy delays;
- iii. Transition from single tickets to seasonal tickets; and
- iv. Delays in the implementation of fare increases.

d. PRASA Signalling Restoration Programme:

Although progressive strides are being undertaken to recover the Central Line, its full recovery remains an ongoing endeavour. To date, PRASA achieved the re-signalling of a portion of this corridor, from Langa to Nyanga, and Nyanga to Sarepta. The full completion will include re-signalling from Nyanga (Phillippi) to Kapteinsklip and Chris Hani.

e. Rolling Stock:

Although the Western Cape region has a total of 78 new EMUs, not all the EMUs are being deployed, as the key factor in their effective operations include line readiness. This may include signalling, track conditions and the state of auxiliary infrastructure prior to their deployment.

f. Safety and Security:

According to PRASA's annual report, the Western Cape experienced the highest recorded number of security occurrences (i.e. 447) as reported to the Railway Safety Regulator (RSR). Most of these occurrences are reported to be malicious damage to property that impacts on operational services.

3.5. Cape Town Rail Feasibility Study Business Plan

The purpose of the CTRFS is to investigate the feasibility, risk and implications of the commuter rail function forming part of the City's public transport function to plan and provide quality public

transport services. Furthermore, the CTRFS addresses potential future requirements of the rail system. The IPTN Plan 2040 has confirmed those portions that are relevant for the network in 2040.

The culmination of the CTRFS project is the CTRFS Business Plan (hereafter referred to as the “Business Plan”). The Business Plan was commissioned to assess the financial, operational and strategic viability of devolving passenger rail services to the City. It was developed through a structured sequence of project phases, each building on the outputs and approvals of the previous stage.

The Business Plan, completed in August 2025, is a comprehensive document that indicates the strategic, financial and operational viability regarding the City's potential approach to rail devolution, focusing exclusively on passenger services. Notably, the Business Plan provides the conditions under which devolution might be feasible for the City to take on the passenger rail function and the potential risk and associated risk mitigation strategies.

The Business Plan is anchored in the following core models:

- i. *Institutional Business Model*: Defines ownership and governance frameworks;
- ii. *Management Business Model*: Focuses on operational planning, organisational structure and budgeting;
- iii. *Funding Strategy Business Model*: Explores capital and operational financing options including PPPs;
- iv. *Financial Business Model*: Undertakes in-depth cost-benefit and macro-economic impact analyses to assess financial viability and socio-economic outcomes and risks; and
- v. *Stakeholder Engagement*: Complements these components by supporting alignment across key institutional and governmental organisations.

The Business Plan demonstrated that municipal devolution of rail; anchored by improved rail system, operations, network expansion and supported by institutional models that leverage private-sector delivery, is financially and economically viable if national government commits transitional and long-term support. However, national fiscal commitment is imperative, and the associated financial, funding, contractual and institutional risks must be duly considered and mitigated.

A multi-criteria analysis (MCA) process revealed that “Devolution Scenario 3” (which entails the management and ownership of rail services, and all infrastructure being devolved to the City) would be the preferred devolution pathway (i.e. this would require full control of operations and infrastructure by the City). The Business Plan concluded that Institutional Options 2.2 (i.e. Contracted Operations) and 5 (Integrated Concessions) be prioritised for implementation based on the premise that Network Scenario 1 (i.e. the implementation of the Blue Down Rail Line, with adjusted operations for the entire network) should be implemented in the long term (noting Network Scenario 0, i.e. the current network, as a short-term necessary baseline).

Certain scenario combinations (i.e. particular combinations of the Devolutions Scenarios, Network Scenarios and Institutional Options as defined within the CTRFS Business Plan produced the highest Benefit-Cost Ratios (BCRs) and Net Present Values (NPVs) (from an economic and financial perspective), where rail services and infrastructure were devolved to the City. These scenario combinations are considered the most feasible and sustainable pathways for devolution.

To confirm the way forward, the CTRFS Business Plan and a set of recommendations were placed before Council for approval. On the 4th of December 2025, Council resolved that:

- a) The CTRFS Business Plan, August 2025 in Annexure B to the report on the agenda, be noted.
- b) The City engages the NDoT in respect thereof in order to ensure proper effect is given to the

control and administration of an integrated public transport system by the City, of which passenger rail forms an integral part; as provided for in the applicable legislation, cabinet resolution and National Government white paper on devolution, be approved. This includes the devolution of such functions and powers, by assignment or otherwise, to the City in respect of the control and administration of Passenger Rail Services as are necessary to enable the City to fully exercise its constitutional executive and administrative authority over 'municipal public transport' in terms of section 156(1)(a) and Part B of Schedule 4 of the Constitution.

- c) The pursuance of the above devolution by way of Intergovernmental Engagements conducted in terms of the Intergovernmental Framework Relations Act 13 of 2005 and any guidelines that may apply thereunder, be supported.
- d) Council supported the following to be included in the conditions set out in that request:
 - i. Provision of sufficient and sustainable grant allocations by National Government to fund any unfunded deficit for the provision of Passenger Rail Services in the city of Cape Town;
 - ii. Devolution of rail operations and infrastructure to the City; and
 - iii. Restoration of Cape Town's rail operations and infrastructure to at least 2012 standards.

3.6. Note on the Current National Rail Regulatory Framework

The National Rail Regulatory Framework is a high-level account of the regulations, legislation and policies surrounding the processes and delivery mechanisms for urban rail devolution. Although the current rail regulatory framework is fragmented, with policy statements mentioned in varying degrees, the intention of national government is clear as it pertains to the devolution of functions and the delivery of services.

Primarily, municipal public transport services are delivered through Schedule 4 of the Constitution and the NLTA. More specifically, in terms of section 11(1)(c)(xix) of the NLTA, the City is responsible for service level planning (as noted in 3.3 above) for passenger rail on a corridor network basis, in agreement with PRASA. However, although these statutory documents provide the City with an opportunity to exercise its mandate, the NLTA has been promulgated, but it is not operational yet.

The promulgation of NLTA would cause amendments to be drafted within the Legal Succession Act, 1989 (Act 9 of 1989) that mandates PRASA to provide commuter rail services at the request of a municipality and the NDoT. Added to the matters outstanding as it pertains to the provision of urban rail, NDoT is in the process of developing the National Rail Bill that should provide a comprehensive understanding of urban rail matters and for the implementation of the principles as set out within the White Paper on National Rail Policy (2022). This Rail Bill will also provide for the distribution of responsibilities between provincial and local governments.

The revised White Paper on National Transport Policy (2021) echoes the sentiment of promoting the devolution and assignment of transport functions and powers to the lowest competent level of government. In support of this, the interim White Paper on National Rail Policy (the only national policy pertaining to urban rail) confirms that NDoT must develop a National Rail Master Plan (NRMP) to articulate the national government's centralised strategic plan for urban rail. Furthermore, and among other activities, the NRMP requires national government to identify network constraints, and infrastructure improvement and expansion opportunities. Finally, the White Paper on National Rail Policy states that the NDoT must develop a Commuter Rail Devolution Strategy. It is assumed that this strategy is currently being developed by NDoT, and that it will provide a framework for (and guide the process of) devolving commuter rail services from a national entity to an appropriate sphere of government.

4. OVERALL NETWORK DESIGN AND THE COMMUTER RAIL PLAN

As mentioned before in Chapter 6, these two parts of the Public Transport Plan, i.e. the Overall Network Design and Commuter Rail Plan, have had substantial updates in the form of an updated IPTN Plan 2040.

The detailed Overall Network Design and Commuter Rail Plan updates as well as information on the IPTN Plan informants and planning guidance and methodology are included in the full, updated IPTN Plan 2040, which can be accessed at the link in Appendix 3.

The extracted Overall Network Design and Commuter Rail Plan updates are provided in the sections below.

The updated IPTN Plan vision is: **All people enjoy equitable movement and access through a quality public transport system.**

The abovementioned updated IPTN Plan vision is in support of the current IDP 2022-2027 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**. It also supports the current CIP vision, i.e., “**All people** have **efficient access** to a range of opportunities in a manner that is **sustainable** and provides **dignity**”.

4.1. Overall Network Design

The following is an update of the IPTN Plan 2040 thinking and planning.

4.1.1. Planning for Uncertainty

The updated IPTN Plan 2040 provides the long-term framework for developing a resilient, equitable and sustainable transport system. It reflects new approaches in transport planning that include **planning for uncertainty**, prioritising **incremental improvements**, and providing **flexibility** to **monitor** and **adapt** the system over time. The aim of this planning paradigm is not to assess any single inevitable future, but rather a set of numerous plausible futures. This is illustrated in Figure 4-1 where the current state has a higher level of certainty, compared to the future when the trajectory over time can change and end up in a different future scenario than the current state.

Scenario planning was used as a tool to undertake futures planning, and the critical uncertainties identified are “Economic Growth” and the “Level of Formality”. The scenarios are based on various combinations of public transport demand (linked to economic growth) and supply (linked to public transport network formality, state of rail response and road-based service options).

Three planning horizons have been defined to assess how the IPTN Plan responds over time to ensure sufficient flexibility to adapt to evolving uncertainties. These horizons are framed as follows:

- i. **2025 – Short-term Horizon:** This horizon comprises projects that are already committed and budgeted. As such, the level of certainty is relatively high, and implementation pathways are clearly defined.
- ii. **2040 – Medium-term Horizon:** This horizon includes projects identified within the IPTN Plan 2040. It focuses on initiatives that require long lead times and therefore demand early planning, as well as “low-hanging fruit” projects (i.e. low-risk, high-impact opportunities) that can be

delivered between now and 2040. The level of certainty is moderate, reflecting evolving conditions and assumptions.

- iii. **2050+ - Long-term Horizon:** This horizon captures longer-term projects that depend on greater future certainty before implementation. While these initiatives require strategic planning in the present, their scope and prioritisation may change as conditions become clearer over time. Consequently, this horizon is characterised by a high degree of uncertainty and risk.

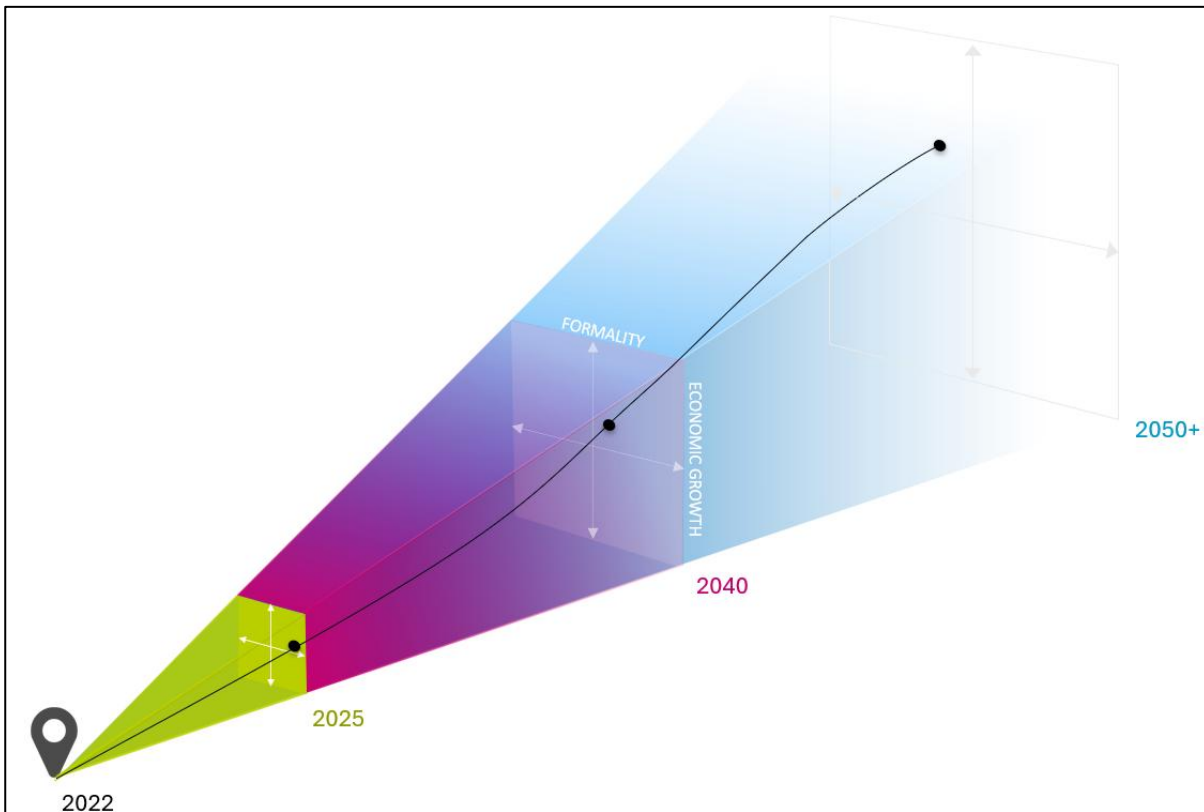


Figure 4-1: An Illustration of the Level of Uncertainty of the Future

4.1.2. IPTN Plan Scenarios

Four society scenarios were developed as part of the CITP 2023-2028 scenario planning process and were informed by the most critical uncertainties, i.e. economic growth and formality. Please refer to Figure 4-2 below. These critical uncertainties formed the scenario axes in the IPTN scenario planning exercise, and demand and supply futures were developed for two long term horizons.

- i. **2050+ Horizon:** Five '30-50 year' scenarios of plausible mobility futures were ultimately developed, located along two axes of 'critical uncertainty': (1) economic growth trajectory; and (2) the level of formality in public transport service provision. These scenarios were used to explore different possible transport demand and supply futures, and their implications.
- ii. **2040 Horizon:** Twelve (12) demand and supply combinations were developed for this horizon.

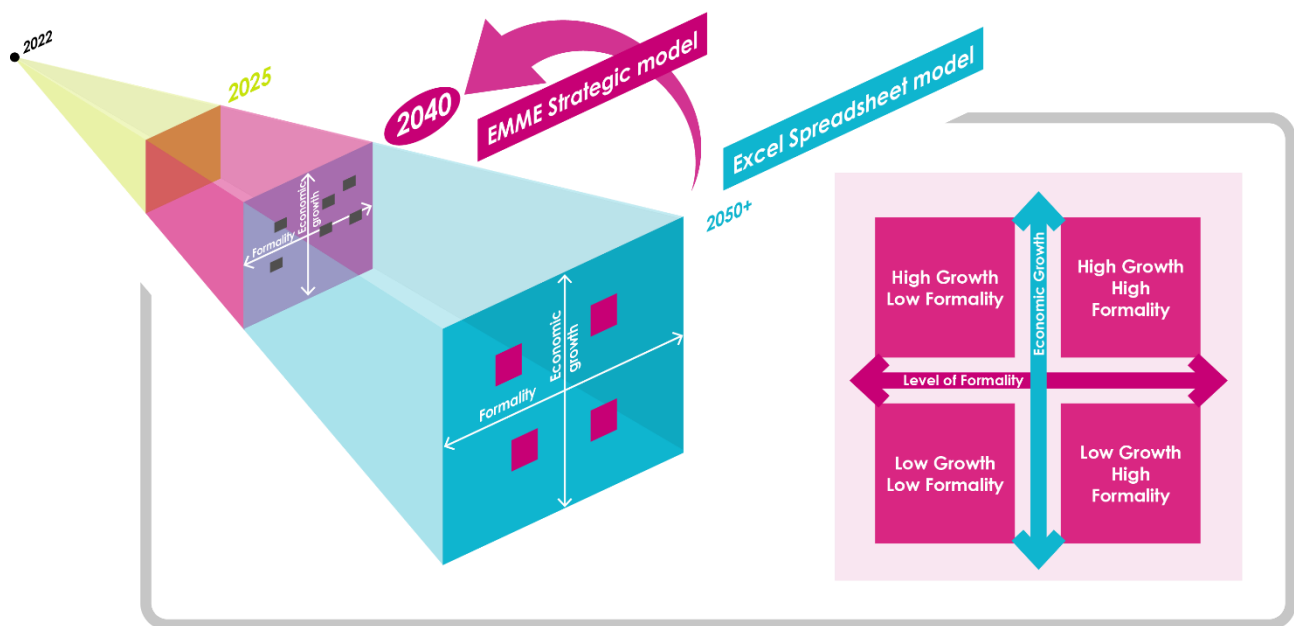


Figure 4-2: Different Scenarios that were Developed to Test the IPTN Plan Supply Combinations

Twelve (12) plausible demand and supply scenarios were identified and modelled, using different combined variations in economic growth and public transport formality. The twelve scenarios are illustrated in Figure 4-3 below. The figure organises these scenarios across two critical uncertainties: the level of economic growth (vertical axis) and the degree of public transport formality (horizontal axis). This produces four broad futures, and each future is named to reflect its character.

The scenarios are based on various combinations of public transport demand (linked to economic growth) and supply (linked to public transport network formality, state of rail response and road-based service options).

Formality refers to the degree of certainty regarding the level and structure of public transport service provision. It relates to the role of public authorities in the future management and regulation of public transport and, by extension, influences the availability and nature of public transport supply through the various services in Cape Town. The points below unpack **Error! Reference source not found.:**

1. Demand Variables (x 2):

High and low economic growth where the level of economic growth and associated levels of employment will directly influence the demand for commuter travel.

2. Supply Response Variables:

Level of formality (x 2): the public transport network response to the demand is provided in two variations, i.e. high formality and low formality. Given these conditions, the supply response detail is further unpacked below:

a. Road-based Public Transport Variables of the Supply Scenarios (x3):

- i. Informal: existing road-based public transport type-services; or
- ii. Formal: direct services or trunk and feeder services.

b. Rail-based Public Transport Variables of the Supply Scenarios (x2):

Both high rail and low rail variations were provided, as the availability of the rail service in Cape Town in the future is also uncertain. Due to the nature of rail, both high and low rail variations were tested in an informal and formal environment.

Quantification of the 12 IPTN scenarios

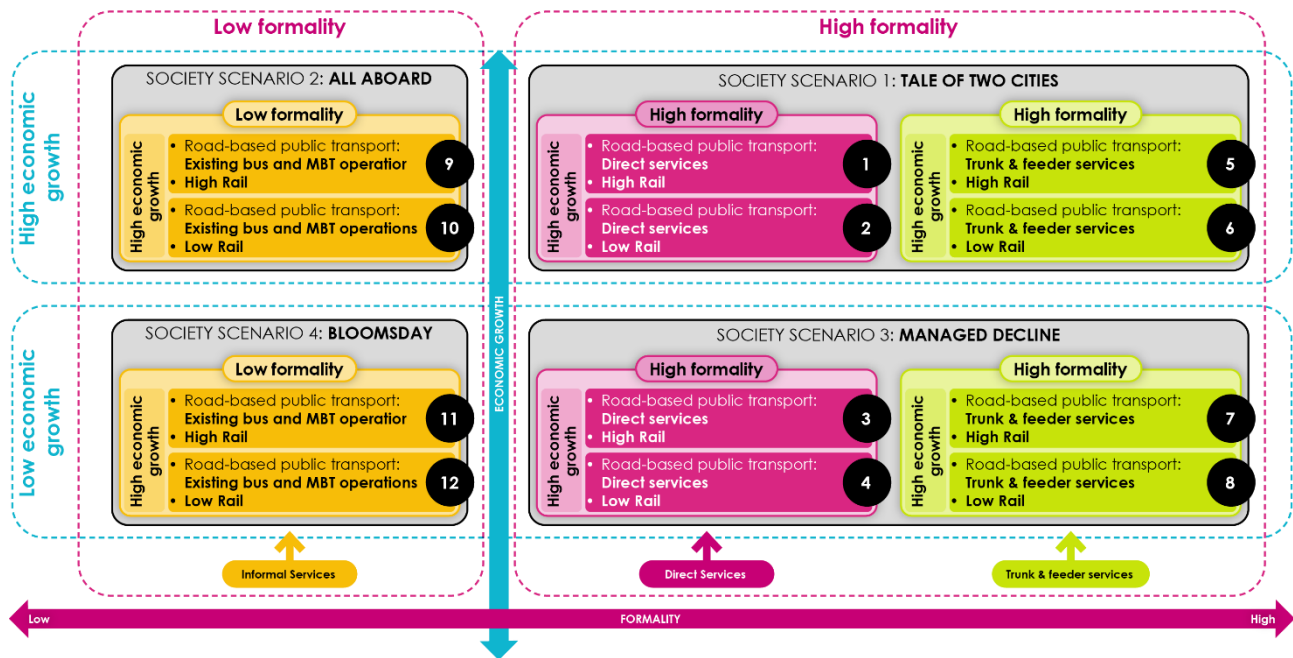


Figure 4-3: Twelve (12) Demand and Supply Scenarios

4.1.3. Low Regrets Investment Network

It is expected that through exploring plausible future scenarios and conceptually identifying the necessary investments required in various plausible futures, a common “public transport system” (including infrastructure and services) will emerge that can accommodate a significant proportion of the estimated future transport demand across varying plausible futures. Such a public transport system or elements thereof, is referred to as the “low regrets investment network” (LRN), implying that there is very little risk associated with investing in these elements of the future public transport system, as it is required in various plausible futures. **Error! Reference source not found.** below illustrates this network.

The process and assessment of the scenarios led to the identification of the LRN as well as certain additional roads potentially requiring exclusive public transport (RoW). This included identification of roads, corridors, active mobility routes, key transfer points and PTIs that will remain beneficial regardless of how future public transport demand and supply unfolds. High-level operational ranges were tested on the LRN and provided indicative routes between origins and destinations. These are illustrated in Figure 4-4 below.

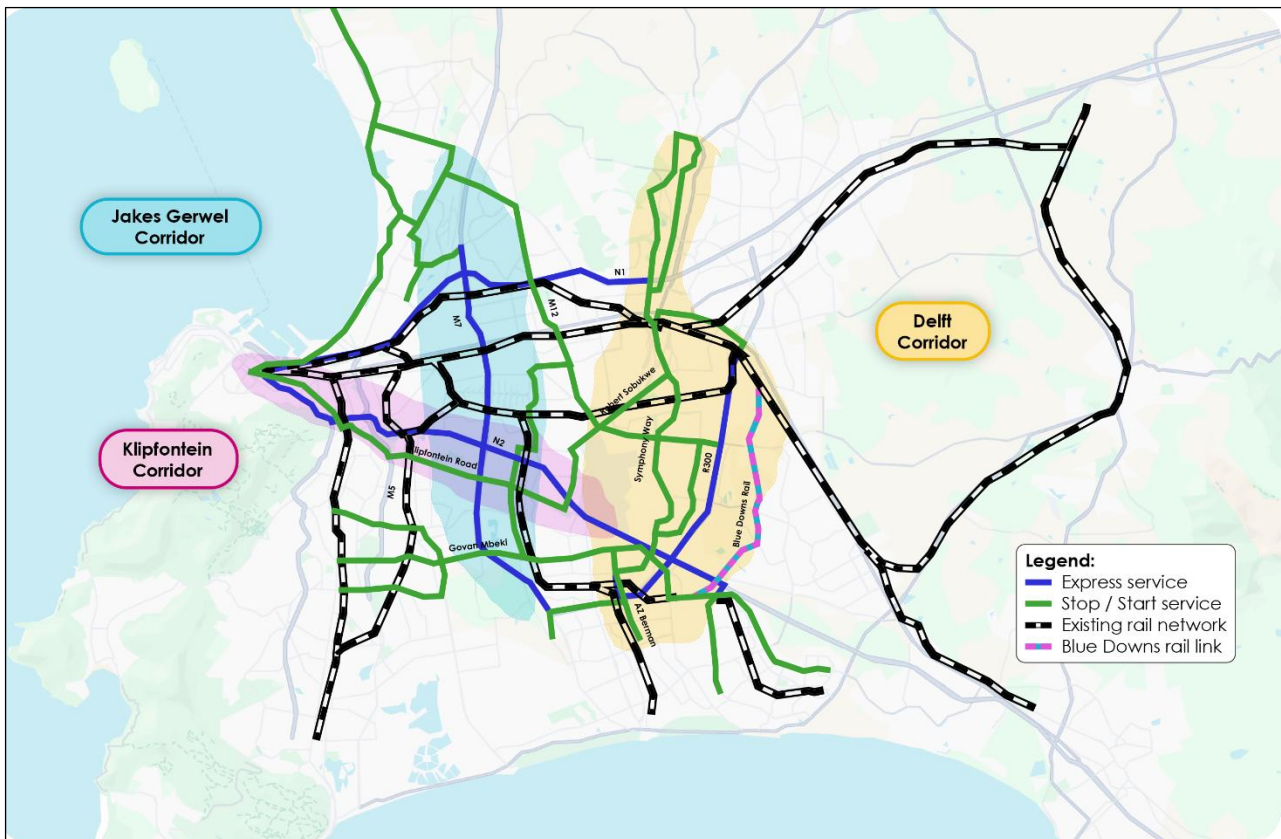


Figure 4-4: Low Regrets Investment Network (LRN) Illustrating the Three Highest Demand Corridors

Key points relevant to the LRN include:

- i. Rail remains the backbone;
- ii. The LRN is the transport network that will accommodate most future demands and can be invested in without major abortive implications;
- iii. Walking and cycling are critical components to completing the public transport network; and
- iv. Flexibility, monitoring and incrementalism are essential for long-term implementation success.

The three highest demand corridors in the city were further explored in the updated IPTN Plan 2040 to test the approach. The three corridors embedded in the LRN are shown in Figure 4-4. **Reference source not found.** above and mentioned below:

- a. The **“Delft Corridor”** connecting the areas south of the N2 to Bellville CBD and Durbanville.
- b. The **“Klipfontein Corridor”** connecting the Metro South-East to the Southern Suburbs and the Cape Town CBD.
- c. The **“Jakes Gerwel Corridor”** connecting areas south of the N2 to Dunoon and Milnerton.

The 2040 IPTN Network map is shown in Figure 4-5 below. It illustrates the types of services that could operate on the LRN infrastructure. The highest-demand public transport corridors are included within the LRN, with the rail network forming the backbone of the system.

The blue routes represent proposed express public transport services. These services will operate primarily on freeways to accommodate long-distance trips between origins and destinations. Their operation will be similar to the existing public transport lane on the N2 (inbound), and they include services along the R300, M7, and N2.

The green routes indicate high-demand corridors along arterial roads. These services will function as stop-start operations to support the development of more mixed-use land uses and to ensure convenient access for passengers accessing the public transport system. Walking and cycling connections to this network form an integral part of the LRN infrastructure.

The LRN supports the “inner core” concept in the MSDP and focuses infrastructure investment within the city’s inner core.

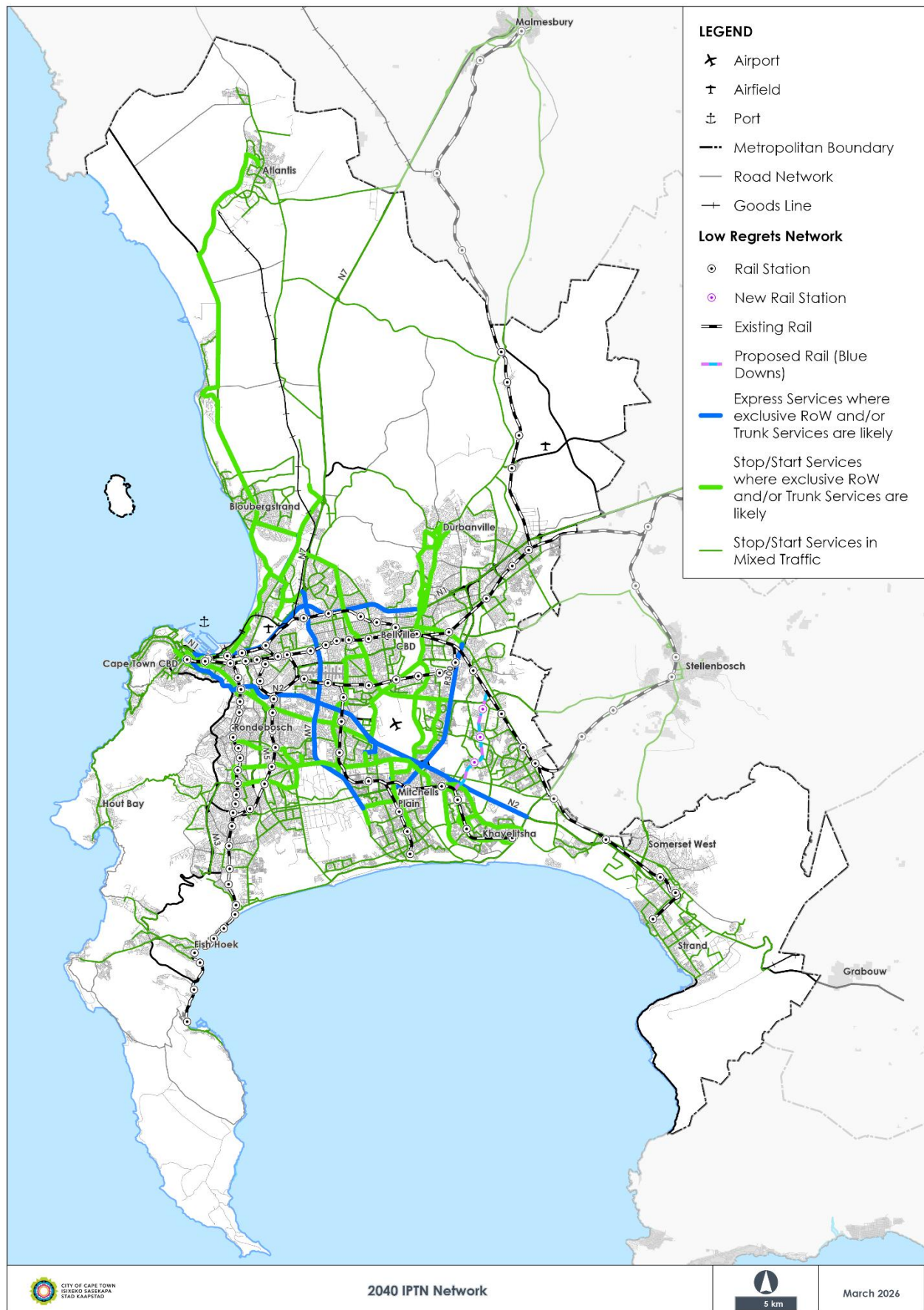


Figure 4-5: Low Regrets Network and the Additional Roads that Might Require Public Transport Exclusive RoW

As part of the development of the updated IPTN Plan 2040, a Modal Transition Framework was developed. Figure 4-6 illustrates the theoretical corridor capacities for Cape Town for peak hour passengers per lane per mode. This indicates what is possible in terms of the different modes operating on the Cape Town network.

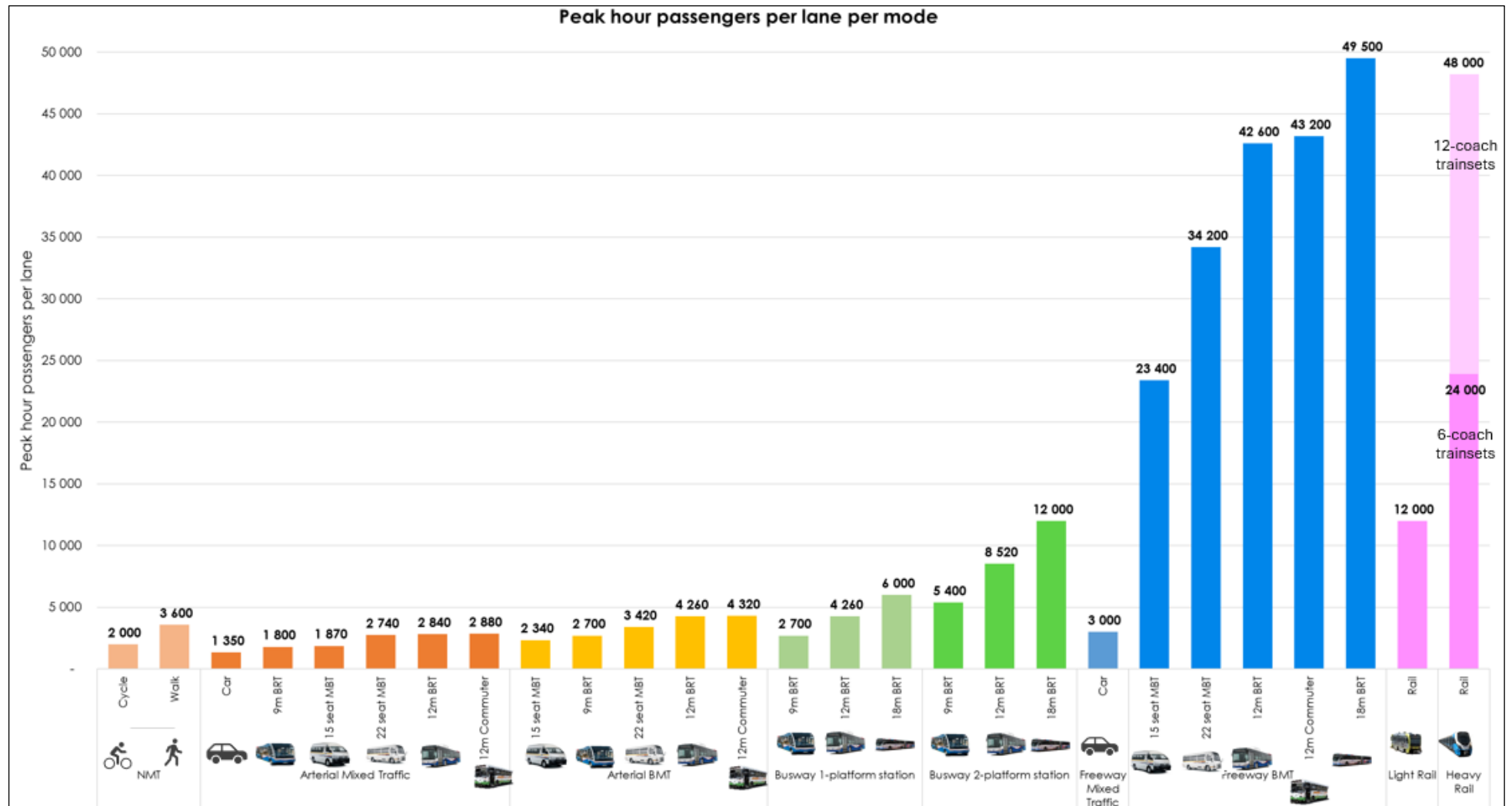


Figure 4-6: Theoretical Corridor Capacities for Cape Town

4.1.4. The Implementation Strategy for the Updated IPTN Plan 2040

Figure 4-7 below illustrates how metro-wide public transport planning is translated into an implementable programme. The diagram is structured to demonstrate a clear progression from strategic planning, through implementation packaging and prioritisation, to delivery actions that culminate in service commencement.

a. Metro-wide Planning

The updated IPTN Plan 2040 establishes the strategic intent and long-term network direction which represents the City's primary mechanism between policy direction and real-world delivery.

This is supported and operationalised through a package of four main documents, which broaden the strategy into executable components. These documents are the IPTN Operating Cost Model, Infrastructure Plan, Modal Transition Plan, and Business Plan.

The function of this package is to ensure that the network intent is financially credible, physically deliverable, institutionally feasible, and operationally workable. In practical terms, the Operating Cost Model provides the affordability baseline and tests operational implications; the Infrastructure Plan defines the infrastructure scope and phasing required to operate the network; the Modal Transition Plan describes how the system transitions from the current state toward the target network and service patterns; and the Business Plan provides the commercial, institutional and governance arrangements necessary to implement and operate the system.

b. Planning Outcomes

The outputs of the planning process define the City's most likely network scenario, along with the supporting public transport strategy, budget, projects, and corridor priorities. It reflects a move from a broad network concept to a scenario that is implementable under realistic constraints (including available funding, readiness, and deliverability considerations). The most likely network scenario and associated priority set then become the basis for implementation programming across two complementary scales, i.e. metro-wide projects and corridor implementation.

c. Implementation

i. Metro-wide Implementation

Metro-wide projects are system-wide initiatives that must be implemented in parallel with, or ahead of, corridor rollouts to ensure coherent system performance and customer experience. These include enabling programmes such as integrated ticketing, integration interfaces with the rail system, strengthened public transport monitoring capability, and targeted PTI upgrades that improve passenger facilities and network integration.

The intent is that these enablers reduce implementation risk, improve integration between modes and corridors, and support operational control and performance management as the network expands.

ii. Corridor-specific Implementation

In parallel, corridor-based implementation proceeds through staged and overlapping corridor programmes, beginning with defined priority corridors and progressing to subsequent corridors as the programme matures and budget becomes available.

This approach recognises that corridor delivery is the primary mechanism through which the eventual network scenario is achieved, by converting network planning into tangible infrastructure, fleet, operating contracts, and operational readiness for each corridor. The corridor programmes are not purely infrastructure initiatives, they are multi-disciplinary delivery packages that integrate service planning, operations, systems, facilities, contracting and transition management.

A key factor of the corridor implementation strategy is moving from a corridor priority decision to a launch-ready corridor package. In this transition, a suite of planning documents is required, namely a focused System Plan, Operations Plan, Industry Transition Plan and Business Plan, presented as an integrated planning package that must be completed to support delivery.

Collectively, these plans define the corridor's service and system architecture, the operational concept and resource requirements, the transition arrangements needed to implement the corridor within the industry, and the business and contracting structure that enables implementation and operational sustainability. These can generally be completed within a two-year period.

Following the planning stage, the core implementation workstreams that must be delivered and mobilised prior to commencement of services include infrastructure design and construction, fleet procurement, industry transition arrangements, facilities management and contract development to support operations. This is supported by the implementation of key system technologies including AFC and Advanced Public Transport Management Systems (APTMS), as well as marketing and customer readiness.

These can generally be implemented within an eight-year period. However, it should be noted that not all corridors will require the same delivery timeframe, which is dependent on the extent and type of corridor intervention.

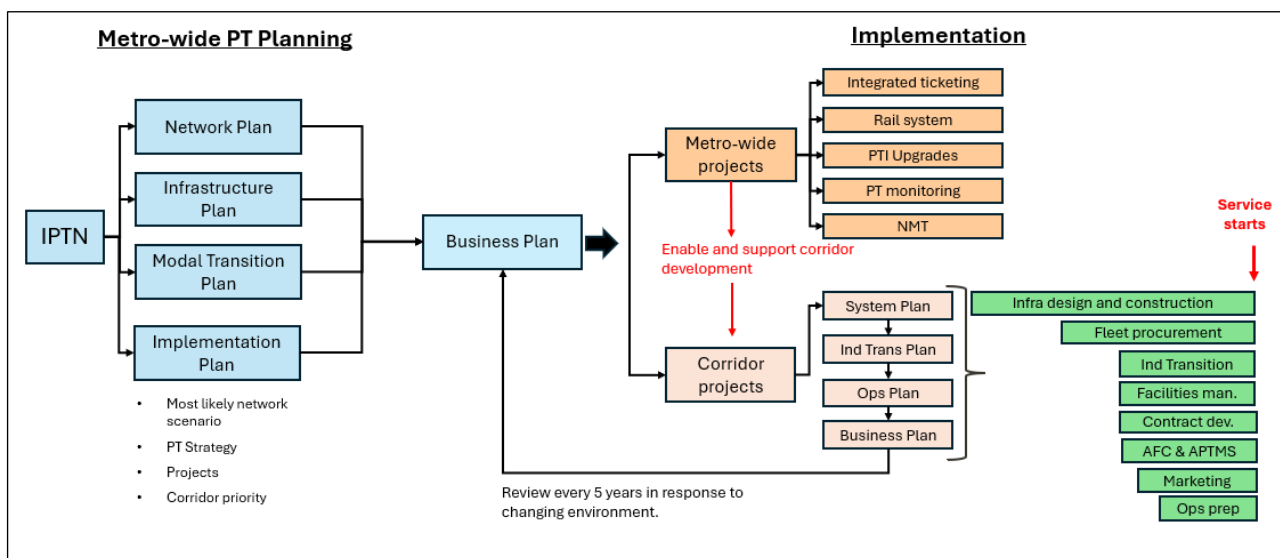


Figure 4-7: Implementation Strategy for the Updated IPTN Plan 2040

4.2. Commuter Rail Plan

4.2.1. Background

Historically commuter rail provided the backbone of public transport in Cape Town, offering affordable, frequent and high-capacity mobility that extended into the functional area. At its peak,

in 2012, Metrorail carried over 620,000 daily trips, reducing congestion and enabling economic participation. However, over the past decade, the rail network declined due to vandalism, theft, underinvestment and institutional instability at PRASA, resulting in deteriorating services. By 2019, rail's share of daily trips dropped below 5%, and COVID-19 further worsened infrastructure and service levels. This complete collapse of Cape Town's rail network resulted in disconnecting communities, intensifying congestion, and weakening the integrated public transport network. Risks of maintaining the status quo include:

- i. *Congestion and associated costs*: Road modes cannot absorb demand without gridlock and higher emissions. Expanding the road network to address congestion is unsustainable.
- ii. *Spatial inequity*: Low-income households face long, costly commutes.
- iii. *Lost growth opportunities*: Absence of reliable rail limits TOD and urban regeneration.

The updated IPTN Plan 2040 recognises the collapse of the rail system as a key driver of uncertainty. This has led to adopting a 'decision making under deep uncertainty'¹⁵ method to incorporate uncertainty into long-term planning. These techniques include developing plausible scenarios of future mobility, resulting from the complex interaction of economic, social, environmental and governance systems.

The City has also investigated various institutional arrangements in support of rail. As indicated above, this was undertaken in the CTRFS. The study was based on the development of a feasible incremental and structured approach towards an improved urban rail service.

The CTRFS does not provide the overall rail plan for Cape Town's IPTN, but investigated the risks associated with the City absorbing the rail management function. It is emphasised that the rail plan is undertaken and provided through the updated IPTN Plan 2040. Refer to the recommendations from the study in the sections below.

4.2.2. Recovery of the Rail System as a Critical Indicator

The recovery of the rail system is a critical indicator to be monitored. The interaction between the rail system and road-based public transport is crucial, as any breakdown in the rail service significantly influences congestion levels on the road network with rail passengers using road-based public transport services. To support the monitoring of rail recovery in Cape Town, the City has developed a dashboard to track rail recovery, which serves as an invaluable monitoring tool to inform and guide the pathway of recovery.

PRASA is actively pursuing the restoration of the rail system, with the period since COVID-19 largely focused on recovery efforts. Once all the rail lines and services have been fully restored, the recovery programme will transition into its next phase, i.e. optimising the rail service.

As mentioned above, the current governance/institutional collaboration is through the Intermodal Planning Committee's Rail Steering Subcommittee. The City and PRASA also developed and signed a rail Service Level Plan, which provides direction on critical elements of the rail system.

Evaluating the implications of a "low rail" scenario has illustrated the negative impacts that a limited rail service would have in Cape Town. Increased congestion results in increased emissions, while increased MBT services increase the inefficiencies in the public transport system and forces low-

¹⁵ Lempert, R.J., Miro, M. and Prosdocimi, D., 2021. A DMDU guidebook for transportation planning under a changing climate, Inter-American Development Bank.

income earners to use a more expensive road-based public transport service. The importance of rail cannot be over-emphasised.

According to the PRASA Corporate Plan of 2025/2026¹⁶, PRASA is proposing to improve rail services to more **optimal levels during the period 2024 – 2027**. Proposed interventions are summarised below:

- a. Moderate frequencies (20-30min intervals during peak and one-hour intervals during off peak);
- b. 121 stations restored;
- c. EMUs operations with high reliability;
- d. Limited lines with functional signalling system;
- e. Operate speed of 30-60km/h on the lines;
- f. Increase in staff productivity;
- g. Positive progress to recover rail infrastructure;
- h. Recovery of information and communication technology (ICT) infrastructure;
- i. Implementation of Rail Safety Regulator (RSR) directives; and
- j. Perway recovery to improve Track Quality Index (TQI).

Once the above levels have been restored, PRASA aims to improve towards a full-service recovery as indicated below.

Full-service recovery is planned for the period 2027-2030 where the following are expected:

- i. High frequencies (5 – 15 minutes intervals during peak period and 20-40min during off-peak period);
- ii. Functional signalling system;
- iii. Normal speed of 90 km/h;
- iv. Highly productive staff levels;
- v. Fully functional rail infrastructure system;
- vi. Modernised stations;
- vii. Digitalised environment;
- viii. Full compliance to RSR standards; and
- ix. Improved TQI (less than 10% for normal speed of 90 km/h).

PRASA needs to focus on the successful delivery of the above-mentioned milestones contained in the abovementioned plan, and the City can assist by monitoring adherence to the identified milestones through the established IPC sub-committee.

Once the above milestones have been achieved, the rail plan can enter a growth phase to expand the rail network and services. The updated IPTN Plan 2040 recommends the following for the 2040 horizon.

4.2.3. 2040 Rail System

The rail network in the updated IPTN Plan 2040 includes the existing rail network and stations, with the further expansion of the rail network, through the introduction of the Blue Downs rail line, along with the three (3) stations at Mfuleni, Blue Downs and Wimbledon Stations. This is illustrated in Figure 4-8.

¹⁶ PRASA, Corporate Plan of 2025/2026

The updated IPTN Plan 2040 summarises the rail project for 2040 in the high-level implementation schedule.

The updated IPTN Plan 2040 includes the following rail network, including new rail lines and stations, extensions and upgrades that are proposed to be in operation by 2040. Rail planning studies that need to be undertaken in this time horizon are also included.

a. Between the Metro South-East and the Bellville CBD and Surrounding areas:

Currently the public transport demand is served either by MBTs and buses, or via an indirect rail connection along the Central Line, and then the Northern Line. This highlights the need for a more direct north to south rail connection between the Metro South-East and Bellville CBD. Accordingly, the Blue Down rail line was confirmed as a project for the updated IPTN Plan 2040, along with the implementation of the three (3) rail stations (i.e. Mfuleni, Blue Downs, and Wimbledon) and associated PTIs and park and ride facilities.

b. Between the Metro South-East and the Cape Town CBD:

The current Central Line traversing from Khayelitsha and Mitchells Plain towards Cape Town CBD is currently not operating at capacity. It is recommended that the signalling system along this line be improved to enable the operations to be optimised and the capacity maximised. As part of the rail recovery programme that PRASA is pursuing, the improvement of the signalling systems is prioritised once operations on all the rail lines have been restored

c. Between the Metro South-East and the Claremont and Wynberg CBD:

As this travel desire line can be served by the MyCiTi Phase 2A public transport service and infrastructure that is currently being implemented, no additional rail link is required by 2040. However, to complete the transport network (i.e. both rail and road network) between the Metro South-East and the Claremont and Wynberg CBD as proposed in the public RoW map in Figure 3-18, it is recommended that the proposed rail link between Steurhof/Retreat Stations and Philippi Rail Stations be investigated, and a conceptual design be undertaken to secure the rail reserve. This study should include the proposed railway station of Philippi West.

d. Between the Metro South-East and Employment Opportunities in Epping, Killarney Gardens, Montaque Gardens, Century City, and Growth Areas Further North of Cape Town:

As part of the updated IPTN Plan 2040, a Conceptual Framework Plan was undertaken for the Jakes Gerwel Corridor. The conclusion of this investigation was that the future role of Jakes Gerwel Drive is not quite clear as this road could be upgraded to freeway status and accommodate public transport in freeway conditions. As an alternative, a more direct rail link from the Metro South-East towards the northern parts of Cape Town could be explored. Specifically, the following two (2) options were raised:

- i. *Introduce rail loops at Kentemade and Woltemade Stations to link the rail line with the Atlantis rail line:* This will require the electrification of the current freight rail line towards Atlantis, and upgrades to this line to operate a commuter rail service. It is recommended that a feasibility assessment of the introduction of this link be undertaken.
- ii. *A more direct rail link between the Central Line and the northern employment opportunities via a rail link between Thorton, across the Wingfield site, past Acacia rail station, connecting with the upgraded Atlantis rail line:* This proposal is in accordance with the PROW map in Figure 3-18. It is recommended that a feasibility assessment

and the conceptual planning for this proposed rail link be done to ensure that land is reserved, so that the opportunity to implement this rail link in the future is not compromised.

Additional rail projects identified that support the updated IPTN Plan in 2040 and further in the future, include the following:

- iii. *The doubling of the existing singletrack line to Strand between Eersterivier Station and Firgrove Station:* This is in accordance with the PROW map in Figure 3-18. It is recommended that the conceptual design of this rail upgrade be undertaken and the rail reserve be protected.
- iv. *Rail links from Cape Town CBD to the Cape Town International Airport, as well as the proposed Cape Winelands Airport must be investigated:* The former is in accordance with the PROW map in Figure 3-18. The latter must be investigated to determine to what extent the existing Fisantekraal rail line can provide a strategic connection to the proposed Cape Winelands Airport. The existing line between Kraaifontein and Fisantekraal needs to be electrified, and the current siding at Fisantekraal must be upgraded to a station to handle an increase in passengers and improved train frequency. In addition, Joostenburg North and South stations are also envisaged to be part of this upgraded rail link. This is a planning study that needs to commence in the 2040 horizon.

4.2.4. The 2050+ Rail System

As part of assessing the public transport supply required in the far future, a public transport supply strategy was explored that identifies the most suitable modes to provide the required capacity for a particular travel desire line in the future. This was undertaken for the top five travel desire lines for each scenario, and the necessary significant transport infrastructure was identified. From that, long-term initiatives for the 2050+ horizon were identified that can be implemented once more certainty is reached over time. However, these require proper planning in the short term due to long lead times associated with some projects, especially those involving rail. These projects might change as there is more certainty about the future. The level of uncertainty and risk is high at this stage.

The analysis concluded that it is quite evident that the future travel demand can only be accommodated through a well-designed and optimised public transport network with rail as the backbone of the network and carrying the highest public transport modal share. The capacity of road-based public transport services must also be maximised along the more significant travel corridors with the introduction of priority public transport lanes and other high-capacity modes. The following projects were identified:

- i. *Between the Metro East and Cape Town CBD (N1):* Rail must be promoted and the capacity along the rail line must be maximised.
- ii. *Between the Metro South/South-East and Metro North (N7):* A continuous rail link between the Metro South-East and the Metro North areas must be explored.
- iii. *Between the Metro South-East and Cape Town CBD (N2):* Prioritise, optimise, and maximise the rail capacity along this corridor and, by doing so, increase the rail modal split.
- iv. *Metro South to Cape Town CBD (M3/M5):* Prioritise, optimise, and maximise the rail capacity along this corridor and, by doing so, increase the rail modal split.
- v. *Metro South-East to Metro East:* Prioritise, optimise, and maximise the rail capacity along the Blue Downs rail link, once implemented as per the 2040 planning horizon.
- vi. The extension from Chris Hani Station, Khayelitsha) to Firgrove Station, Somerset West will only be needed when the envisaged land-use development occurs between Macassar and Somerset West. This rail extension will be required in the longer-term future.
- vii. New stations at Phillipi West and Bloekombos are proposed by PRASA for construction in the short to medium term. Although this would have been good to achieve by 2040, the current rail programme is focusing on rail recovery. Therefore, the construction of these two stations can be considered in the longer-term horizon. Other stations that are planned for the long term are future stations at N1 City and Nomzamo.



Figure 4-8: 2040 IPTN High Rail Network Plan

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 public transport services in its functional area. It first deals with MyCiTi services, as the City is the contracting authority for BRT services in the metropolitan area. With regard to conventional buses operating in Cape Town (being GABS services contracted by the WCG), it provides the intent for rationalising existing contracts once the City becomes the contracting authority for such services.

5.2. Existing Contracts

There are currently four existing contracts operated by VOCs under the MyCiTi banner.

Phase 1 services commenced in 2011, provided by three (3) VOCs. These were intended to serve a region of high growth not served by rail, linking it to the central city CBD and the rail network. Services were ramped up from 2013 to achieve the current network that includes the central city, as well as certain routes on the corridor between the central city and Table View and Atlantis. Phase 1 Stage 1 (Ph1:1) of MyCiTi commenced full operation on 1 November 2013, as part of a long-term negotiated contract.

The fourth contract is for N2 Express service, operating under an interim contract with the N2 Express joint venture (JV), which is comprised of three parties, namely The Cape Organisation for the Democratic Taxi Association (CODETA), Route 6 Taxi Association and GABS. The contract expires in June 2026, with a process underway to extend it until the Phase 2A service commences. Thereafter, the N2 Express services are planned to be incorporated into the Phase 2A service expansion. It is possible that the N2 Express routes may be reduced or terminated by the City once rail is reinstated sufficiently or based on other financial considerations.

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:

- a) The current Ph1:1 contracts ended on 30 October 2025. A two-year deviation contract is currently in place, which will be replaced by the 7-year contract which is set to begin in 2027. In accordance with the requirements of the Constitution, the Local Government: Municipal Finance Management Act, 2003 (Act 3 of 2003) (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, which is in progress.
- b) Preparation for implementation of Phase 2A of the MyCiTi service is underway, which will introduce BRT operations connecting Khayelitsha and Mitchells Plain to Wynberg and Claremont, as well as the N2 Express service to the city centre where required. To initiate service delivery, the City intends to establish an interim contract, as contemplated in the NLTA, for a period not exceeding three (3) years. While this interim contract is being negotiated and implemented, the City will simultaneously prepare for and negotiate the long-term vehicle operating contracts in terms of Section 41 of the NLTA. These long-term contracts, with a maximum duration of twelve (12) years, will begin immediately after the interim contract ends, to ensure continuity of MyCiTi services as well as maintaining and expanding operations as conditions allow.

New contracts will need to be aligned to the updated IPTN Plan 2040.

5.4. Process for Rationalising Existing Contracts

Upon assignment of NLTA section 46 Contracted Services Contracting Authority to the City, 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.

The City's updated IPTN Plan 2040 applies a mode-agnostic approach, to ensure the network remains flexible amid long-term planning uncertainties, including funding constraints. The rationalisation of existing Section 46 services will be evaluated in alignment with the overall IPTN vision.

5.5. Requirements for Each New Contract

5.5.1. Contract Duration for Vehicle Operating Contracts

The contract duration of any section 41-type negotiated contract (for MyCiTi) will be a 12-year period, but subject to early termination if the VOC fails to meet predetermined minimum performance standards measured over a period and following issue of notice by the City. As mentioned above, the City intends to enter an interim contract, legally permissible under the NLTA, to precede a 12-year contract for Phase 2A, for a maximum of three (3) years.

6. NON-CONTRACTED SERVICES PLAN

6.1. Minibus Taxis

Shayela Smart is a programme between the WCG, the City and the MBT industry that is aimed at transforming the MBT sector into a safer, more efficient, and better-regulated component of the public transport system. Established through the Minibus Taxi Transformation Task Team in 2023, the programme seeks to address long-standing operational and regulatory challenges within the sector, including infrastructure constraints, route invasions, driver behaviour, and fragmented governance structures.

The initiative focuses on building a new operational and regulatory system through both short- and long-term interventions. Components include driver registration and training, tracking and monitoring of vehicles, improved management of MBT facilities, establishment of remote holding areas and strategic "stop-and-go" sites, and the introduction of higher-occupancy vehicles and dedicated public transport lanes. Over the longer term, the programme envisions converting taxi associations into formal Transport Operating Companies (TOCs), supported by a universal branding system that promotes integrated service delivery across the city.

Shayela Smart complements the updated IPTN Plan 2040 as it supports the formalisation and regulation of a critical transport mode that carries most Cape Town's commuters. By improving the safety, reliability, and accountability of the MBT industry, the programme advances the integrated public transport network objectives of creating an integrated, efficient, and equitable public transport system. It lays the foundation for aligning the MBT industry with broader mobility initiatives such as corridor development, dedicated lanes, and multimodal integration, thereby ensuring that the sector evolves as an active partner in public transport.

7. OPERATING LICENCES PLAN

Council approved the latest updated version of the [Operating Licences Plan](#) (OLP) in July 2025. This version incorporates the latest Operating Licences Conditions gazetted by the WCG, who are the regulatory authority, and updates to the demand methods (i.e. methodology for determining the demand for minibuss and metered taxi services). However, subsequent to this update, the NLTA and associated regulations were enacted in September of 2025. The OLP therefore needs to be updated again to reflect or refer to the changes in legislation. In the meantime, the updated legislation is applicable and will guide OL applications.