TRANSPORT DIRECTORATE

COMPREHENSIVE INTEGRATED TRANSPORT PLAN

2018–2023

2019 ANNUAL UPDATE

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CITY OF CAPE TOWN
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Policy Title

Comprehensive Integrated Transport Plan 2018 – 2023: 2019 Annual Review and Update

Line Department and Director

Transport Planning Department,
Director: M Mazaza

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1 INTRODUCTION

1.1 Overview

The City of Cape Town has finalised the statutory process for the annual review of its Comprehensive Integrated Transport Plan (CITP) 2018–2023 as required in terms of section 36(1) of the National Land Transport Act, 2009 (No. 5 of 2009) (NLTA). The CITP is a five-year statutory plan which gives the City of Cape Town and the Transport Directorate its mandate to manage the transport network and everything that moves on it.

The CITP sets out what the Transport Directorate is committed to and is accountable for and how the Transport Directorate will set about the delivery of an integrated, intermodal and interoperable transport system and its related road and rail network.

This 2019 review is an addendum to the CITP 2018–2023 and does not replace the approved five-year plan. This annual review reports on the Transport Directorate's achievements since the CITP was approved, responds to the comments made by the Provincial Minister: Transport and Public Works in approving the CITP and aligns the CITP 2018–2023 to the IDP and budget cycle.

As it is an addendum, the document was not subject to a public participation process. It does not introduce new principles or objectives to the CITP 2018–2023, which underwent a comprehensive public participation process.

In addition to the progress made with respect to various projects discussed in the document, the review focuses on the following:

- The approved Cape Town Municipal Spatial Development Framework (CTMSDF) 2018
- Integrated Public Transport Network Programme 2032 with a focus on Phase 2A
- Road Congestion Management and Relief Project
- Funding strategy

1.2 Comments by the MEC on the CITP 2018–2023

On 30 April 2018, the City's 2018-2023 CITP was approved by the Provincial Minister: Transport and Public Works (see attach letter in Appendix 4). The approval of the CITP was subject to certain conditions as shown in Table 1-1 below:

Table 1-1: Response to the MEC's comments

Comments by the MEC	Response from the City of Cape Town
The Department of Transport and Public Works (DTPW) notes that the following statement is not approved (page 154 of the CITP): "A process to resolve the assignment of roads within Cape Town to ensure clarity of the Road Authority status of these roads has been recently concluded. A key issue with this transfer, historically, has been the funding of the maintenance of these roads as the previous funding allocation from the Regional Services Council (RSC) levies is no longer in existence and a new source has yet to be established. In the meantime, an agreement has been reached with Western Cape Government for it to transfer these assets and to assist with the logistics costs of the transfer." The DTPW has confirmed that there is no agreement with respect to the logistical-cost to transfer roads to the City of Cape Town or the Transport and Development Authority (TDA). Further, it is unclear around the rational of total length of road to be taken over, including the estimated value thereof. It is also unclear whether the City of Cape Town now accepts that all previously named divisional roads are now streets as there is no other correspondence formalising this. Section 66 (3) of the Ordinance only waives the formal deproclamation. Further, the CITP states that: "The transfer of the abovementioned roads will therefore require an additional level of funding, the strategy for which will be determined based on the volume of provincial traffic currently using the roads under the City's jurisdiction and the results of its PMS investigations. The DTPW requires that the latter part of this statement is amended to note that the funding strategy should be determined by TDA in co-operation with relevant transport stakeholders instead of being based on provincial traffic volumes and PMS investigations.	In relation to the issue of the assignment for roads between the City of Cape Town and the Province of the Western Cape, the City agrees with the MEC's position taken that no conclusion has been reached regarding this matter. It is envisaged that during the coming financial year 2019/20, that the City and Province will engage in active discussion in an Inter-Governmental Relations (IGR) approach to reach an In-Principle agreement as to the following items in relation to the assignment of roads, namely: a) The formal legal process of assignment of roads between the two authorities, b) The financial parameters for the funding of the maintenance of the transferred roads between the two authorities, c) Confirmation of the assessment of roads to be transferred via the latest available PMS and LMS reports of the respective roads authorities.
The DTPW is not committing to provide funding over a five-year period to support the assignment of rail. Funding has only been allocated for one year to support safety and security interventions and this was not in response to the City's Rail Business Plan.	This has been noted.

1.3 Institutional and organisational arrangements

1.3.1 Establishment of the Transport Directorate

On 13 December 2018, Council resolved to realign the City of Cape Town Macro Organisational Structure to enhance service delivery and the City's connection with its customers in terms of section 51(f) of the Local Government: Municipal Systems Act, Act 32 of 2000.

Structural changes were undertaken to synthesise operations and processes for more effective coordination and efficient service delivery. Through this process the Transport and Urban Development Authority (TDA) and related by-laws were repealed including the Constitution of the Transport and Urban Development Authority for Cape Town By-law, 2016 and the Constitution of Transport for Cape Town By-law, 2013.

With the by-laws repealed, the former TDA directorate was realigned with the housing-related functions moved to a new Human Settlements Directorate and the spatial planning, land use management and environmental management functions moved to a new Spatial Planning and Environment Directorate. The structure for the Transport Directorate was developed to give effect to the City's responsibility as a transport planning authority as provided for by the NLTA (Act No.5 of 2009).

The Transport Directorate will focus on addressing the core business of transport which includes:

- Transport Planning
- Public Transport Operations
- Public Transport Regulations
- Network Management
- Business Enablement
- Infrastructure Implementation
- Roads Infrastructure and Management

Delegations related to these functions were also approved by Council on 13 December 2018 (Council Resolution C06/12/18)

1.3.2 Transport Planning

The transport planning function focuses on the core components of the integrated transport management process and includes:

- the medium to long-term plan and related policies, sector plans and strategies – principally the CITP and its related sector plans, policies and strategies
- systems planning and network design
- business development and long-term strategic planning

In particular, the transport planning authority will interface with the municipal regulatory entity (MRE) function with respect to the delivery of the Integrated Public Transport Network (IPTN) 2032 and will comment on applications for operating licences. The transport planning authority also responds to all land use applications that have a potential impact on transport or traffic.

1.3.3 Public Transport Operations (Contracting authority)

The City is pursuing the assignment of the MRE function in order to establish proactive regulatory management of public transport. Upon assignment, the City as the MRE would be responsible for the management of operating licences.

1.3.4 Public Transport Regulations

The City is pursuing the assignment of the MRE function in order to establish proactive regulatory management of PT. Upon assignment, the City as the MRE would be responsible for the management of operating licences.

1.3.5 Network Management

The network management function is responsible for the operation of the transport network and related infrastructure including all relevant systems management.

1.3.6 Business Enablement

This function co-ordinates, monitors and manages the Transport Directorate's operational mandate. This includes the management and monitoring of its operators' performance, compliance management and change management.

It is also responsible for all external and internal communication in relation to Transport functions. Communication with the public on transport matters is undertaken through the TIC. In particular, this function is responsible for the activities of the Intermodal Planning Committee (IPC) and Land Transport Advisory Board (LTAB). The Business Enablement Department is responsible for this function.

1.3.7 Infrastructure Implementation

The infrastructure management function is responsible for construction and capital investment on the network related to public transport, non-motorised transport, roads and related transport facilities. It also focuses on the registration, management and monitoring of public transport assets as well as the road network.

1.3.8 Roads Infrastructure and Management

The Roads infrastructure and management function is responsible for the overall management and maintenance of all assets falling under the auspices of the Transport Directorate including the districts and depots. This includes the registration and management of all plant required form the management and maintenance of infrastructure. The function includes roads and stormwater interventions for informal settlements and dealing with the fleet and asset management of the Transport Directorate.

1.4 Major achievements

The following table summarises major achievements since the approval of the CITP 2018–2023 5 December 2017.

Table 1-2: Transport Directorate achievements at end 2018/2019 financial year

Achievements 2018–2019	
Integrated Transport Plan	- The CITP 2018-2023 provide the Transport Directorate with its mandate. It also set out how the Transport Directorate would move towards achieving the long term objectives.
Integrated Public Transport Network Plan 2032 (IPTN 2032)	- Finalisation of MyCiTi Phase 2A planning and detailed design - Planning of the MyCiTI Phase 2A feeder network - Conceptual planning for the Blue Downs rail corridor finalised - New tender awarded for the operation of Dial-A-Ride - 17.5 million passenger journeys on MyCiTi annually
Transport Infrastructure Improvements	- Award of the parking management tender - Integrated Information Management System (IIMS) programme - Transport Enforcement Plan - Traffic signal upgrades included the replacement of 132 controllers; the development of 18 functioning traffic consulting stations; and the review of signal progression in seven major corridors - Rail Enforcement Unit officers deployed on Metrorail services in conjunction with PRASA and WCG - CCTV cameras installed at PTIs (Claremont, Wynberg, Cape Town Station deck, Mitchells Plain, Khayelitsha and Bellville) - New Pavement Management System (PMS), Bridge Management System (BMS) and Load Management System (LMS) is being developed - PTIs are under construction at Masiphumelele and Dunoon, - 60 new bus stops were delivered - 29.8 km of NMT sidewalks were constructed - Cape Town Station deck was refurbished - 12.4 km of road was rehabilitated - 7.1 km of road was gravelled - 169 km of surfaced roads were resealed
Non-motorised Transport	- The development of a Universal Design Access Plan is underway - Development of a pedestianisation strategy is underway
Other Transport related achievements	- A service provider was appointed to development a Transport Carbon Footprint

2 TRANSPORT VISION AND OBJECTIVES

2.1 Introduction

Transport's Mission

The Transport Directorate's mission is to enable the social, economic and spatial transformation of Cape Town through the provision of integrated transport.

This Integrated Transport Vision is for:

"*an efficient, integrated transport system for all – implemented sustainably*"

The integrated transport vision replaces the transport vision of 1. To achieve the integrated transport vision, the Transport Directorate has nine objectives and is implementing a long-term strategy.

Figure 2-1 illustrate how the objectives and long term strategy supports the vision and mission.

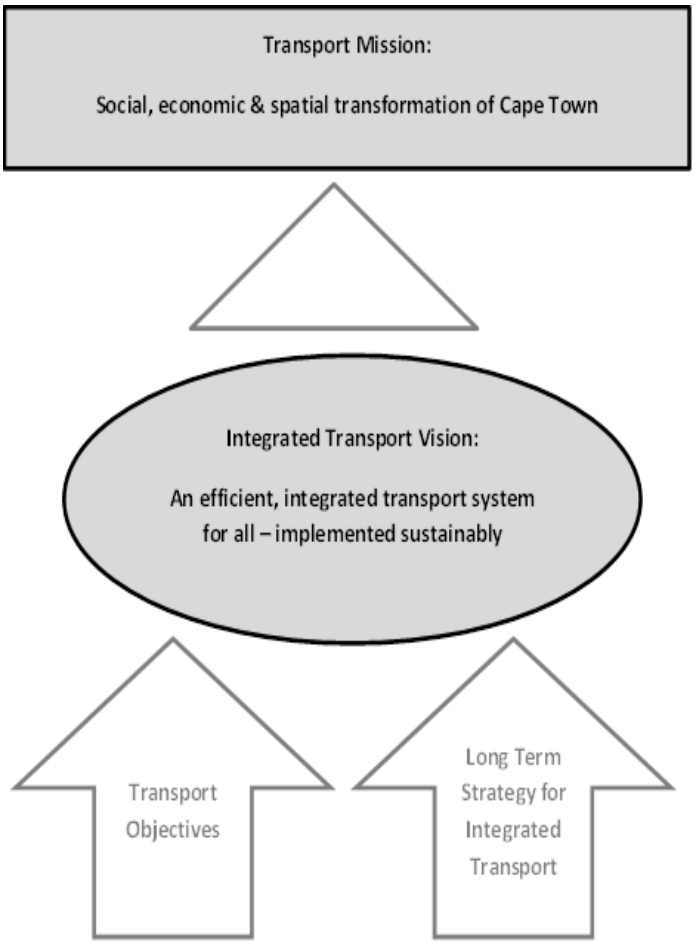

Figure 2-1: Hierarchy of the Mission, Integrated Transport Vision, Transport Objectives and Long Term Strategy for Integrated Transport

2.2 Integrated transport vision

Integrated transport has two meanings:

- the integration of, and synergy between, modes of transport including fare systems and the relationship between scheduled and on-demand transport
- the relationship between the transport system and network, and the built environment

Recognising this broader focus, and building on the progress that has been made the Transport Directorate's Integrated Transport Vision is:

"an efficient, integrated transport system for all – implemented sustainably"

In Table 2-1, the seven elements of the Integrated Transport Vision are unpacked. This includes relevant comments from the consultation that was carried out with stakeholders during the approval of the CITP 2018-2023.

Table 2-1: Transport Directorate's Integrated Transport Vision unpacked

	DEFINITION
Efficient	Achieving maximum productivity with minimum wasted effort or expense for the City and customer alike
Integrated	The integration of, and synergy between, modes of transport, the ticketing system and the relationship between scheduled and on-demand transport. It also means the relationship and synergies between the transport system and network, and the built environment
Transport	This includes public, private, NMT and freight transport as it relates to road and rail. It also includes the network on which this transport operates and the related facilities
System	This encompasses the physical transport related systems: traffic management, signalling, transport enforcement and related data management systems, governance systems and legislation
For All	A transport system that is accessible to all the citizens of and visitors to Cape Town regardless of their income group and ability or disability
Implemented	Services have been delivered that ensure the reduction of the costs of transport users' Access Priorities, according to the TDI, so that users can see the benefits of sustainable, effective and data driven transport systems

	DEFINITION
Sustainably	The transport system is environmentally friendly and can be maintained so that it is fiscally and financially sustainable over the long term

The transport vision of 1 provided an important focus as it progressed towards unified structures, systems and services. Now the Transport Directorate is required to move forward and intensify its focus on the delivery of integrated transport and its relationship to land use. Although the Transport Vision of 1 has now been superseded, the structures, systems and services created as part of that prior vision remain crucial in achieving the transport vision as shown in Table 2-2.

Table 2-2: Progression from the transport vision of 1 to the integrated transport vision

ELEMENT OF TRANSPORT VISION OF 1	PROPOSED INTERVENTIONS	CORRESPONDING ELEMENT OF INTEGRATED TRANSPORT VISION
One Plan	The Transport Directorate will continue to have "One Plan" as part of its Integrated Transport Vision. Given this new mandate, it will not only explore the achievement of its Integrated Transport Vision, but also the interrelationships between integrated transport and urban development in order to bring about the social, economic and spatial transformation of Cape Town.	For All
One Governance Structure	The functional organisational structure of the Transport Directorate will continue to be developed and refined in order to fulfil its mandate as a Planning Authority as defined in the National Land Transport Act of 2009 in order to facilitate optimal service delivery.	Efficient
One Management System	The Transport Directorate will continue with the development of a uniform information management system to reflect the mandate of the Directorate. The intent is also to extend and refine the TDI towards an urban development index (UDI) to be used as a tool to track the change in integration between transport and land-use over time in line with transit oriented development objectives.	Implemented
One Network	The Transport Directorate will continue to develop and manage the integrated transport network and related facilities. It will also explore the integration of rail. It will continue to seek to ensure that maintenance of the network and facilities are brought up to appropriate, uniform standards and are operated in an efficient and cost effective manner. The Transport Directorate will explore the interrelationship between integrated transport and urban development as it plans new developments on the transport network. This will facilitate the unlocking of the potential of transport to drive the social, economic and spatial transformation of Cape Town through TOD.	Integrated Transport System

ELEMENT OF TRANSPORT VISION OF 1	PROPOSED INTERVENTIONS	CORRESPONDING ELEMENT OF INTEGRATED TRANSPORT VISION
One Contracting Authority	The Transport Directorate will ensure the rollout of One Contracting Authority, in accordance with TCT's original Transport Vision of 1and in so doing expedite related unified PT infrastructure and facilities across Cape Town.	Transport
One Regulatory Entity	The Transport Directorate will ensure the rollout of the MRE for Cape Town, in accordance with the previous Transport Vision of 1, coupled with the approach of the minibus-taxi industry transformation model.	Transport
One Enforcement System	The Transport Directorate will expedite the consolidation of the single enforcement system for the entire integrated transport network, as well as grow the resources for this critical function. Further, the Transport Directorate, along with the Safety and Security Directorate, is exploring a partnership with PRASA in order to address the compounding enforcement problems on the rail network.	System
One Ticket and Timetable	The Transport Directorate will continue to work to identify the appropriate technical solution for achieving a single ticket and timetable for the transport network. It will also continue to work with PRASA under the MoA in order to progress integrated ticketing for scheduled road and rail PT. The first task will, however, be to extend the MyConnect card across all scheduled road-based PT upon assignment of the Contracting Authority function.	Integrated
One Brand	The Transport Directorate will continue to build on the MyCiTi brand as it continues to roll out further Phases of the MyCiTi public transport system on an integrated multimodal network basis. Way finding and signage are a key element of this brand and are integral to the promotion of public transport as the most sustainable transport option.	Sustainably

2.3 Policy framework

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

Table 2-3: National, provincial and local policies and strategies

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

POLICIES AND STRATEGIES	RELEVANCE TO THE INTEGRATED TRANSPORT VISION	
City of Cape Town IDP 2017–2022	Pillar 1 - Opportunity City Pillar 2 - Safe City Pillar 3 - Caring City Pillar 4 - Inclusive City Pillar 5 - Well Run City	**11 Transformational Priorities:** 1. Excellence in basic service delivery 2. Mainstreaming basic service delivery to informal settlements and backyard dwellers 3. Safe communities 4. Dense and transit oriented urban growth and development 5. An efficient, integrated transport system 6. Leveraging technology for progress 7. Positioning Cape Town as a forward-looking, innovative, globally competitive business city 8. Resource efficiency and security 9. Building integrated communities 10. Economic inclusion 11. Operational sustainability
One Cape 2040 (Western Cape Government Vision)	**Hard infrastructure** • Provide urban public transport systems that ensure improved access to all while mitigating the risk of oil price increases • Develop port and freight routes **Soft Infrastructure** • Focus funding on the support of growth and innovation of all scales of enterprise **Spatial framework** • Promote high density compact environments as the most sustainable urban form	
Built Environment Performance Plan	• Promote a more compact, integrated and transit oriented urban form • Focus on measurable improvements to urban productivity, inclusivity and sustainability by restructuring the urban built environment through public investment programmes and regulatory reforms	
Cape Town Municipal Spatial Development Framework	• Structure Cape Town on a more location efficient basis through spatial targeting and by intensifying land use in support of TOD	

POLICIES AND STRATEGIES	RELEVANCE TO THE INTEGRATED TRANSPORT VISION
City of Cape Town Social Development Strategy	• Maximise income generating opportunities for those who are excluded or at risk of exclusion • Support the most vulnerable through enhancing access to infrastructure and social services • Promote and foster social inclusion
City of Cape Town Economic Growth Strategy	• Accelerate decision-making processes for planning and building approvals • Improve coordination between economic development, transport and land use priorities • Build infrastructure (including transport) for growth • Expand public transport and consolidate the integration process • Promote energy diversification and efficiency
City of Cape Town TOD Strategic Framework	• Promote comprehensive TOD model to address spatial inequality, improve public transport affordability and arrest sprawl through the integration of public transport and land uses
The Municipal Infrastructure Investment Framework	• Analyse the City's infrastructure investment and allocate resources on a sustainable basis

2.4 Transport objectives

In order to achieve its integrated transport vision, the Transport Directorate is pursuing nine key transport objectives. These are set out in Table 2-4.

Table 2-4: Transport objectives

	OBJECTIVES
1	An efficient and viable relationship between land use, supporting infrastructure and transport for the sustainable development of the City region
2	Integrated, intermodal, interoperable, responsive and car-competitive public transport for the benefit of the community
3	An economically viable transport system by balancing service provision with demand and through transparent regulation
4	Services delivered in an accountable, investment oriented and performance driven manner, ensuring quality and unified standards
5	A costed, viable and financially accountable transport management system and network through exploiting all potential sources of funding
6	Consolidated and improved enforcement functions in the City to facilitate safety and security on the public transport network and related facilities for the benefit of all

	OBJECTIVES
7	Comprehensive communication and stakeholder management to ensure responsible service delivery in partnership with all industry role players
8	A fully integrated, responsive and well-maintained infrastructure network along with related facilities that are appropriately managed as the City's largest asset
9	Fully functional and user friendly systems on the intermodal network

2.5 Long-term strategy

To meet its mandate, the Transport Directorate is building on the former long-term strategy shown in Table 2-5. While the timeline for each of the four strategies started at the same time in 2013, the strategy as a whole comprises both long- and near-term activities.

Table 2-5: Long-term strategy description

STRATEGY	TIMELINE	DESCRIPTION
A	Three year	Consolidation of the transport model with a focus on the implementation of TOD in integrated transport and urban development
B	Five year	Consolidation of the investment management strategy under the MLTF. Investment management strategy refers to the Catalytic Land Development Programme for TOD projects which is now the functional responsibility for the Spatial Planning and Environment Directorate (SPE).
C	Ten year	Rollout of the integrated road and rail methodology with the focus on one brand and ticket, and one integrated timetable
D	Fifteen year	Ensure that the costs of key user groups' "access priorities" are halved. The access priorities reflect the fact that different user groups are affected by different priorities be they direct costs, indirect costs (such as flexibility, safety, reliability, crime or congestion) or incidental costs. The Transport Development Index is superseded by the Urban Development Index as a basis to track improvements to the transport system over time.

Having reviewed progress against the original long-term strategy, the next step was to decide whether actions under that strategy still to be implemented should be carried into the Transport Directorate's long-term strategy. This was the subject of stakeholder consultation during the 2018–2023 CITP approval process. In the light of that consultation, a new long-term strategy was developed and is set out in Figure 2-1 below.

Strategy A – Governance	Strategy B – Finance
The Transport Directorate will build on the transport governance structure and develop other governance tools for urban development as they relate to integrated transport. Strategy A therefore remains with an extended timeline to 2020 to develop additional governance tools. Following stakeholder consultation, the City is also: • reviewing the terms of reference and the mandate of the LTAB and IPC to strengthen relations with neighbouring municipalities and other authorities • strengthening its working partnerships with SANRAL, PRASA, ACSA, Transnet and Province • strengthening information sharing to assist in performance-oriented service delivery	The Transport Directorate will continue with the Municipal Land Transport Fund (MLTF) and explore how to extend it to incorporate urban development funding and related financial mechanisms (e.g. related to TOD). This now forms part of the functional mandate of the Spatial Planning and Environment Directorate (SPE) and the Transport Directorate will continue to support this function for integrated transport and land use outcomes. Strategy B remains but its timeline will extend for a further 13 years (a total of 15 years) for the realisation of innovative investment-oriented mechanisms. Following stakeholder consultation, the City is also: • investigating a fuel levy for public transport and road improvement investment – this should be ring-fenced under the MLTF with specific annual deliverables over a 10-year period • investigating opportunities for land value capture by SPE supported by the Transport Directorate • investigating the use of the City's general valuation processes to determine a portion of revenue that can be channelled to the MLTF from properties along IPTN corridors • explore opportunities for advertising on public transport assets • revisiting the development contributions policy and introducing mechanisms that facilitate PT and TOD-related investment • exploring the allocation of a proportion of revenue collected from traffic fines to the MLTF • exploring hiring out MyCiTi buses during off-peak periods
Strategy C – Integrated Transport	**Strategy D – Access Priorities**
The Transport Directorate will continue to implement integrated transport and accordingly Strategy C remains with a revised timeline of 10 years from 2017. Following stakeholder consultation, the City is:	Strategy D remains. As a result of stakeholder consultation the City is also: • scaling up the Congestion Management Plan (which covers infrastructure, operations and behaviour) as set out in Chapter 8 of the TDM Strategy

• placing a stronger emphasis on public transport law enforcement interventions • expediting the development and implementation of an integrated ticket and timetables across road and rail public transport • exploring fare discounts for users or destinations, as well as to facilitate employers providing public transport-related employee benefit schemes • exploring cell phones as a payment mechanism and integrating fare payment systems with new generation technologies • increasing public transport driver training and exploring an incentives mechanism to encourage good driving • working with partners such as the Western Cape Education Department to develop improve scholar transport • intervening in rail services to address safety, reliability, availability, security and cleanliness • exploring alternative rail and road-based public transport technologies • providing more NMT facilities at public transport interchanges (bike racks, park and ride and bike share including e-bikes) • exploring the use of e-hailing technology to increase access to public transport, incentivise its use, reduce congestion and reduce the overall cost to the wider transport system	• as part of the congestion alleviation interventions exploring business-related interventions (such as carpooling) and how to influence online shopping • with ACSA exploring a park and ride scheme using available parking at the airport coupled with MyCiTi services • as determined in the TDI exploring and implementing safety-related interventions for NMT users • exploring the provision of more business express services on the rail network
Strategy E – Built Environment	Following stakeholder consultation, the City added a fifth strategy. This will determine mechanisms for the implementation of TOD and focus on the "T" of the Transit-oriented Development Strategic Framework. As a result of stakeholder consultation the City is: • developing an UDI (based on the TDI) • establishing transport-related mechanisms to give effect to the five TOD catalytic projects • supporting a strategically-aligned catalytic

	land development programme by SPE to achieve the principles of the Transit-oriented Development Strategic Framework, the IDP and MSDF • developing regulatory tools to enable TOD development around stations (rail and BRT), mixed land use and densification to address the financial viability of public transport • determining TDA's carbon footprint along with mitigation projects to achieve operational efficiencies, source additional funding and safeguard the environment

Figure 2-2: The Transport Directorate's long-term strategy

3 TRANSPORT REGISTER

The Transport Register is a requirement of the NLTA and its regulations. A new Transport Register must be prepared every five years, ahead of the new five-year CITP and reflected in Chapter 3 of the new CITP. On an annual basis the CITP should be updated where necessary and the Transport Register should be updated if any significant new data collection occurs. The sections that follow only include updates and changes to data and for ease of reference, the paragraph numbers per the approved CITP 2018–2023 are included to assist in making comparisons with the previous data.

Table 3-1: Paragraph references from the CITP 2018–2023

SECTION	Paragraph references from the CITP 2018–2023	CHANGES
Section 3.1:	Demographic and socio-economic information	No change
Section 3.2:	General overview of transportation system	MyCiTi satisfaction surveys
Section 3.3:	Description of the regular, daily public transport system	Updated PTIs, MyCiTi route map, public transport fares
Section 3.4:	Description of other public transport services and modes of transport	Fig 3.5 added
Section 3.5:	Description of institutional and organisational make-up of public transport industry	Fig 3.12 updated
Section 3.6:	Roads and traffic	No change
Section 3.7:	Condition of major roads	No change
Section 3.8:	Congestion of the major road system	No change
Section 3.9:	Freight transport	Minor update
Section 3.10:	Financial information	Update of Chapter 13

3.1 General overview of transportation system

This section provides a general overview of the transportation system but only includes changes and updates of information relevant since the publication of CITP 2018–2023. The only element updated is the annual benchmark study tracking MyCiTi user's satisfaction.

3.1.1 Levels of satisfaction with MyCiTi

An annual benchmark study is done to track user's satisfaction with the MyCiTi service. The table that follows shows responses to the annual survey from 2017 to 2019.

The 2019 survey was conducted in February 2019 in the midst of a sustained driver strike which saw disruptions to the service over an extended four-month period. This is reflected in the satisfaction ratings for 2019.

Table 3-2 Satisfaction with MyCiTi

Source: MyCiTi Current State of Service, April 2019

LEVELS OF SATISFACTION WITH MYCITI			
SATISFACTION CRITERIA	**MEAN SCORE (OUT OF 10)**		
	2017	**2018**	**2019**
Travel times (arriving at your destination on time)	9.2	8.8	8.4
Costs (bus fare charged)	9.2	8.9	8.4
Comfort (comfort of the ride)	9.3	9.0	8.4
Security (feeling safe while waiting for the bus)	9.3	9.0	8.4
Safety (feeling safe when on the bus)	9.4	9.0	8.5
Reliability (on time arrival/departure of the bus)	7.5	8.8	8.4
Appearance (overall appearance of the bus)	9.3	8.9	8.3
Accessibility (ease of getting on and off the bus)	9.3	9.0	8.5
Convenience (ease of travelling with parcels, luggage, personal belongings)	9.1	9.0	8.4

3.1.2 Analysis of the 2019 survey

The following observations where made from the 2019 survey:

- There was a decrease in commuters using the service for purposes other than daily work commutes but an overall increase in daily use. This may be as a result of the economic downturn or the impact of the driver strike in 2019 in terms of fewer and disrupted services.
- Atlantis, Sea Point and Dunoon routes in particular have seen a significant increase in usage.
- Commuters prefer to load their myconnect cards at the bus station have increased over time with little use being made for loading in other locations. MyCiTi may want to further investigate the user-friendliness, placement and security around the card machines.
- Most commuters find the timetables and system maps helpful and easy to understand, this continues to improve year on year.
- However, the brand equity and mean scores for the bus stations/stops and on the bus that MyCiTi achieves is slowly slipping – still not in negative territory, but there is definite evidence of a perception of decline in the service. The most likely reason is that commuters are unhappy with the services somewhat due to the disruptions caused by the bus driver strike. MyCiTi will have to work hard to regain trust and to ensure that ongoing operational issues do not damage perceptions of the service further.

3.2 Description of regular, daily public transport system

Information about the supply and utilisation of all public transport in the city is described in this section. The information is stored in the Transport Reporting System (TRS) database. The information that follows only includes changes or updated information.

It includes the following changes:

- Changes and additions to public transport facilities and interchanges
- Changes to the fare system

3.2.1 Public transport facilities and interchanges

3.2.1.1 Public transport interchanges (PTIs)

PTIs) are operational areas surrounding clusters of public transport facilities that are close enough for commuters to change modes efficiently. The current distinction between mode specific interchanges will no longer be used for the multi-modal, integrated and interoperable public transport system.

The Transport Directorate currently manages and maintains 60 PTIs throughout Cape Town. These range in size from very large (e.g. Cape Town Station deck) to very small (e.g. London Road, Ocean View). Each interchange is a different size, handles varied numbers of passengers and requires different levels of management and funding.

Table 3-3: Public transport facilities and PTIs across Cape Town

Source: TRS, 2019

TOTAL PUBLIC TRANSPORT FACILITIES			
TYPE	**TOTAL**	**WITHIN PTIS**	**STAND-ALONE**
MyCiTi stations	42	5	37
Rail stations	97	43	54
Minibus-taxi ranks (official)	112	60	53
Minibus-taxi ranks (unofficial)	70	9	61
Metered taxi ranks	42	3	39
GABS bus station	30	19	11
Long distance ranks	17	9	8
Park and ride areas	113	44	69

3.2.1.2 MyCiTi stations

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

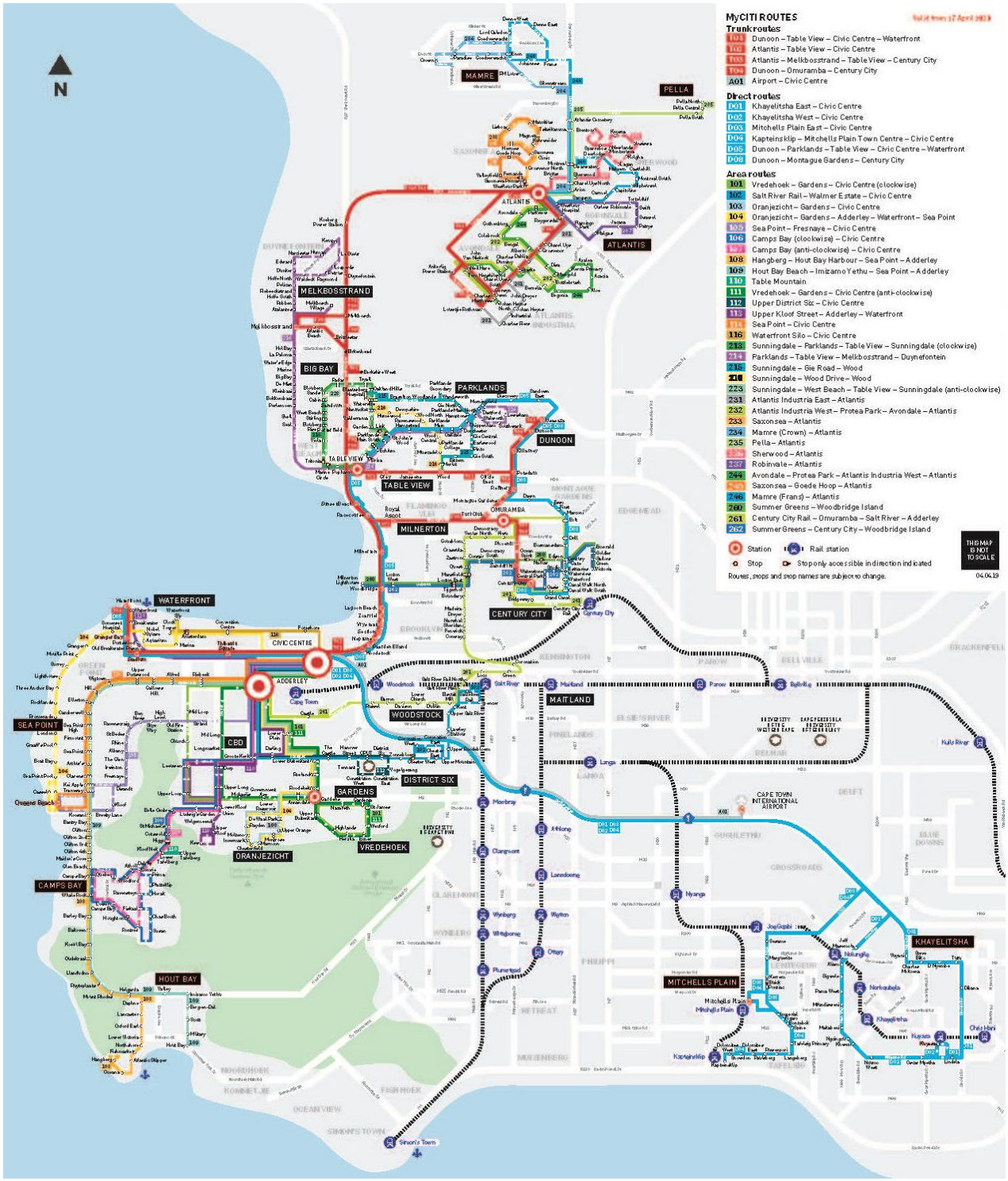

Figure 3-1: MyCiTi routes, bus stops and trunk stations

3.2.2 Summary and analysis of public transport fares

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

- MyCiTi fares
- Minibus-taxis fares
- Golden Arrow Bus Services fares

3.2.2.1 MyCiTi fares

The MyCiTi system employs a distance-based fare structure with a 'tap-on, tap-off' myconnect card which automatically calculates the distances travelled subtracting the relevant fare from the funds available on the card at the point of disembarking. Cards can be purchased at kiosks at most MyCiTi trunk stations and selected retailers. Funds can be loaded onto the card at trunk stations and by other means as indicated on the MyCiTi website.

Fares vary depending on time, distance and package purchased. Peak travel is 30% more expensive than travel in the off-peak period (peak periods are on weekdays between 06:45–08:00 and 16:15–17:30). Weekends and public holidays are off-peak travel and charged as such, incentivising passengers to travel in the off-peak. The following fare products are available for 2018/2019:

- Mover – bulk packages in amounts of R35, R50, R60, R80, R100, R150, R200, R300, R400 and R600 with a 30% saving over conventional fares
- Standard – variable amounts can be loaded as a standard product which can also be used to pay for items where debit cards are accepted up to R200
- Day passes – one-day, three-day and seven-day passes allow unlimited travel anywhere, at any time of the day and cost R97, R243 and R533 respectively
- Monthly pass – unlimited travel for one month from the date of activation and currently sold for R850
- One-day, three-day and seven-day off-peak packages – these offer unlimited travel outside peak times, including all day on weekends and public holidays, and weekdays from 09:00 until end of service (except between 16:00 and 18:00). One-day, three-day and seven-day packages cost R41, R118 and R221 respectively.

The figure that follows illustrates the MyCiTi distance-based fare structure. The MyCiTi fare system also employs a penalty system with penalties being deducted from the remaining balance on myconnect cards. Penalty charges apply if passengers do not tap in or out correctly. Penalties are R30 for an incorrect tap, R117 if the journey includes the Airport and R358 for full fare evasion. Penalties are incurred for not tapping in or out at the start or end of a journey, tapping on or off at the incorrect validator and tapping on or off if there are insufficient funds to pay for a journey.

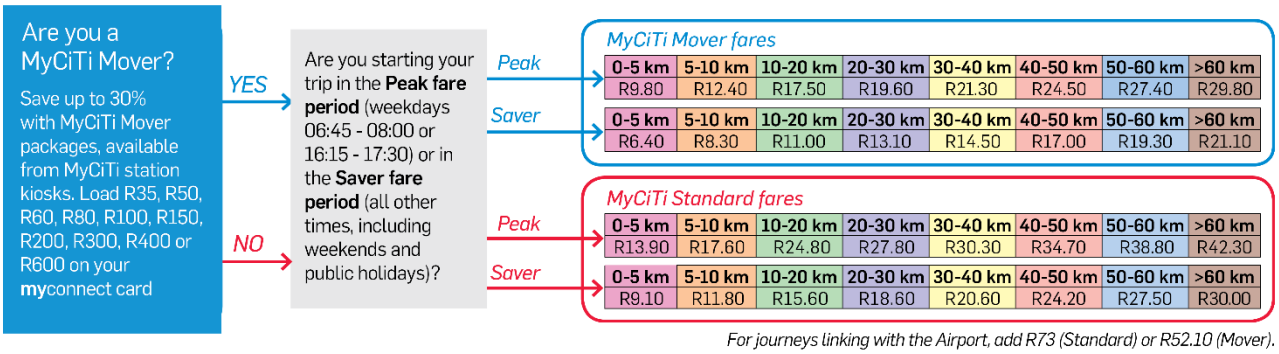

Figure 3-2 : MyCiTi distance-based fares 2018/2019

3.2.2.2 Minibus-taxis

Minibus-taxis employ a post-boarding, cash only, ticketless fare system. Fares are either collected by drivers or their assistants, usually on route after commencing the trip. Some services are now offering electronic payment methods and these are changing and evolving over time. Table 3-4 shows a sample of minibus-taxi fares per route for the 2018/2019 year. Fares did increase from the previous CITP.

Table 3-4: Sample of minibus-taxi fares per route

Source: TRS, 2019

NO.	ROUTE CODE	MODE	OPERATOR (TAXI ASSOCIATION OR BUS COMPANY NAME)	ROUTE ORIGIN	ROUTE DESTINATION	ROUTE DISTANCE	SINGLE TRIP FARE
1.	524	Minibus-taxi	Fish Hoek – Ocean View Taxi Association	Fish Hoek	Ocean View	12 km	R10
2.	533	Minibus-taxi	Ocean Valley Taxi Association	Ocean View	Sun Valley	8.4 km	R10
3.	172	Minibus-taxi	Bloekombos – Wallacedene Taxi Association	Bloekombos	Wallacedene Bellville	13.2 km	R10.50
4.	E14	Minibus-taxi	Masiphumelele Taxi Association	Masiphumelele (site 5)	Fish Hoek	5.5 km	R10

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

3.2.3 Golden Arrow Bus Services

Table 3-5 shows a sample of fares for routes serviced by Golden Arrow Bus Services. Fares vary depending on the distance travelled, per single trip, and by payment using cash or clip card.

Table 3-5: Golden Arrow fares per route

Source: GABS (2019)

ROUTE	CLIP CARD	CASH PER TRIP	ROUTE	CLIP CARD	CASH PER TRIP
Atlantis to Cape Town	R25.35	R35	Cape Town to Wynberg	R12.35	R19.50
Atlantis to Koeberg/Melkbos	R13.70	R27.50	Darling to Cape Town	R27.45	R60.50
Bellville to Cape Town	R13.70	R26.50	Dassenberg to Atlantis	R14.90	R22.50
Bellville to Hanover Park	R14.55	R26.50	Durbanville to Cape Town	R14.90	R30
Bellville to Welgemoed	R8.50	R11.50	Elsies River to Century City	R13.70	R19.50
Blue Downs to Claremont/Ronde	R15.80	R28	Elsies River to Tygerberg Hospital	R9.00	R12.50
Blue Downs to Cape Town	R16.75	R30	Hanover Park to Maitland	R13.45	R23
Blue Downs to Wynberg	R15.80	R28	Hout Bay to Cape Town	N/A	N/A
Bothasig to Cape Town	R13.45	R23.50	Khayelitsha to Cape Town	R15.80	R30
Cape Town to Heideveld	R13.70	R19.50	Kloof Nek to Cape Town	R8	N/A
Cape Town to Langa	R13.45	R21	Pensioners	R6.10	N/A
Cape Town to Mitchells	R15.80	R30	Scholars	N/A	Nil

ROUTE	CLIP CARD	CASH PER TRIP	ROUTE	CLIP CARD	CASH PER TRIP
Plain					
Cape Town to Strandfontein	R14.90	R28	Not available	N/A	N/A

3.3 Description of other public transport services and modes of transport

The description of other public transport services and modes of transport includes a summary and the location and size of operations where information is available. It also details infrastructure and contractual arrangements. The information that follows only includes changed or updated information with respect to:

- Long-distance and cross-border transport and
- Non-motorised transport.

3.3.1 Long-distance and cross-border transport

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

Table 3-6: Location of Long Distance Transport Facilities

Source: Long-distance Transport Survey 2018

NO.	BUS FACILITIES (FORMAL)	NO.	MINIBUS-TAXI FACILITIES (FORMAL)	NO.	MINIBUS-TAXI FACILITIES (INFORMAL)
1.	Bellville Mabel Street	1.	Cape Town Station Deck	1.	Philippi North *
2.	Bellville Mispel Street *	2.	Bellville Station	2.	Masiphumelele *
3.	Bellville Station	3.	Bloekombos	3.	Khayelitsha Station
4.	Cape Town Station	4.	Khayelitsha Site C	4.	Joe Gqabi
5.	Philippi Joe Gqabi	5.	Langa	5.	Witsand *
		6.	Nyanga *	6.	Philippi BP garage *
		7.	Delft South *	7.	Philippi shopping mall *
		8.	Mfuleni		
		9.	Dunoon *		
		10.	Vrygrond *		

NO.	BUS FACILITIES (FORMAL)	NO.	MINIBUS-TAXI FACILITIES (FORMAL)	NO.	MINIBUS-TAXI FACILITIES (INFORMAL)
		11.	Gugulethu		
		12.	Lwandle		

**Notes: - Not surveyed*

3.3.1.1 Size of operations

The latest LDT survey in Cape Town was undertaken in December 2018. It showed a total of 145 618 passengers arriving from the 24 LDT facilities surveyed. This is a 14% increase in passenger numbers from the 2016 LDT survey.

Table 3-7: Bus departures and arrivals from key LDT facilities in Cape Town (14–24 December 2018)

Source: Long-distance Transport Survey 2018

BUS DEPARTURES	DEPARTURES	ARRIVALS
Bellville Mabel Street long-distance bus	15543	7275
Bellville Mispel Road long-distance bus *		
Bellville Station long-distance bus	5136	4672
Cape Town Station long-distance bus	41036	19101
Philippi Joe Gqabi long-distance bus	35653	533
TOTAL	**83265**	**31177**

**Notes: - Bellville Mispel Road was not surveyed*

Table 3-8: Total departures and arrivals by vehicle type

Source: Long-distance Transport Survey 2018

VEHICLE TYPE	DEPARTURES		ARRIVALS	
Bus	83265	57%	31177	51%
Minibus	45245	31%	29762	48%
Midi-bus	17108	12%	864	1%
TOTAL	**145618**	**100%**	**61803**	**100%**

3.3.2 Non-motorised transport

3.3.2.1 Size of non-motorised transport operations

The table shows the additional counts done in 2018. Both pedestrian and cyclist numbers have increased.

Table 3-9: NMT volumes in the four regions (2011- 2018)

REGION	YEAR	PEDESTRIANS	CYCLIST	PERIOD
Central	2016	64877	1976	12 hours
East		106566	4040	
North		81231	1138	
South		99461	1669	
Central	2018	122279	4360	12 hours
East		106168	2433	
North		50527	2729	
South		94680	6652	

Figure 3-3 below depicts the numbers of pedestrians and cyclists observed between 2016 and 2018.

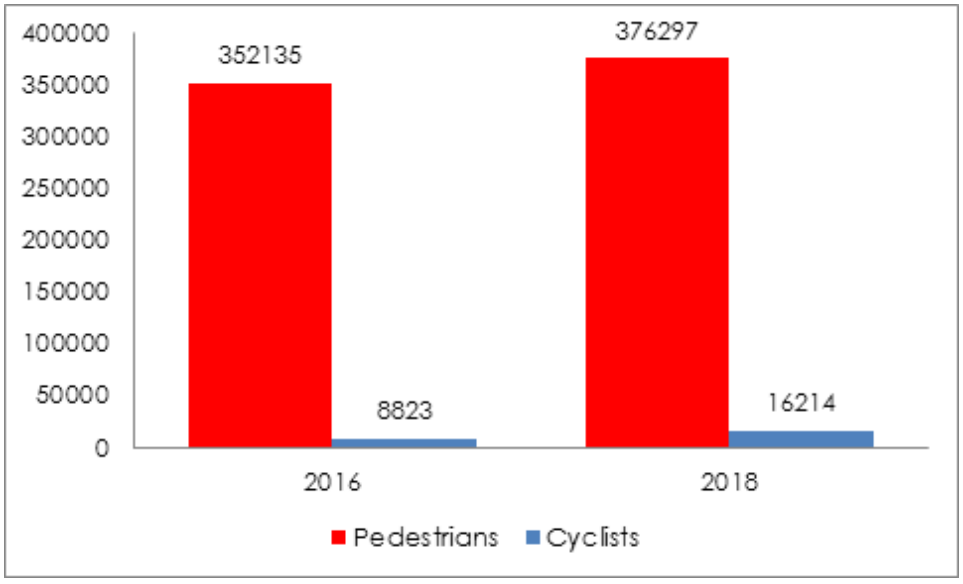

Figure 3-3: NMT volumes in 2016 and 2018 (12-hour counts from 06:00–18:00)

The following map indicates the NMT counting locations.

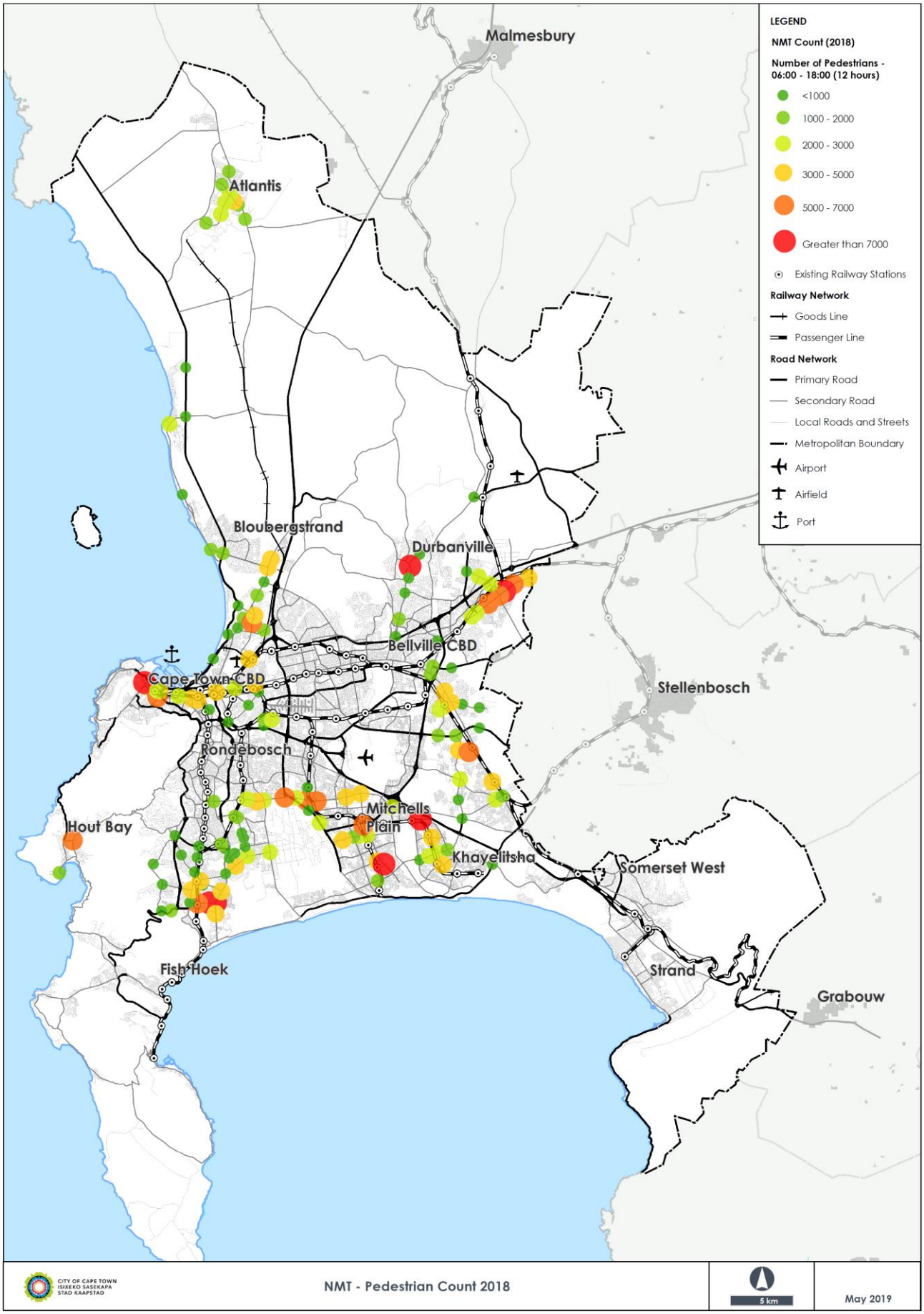

Figure 3-4: Pedestrian counting locations and numbers (2018)

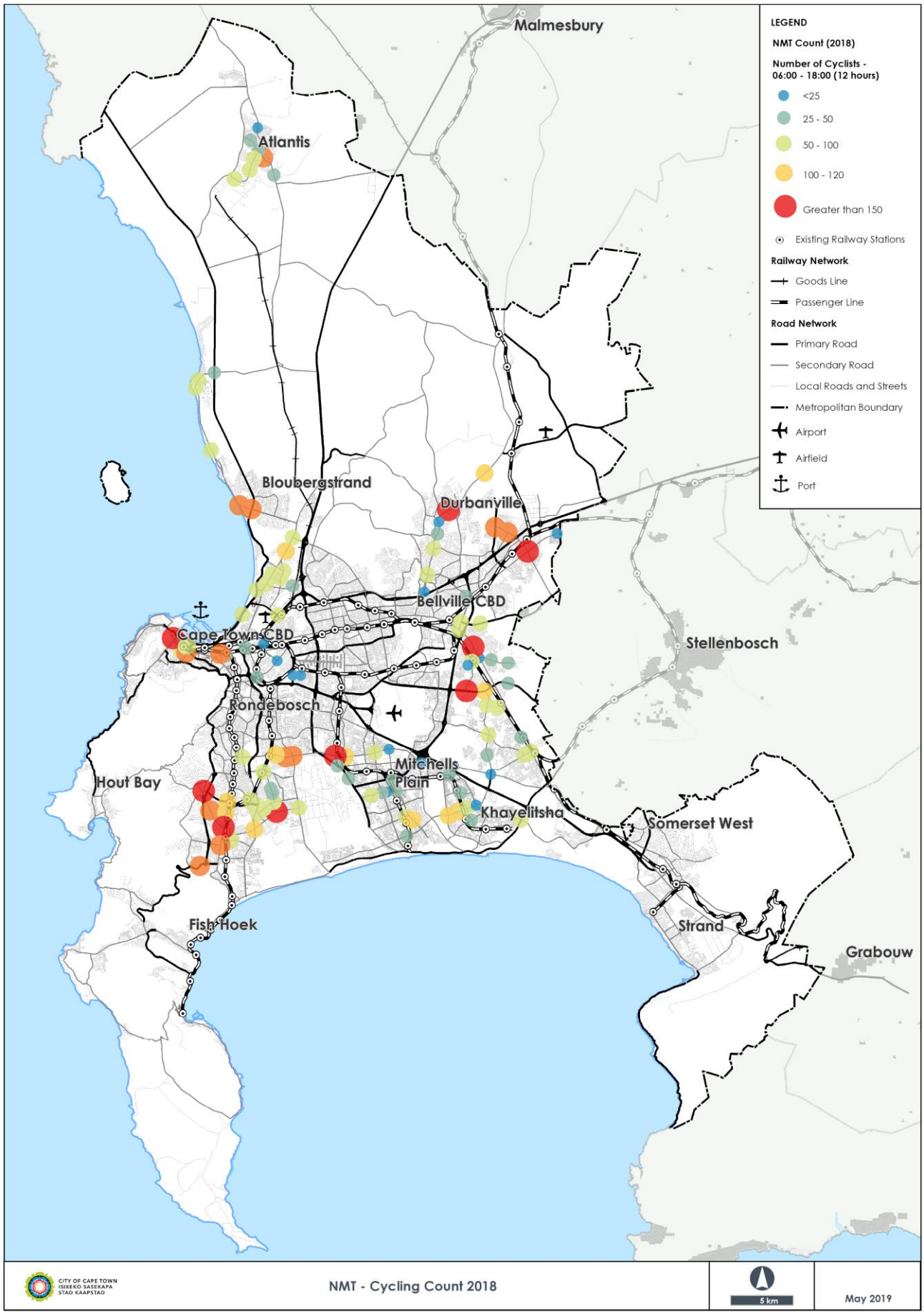

Figure 3-5: Cycling counting locations and numbers (2018)

3.3.2.2 Infrastructure provision

Since the inception of the city-wide NMT programme in 2010, approximately 40 NMT projects were completed comprising 493 km of NMT facilities provided to date. Table 3-10 summarises the facilities provided.

Table 3-10: NMT facilities provided since 2010

Source: Draft NMT Strategy (2017)

CLASS OF FACILITY	BRIEF DESCRIPTION	LENGTH OF EXISTING ROUTES (KM)
Shared Pedestrian-Cycle Class 1	Route not associated with a road	25
Shared Pedestrian-Cycle Class 2	Route associated with a road, but effectively separated from traffic	235
SHARED PEDESTRIAN-CYCLE ROUTE SUB-TOTAL		**260**
Cycle Class 1	Route not associated with a road	Less than 1
Cycle Class 2	Route associated with a road, but effectively segregated from traffic and pedestrians	11
Cycle Class 3	Route demarcated by exclusive bicycle lane markings within roadway Routes typically do not have priority at	132
Cycle Class 4	Route within roadway with cycle warning sign accompanied by a bicycle symbol on road surface	88.5
CYCLE ROUTE SUB-TOTAL		**232.5**

3.4 Institutional and organisational make-up of the public transport industry

This section provides detail of companies and associations making up the BRT, bus, minibus-taxi and metered taxi industries including the name of the company or association, fleet composition and areas or corridors in which services are rendered. Since the publication of the CITP 2018–2023, the minibus-taxi information has been updated.

3.4.1 Minibus-taxi industry

The following table is an update of minibus-taxi industry associations registered in Cape Town. Some associations belong to larger umbrella organisations or mother bodies such as CODETA (21 associations) and CATA (15 associations) as indicated. The number of vehicles that are active and licensed is also included.

Table 3-11: Taxi Associations registered in Cape Town

Source: TRS, 2019

	ASSOCIATION NAME	ACTIVE UNIQUE LICENSES	EXPIRED UNIQUE LICENSES	TOTAL UNIQUE LICENSES
1	Athlone And Districts Taxi Association	31	4	35
2	Atlantis / Blaauwberg Taxi Association	69	14	83
3	Beacon Valley Taxi Association	110	1	111
4	Bellville / Belhar / Delft Taxi Association	83	3	86
5	Bellville Owners Taxi Association	223	17	240
6	Blackheath / Malibu Taxi Association	42	4	46
7	Bloekombos / Wallacedene Taxi Association	378	13	391
8	Bonteheuwel Taxi Association	156	3	159
9	Busy Corner / Mitchells Plain / Hanover Park Ta	94	0	94
10	Busy Corner / Retreat Steenberg Taxi Association	68	1	69
11	Calta Transport Services	51	3	54
12	CATA Bellville (Bellta)	848	21	869
13	CATA Delft / Nyanga Taxi Association	54	1	55
14	CATA Elsies River	104	5	109
15	CATA Eyona	287	8	295
16	CATA Kiki Murray (Sedan)	309	34	343
17	CATA Langa / Cape Town / Sea Point	72	2	74
18	CATA Langa / Mowbray	84	3	87
19	CATA Langa Intertownship	124	10	134
20	CATA Lwandle Taxi Association	214	6	220
21	CATA Nyanga / Khayelitsha	61	11	72
22	CATA Nyanga / Mitchells Plain Taxi Association	93	3	96
23	CATA Saxonworld Taxi Association	41	0	41
24	CATA Seawater	381	19	400
25	CATA Wynberg / Constantia	81	5	86
26	CATA Wynberg / Claremont	409	19	428
27	Central Unity Taxi Association	32	5	37
28	Claremont Taxi Association	47	8	55
29	CODETA Delft / Epping / Bonteheuwel	66	2	68
30	CODETA Khayelitsha / Bellville	217	7	224
31	CODETA Khayelitsha / Cape Town	204	11	215
32	CODETA Khayelitsha / Claremont / Wynberg	267	6	273
33	CODETA Khayelitsha / Elsies River	97	5	102
34	CODETA Khayelitsha / Killarney	151	8	159
35	CODETA Khayelitsha / Langa	139	6	145
36	CODETA Khayelitsha / Mitchells Plain	128	8	136
37	CODETA Khayelitsha / Nyanga	99	4	103
38	CODETA Khayelitsha / Somerset West	88	0	88

	ASSOCIATION NAME	ACTIVE UNIQUE LICENSES	EXPIRED UNIQUE LICENSES	TOTAL UNIQUE LICENSES
39	CODETA Khayelitsha Site (B)	57	5	62
40	CODETA Khayelitsha Station Taxi Association	116	15	131
41	CODETA Mfuleni / Bellville Taxi Association	85	5	90
42	CODETA Mfuleni / Cape Town Taxi Association	110	2	112
43	CODETA Mfuleni / Elsies River / Parow Taxi Association	42	1	43
44	CODETA Mfuleni / Happy Valley Taxi Association	40	2	42
45	CODETA Mfuleni / Killarney Taxi Association	27	2	29
46	CODETA Mfuleni / Lakhanya Taxi Association	55	4	59
47	CODETA Mfuleni / Wynberg / Claremont Taxi Association	55	4	59
48	CODETA Mowbray / Khayelitsha	96	14	110
49	CODETA Vuyani / Mfuleni	83	3	86
50	Delft / Belhar / Parow Taxi Association	157	5	162
51	Delft / Bellville Taxi Association	227	8	235
52	Delft / Cape Town Taxi Association	185	9	194
53	Delft / Elsies River Taxi Association	83	5	88
54	Delft Taxi Association	135	4	139
55	Dunoon Taxi Association	129	22	151
56	Durbanville Taxi Association	63	4	67
57	Eerste Rivier Taxi Association	67	0	67
58	Elsies River And Environs Taxi Association	204	5	209
59	Fish Hoek / Ocean View Taxi Association	53	2	55
60	Hanover Park Taxi Association	53	2	55
61	Hazeldene Shuttle Service Taxi Association	120	7	127
62	Heideveld / Cathkin Taxi Association	104	6	110
63	Hout Bay (sedan)	63	20	83
64	Kenfacta Taxi Association	107	3	110
65	Kuilsriver Taxi Association	124	8	132
66	London Village / Colorado Taxi Association	18	1	19
67	Lotus River Taxi Association	89	0	89
68	Main Road Taxi Route (Green Cabs) Taxi Association	121	5	126
69	Maitland Amalgamated Taxi Association	78	23	101
70	Manenberg Taxi Association	169	7	176
71	Masiphumelele Taxi Association	137	2	139
72	Melton Rose Taxi Association	74	5	79
73	Mitchells Plain / Century City Taxi Association	41	15	56
74	Mowbray Taxi Association	84	3	87
75	N1 City / Vasco Taxi Association	26	0	26
76	Northwood Taxi Association	27	0	27
77	Norwich Oudtshoorn Taxi Association	37	2	39
78	Norwood Taxi Association	36	3	39

	ASSOCIATION NAME	ACTIVE UNIQUE LICENSES	EXPIRED UNIQUE LICENSES	TOTAL UNIQUE LICENSES
79	Ocean Valley Taxi Association	39	0	39
80	Parkwood / Wynberg Taxi Association	78	0	78
81	Peninsula Taxi Association	296	18	314
82	Plain - Bell Taxi Association	48	6	54
83	Plain - Park Taxi Association	75	1	76
84	Ravensmead Taxi Association	73	0	73
85	Retreat Taxi Association	173	5	178
86	Route 6 Taxi Association	124	10	134
87	Seventh Avenue & District Taxi Association	115	1	116
88	Silversands Taxi Association	63	2	65
89	Sir Lowrys Pass Taxi Association	36	0	36
90	Somerset West And District Taxi Association	155	0	155
91	Steenberg Taxi Association	108	4	112
92	Strandfontein Taxi Association	37	0	37
93	Surran Road / Cape Town Taxi Association	60	9	69
94	Town Centre Johannes Meintjies Taxi Association	39	0	39
95	Twelfth Avenue Retreat Station Taxi Assoc.	57	2	59
96	Tygerberg Hospital Taxi Association	22	0	22
97	United Mandalay Taxi Association	54	1	55
98	United Taxi Association (Koeberg / Blaauw / Maitland)	54	20	74
99	United Taxi Association Paarl	120	1	121
100	Vrygrond Taxi Association	9	0	9
101	Wesbank Taxi Association	70	1	71
102	Westlake Taxi Association	38	0	38
103	Wynberg / Grassy Park	111	0	111
104	Wynberg / Hanover Park Taxi Association	31	0	31
105	Wynberg / Hout Bay Taxi Association	137	0	137
106	Ysterplaat Taxi Association	58	9	67
Total		**11859**	**603**	**12462**

4 SPATIAL DEVELOPMENT FRAMEWORK

4.1 Introduction

Cape Town's Municipal Spatial Development Framework (MSDF) review was in draft form when the CITP was compiled in 2017. However, significant work on the MSDF had already been undertaken and was included in the CITP at the time. The MSDF was then further updated and refined. Many of the concerns and suggestions raised during the combined CITP / MSDF public participation process in the in the final MSDF approved by Council on 25 April 2018[1]. This chapter presents the relevant changes since the version that informed the CITP 2018–2023.

The changes underscore the co-dependent relationship between land use and transport, and the importance of land use policy to support an integrated transport system to serve the diverse needs of the city.

The MSDF represents a framework for long-term growth and development, including a spatial vision, policy parameters and development priorities that will help Cape Town achieve a reconfigured and inclusive spatial form and structure.

The following principles need to be taken into account in the development and review of all new and existing spatial strategies, tools and policies to give effect to the objectives underlying transit-oriented development (TOD) and spatial transformation:

- Bulk infrastructure investment will be prioritised within or to the benefit of the existing urban footprint, and more specifically the 'urban inner core' area, framed by the three integration zones: Voortrekker Road corridor, Metro South East corridor and Blue Downs/Symphony Way corridor, and the planned Phase 2A MyCiTi route.
- High-density, high-intensity mixed-use development will be prioritised along the MyCiTi trunk routes and rail station precincts, with the 42 MyCiTi and 98 rail stations being catalysts for development and redevelopment. Minimum densities, supportive of transit infrastructure will be encouraged in these locations. Here the City will be targeting net densities in excess of 80 dwelling units per hectare with a variety of typologies, tenure models and affordability levels.
- Integrated and innovative inclusionary housing in the inner city urban cores in Khayelitsha, Cape Town CBD, Claremont, Mitchells Plan, Wynberg, Bellville, etc.

[1] and can be found at https://tdacontenthubfunctions.azurewebsites.net/Document/1782

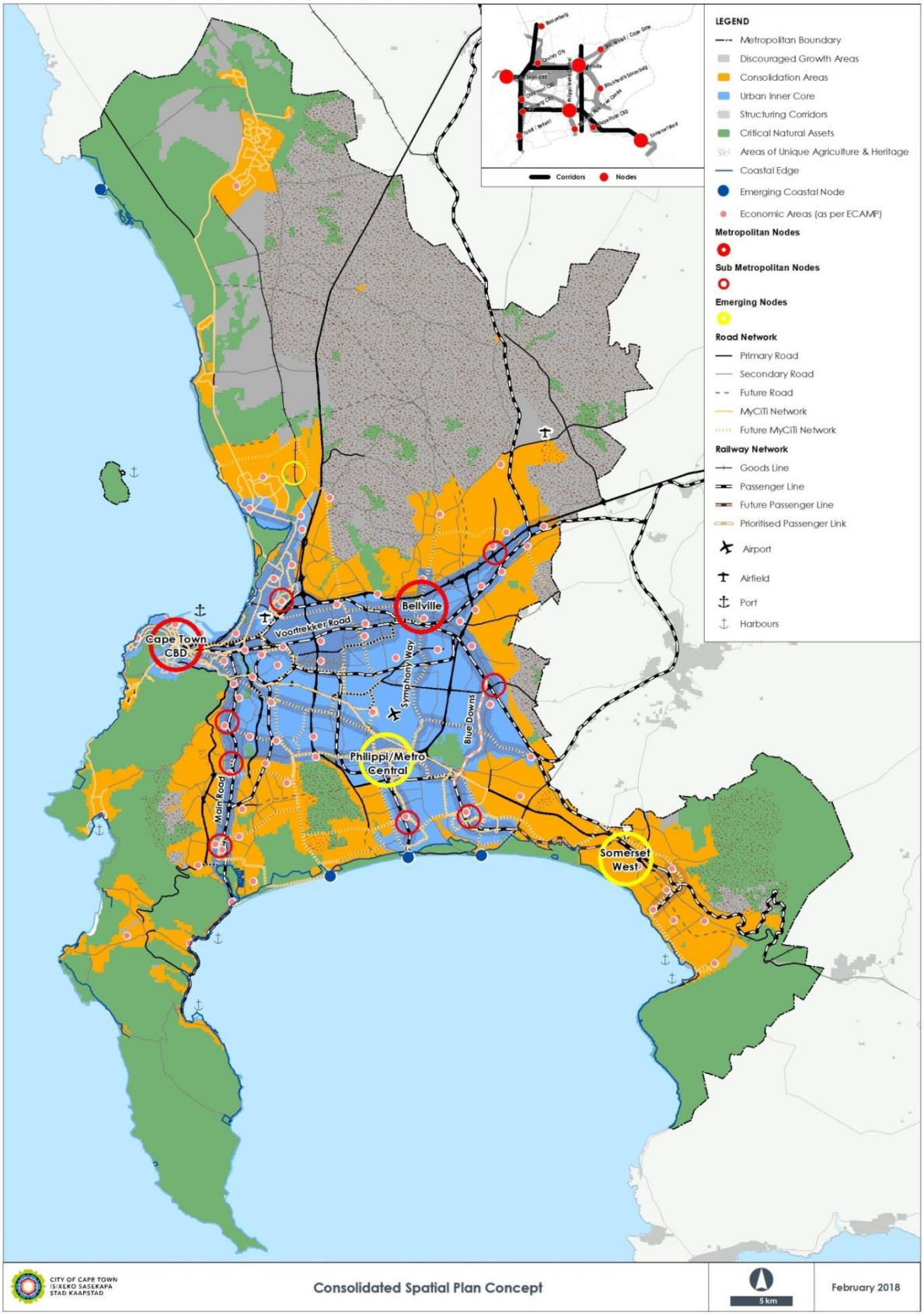

Figure 4-1: Consolidated spatial plan concept

Note that the south-west portion of the Philippi Horticultural Area has reverted to agricultural use, with the upholding of an appeal to protect it from development. This will be reflected in the MSDF revision in 2019.

The basis for growth management in the city is established via four primary spatial transformation areas (STAs) and unique cases. Table 4-1 shows the investment partnership logic for these four areas. The colours in the table correspond with the consolidated spatial plan concept in Figure 4-1.

Table 4-1: Investment partnership for spatial transformation

STA	INVESTMENT PARTNERSHIP	CITY CAPEX	CITY OPEX	GRANT AVAILABILITY	PRIVATE SECTOR
Urban Inner Core (UIC) 	City investment priority. Areas of co-investment between public and private sector (development charges + City budget allocations cover capital cost of infrastructure)	Priority	Priority	Full suite of grant funding supported and Restructuring Zone priority area Incl. Integrated City Development grant associated with Integration Zones	Development incentivised.
Incremental Growth and Consolidation (IGC) 	Maintenance and upgrading focus for the City Areas of co-investment between public and private sector (development charges + City budget allocations cover capital cost of infrastructure)	Priority when serving existing development / communities. Subject to capacity or existing inclusion in utilities master planning when serving proposed development.	Priority	Full suite of grant funding supported Restructuring Zone where aligned to TOD imperatives	Development permitted subject to capacity. Limited incentives.
Discouraged Growth Area (DGA) 	Privately funded areas. City will not co-finance any infrastructure and private sector payments would be greater than conventional development charges	Zero	Zero	No grant utilisation permitted	Zero incentives for development. Self-funded and subject to extraordinary conditions of approval[1]
Critical Natural Areas (CNA) 	Partnerships based on protecting asset	Focused on enhancement , expansion an increasing accessibility of assets	To maintain asset	n/a	Limited tourism-related development opportunities that does not compromise asset.
Unique 	Subject to local arrangements	May be high	May be high	Based on local context	Incentives may be applicable.

4.2 Investment categories

The MSDF is premised on four investment zones. Table 3 in the MSDF (pp50-53) describes the desired spatial outcomes of each zone, which is a useful informant to transport planning. Table 4 in the MSDF (p55) describes the investment intention for each zone. One significant change from the earlier draft is that two of the zone names were revised to more accurately portray their investment status: 'discouraged growth areas' (in grey) and "critical natural areas" (in green). 'Speculative areas' are now 'discouraged growth areas', which should not be considered for speculation and development in these area should be discouraged through the refusal of additional land use rights, except in extra-ordinary circumstances. No public investment should be allowed in these areas. Similarly, 'protection areas' are now 'critical natural areas' – a more explicit term stating the reason for protective status, and guiding the type of investment which may be needed to protect the natural environment.

4.3 Transport elements

The transport elements which inform the MSDF remain unchanged. There is a strong connection between the priority transport and spatial transformation areas. As stated in the MSDF executive summary:

> "The MSDF supports the prioritisation of public investment and incentivised private sector investment in support of growth areas in the Urban Inner Core. The Urban Inner Core includes the majority of the city's existing industrial and commercial nodes; the airport, ports and primary freight infrastructure; the three Integration Zones, IPTN corridors and TAPS. The City will prioritise these areas for investment and co-investment." (p xiii)

4.4 Spatial vision and concept

The adopted MSDF contains a much stronger transport focus within its spatial vision and concept (p xii). In addition, the fourth TOD principle has been reprioritised as the first principle, and the description of the principles reworded, including additional transport aspects (MSDF, p39):

- "Intensification (densification and diversification) of land uses - prioritise higher density and greater diversity of land uses within development corridors that include higher-order public transport routes with a particular focus on precincts associated with transit (Transit Accessible Precincts);
- Affordability – reduce the costs (time and money) and distances of transport for commuters; and the operating costs incurred by the City and other service providers to provide public transport;
- Accessibility – facilitate equal access to social and economic activity through strategically located urban development and the provision of safe public transport, non-motorised transport infrastructure; and
- Efficiency – provides an investment environment and differentiated levels of service that are conducive to and incentivises compact, inward urban growth and development."

4.5 Directing spatial transformation

A further table was added to the approved MSDF that was not included in the CITP 2018–2023, which gives very specific guidelines for the different spatial elements (MSDF, Table 10 pp79-8). This is a practical guide identifying specific transport-related locations and associated building densities and heights.

5 TRANSPORT NEEDS ASSESSMENT

5.1 Introduction

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

5.2 Summary of critical Transport needs

5.2.1 Deterioration of the rail service

The enormous problems associated with the provision of rail services in South Africa are well documented. In brief, rail infrastructure and related technology have over the years been unable to service increasing demand for passenger and commuter travel. Rail problems have become more acute in Cape Town over the last 12 months with rail services now operating at 50% of capacity due to the decline in available trainsets. Key problems are:

- very poor levels of reliability, punctuality and service predictability
- a reduced and operationally inefficient trainset fleet due to fleet losses arising from arson, vandalism and a lack of spares
- vandalism of rail infrastructure, including cable theft, which frequently leads to severe delays or cancellations and consequently a loss of confidence in the service
- informal household encroachment onto PRASA property increasing operational risk and maintenance complexity
- high cost and poor maintenance levels due to the age of the rail assets
- a resultant inability to contribute effectively to an efficient transport system (with overcrowding, slow journey times, poor modal integration, a lack of off-peak services, manual ticketing and an irregular timetable)
- the inability to support economic activity through the provision of reliable rail services
- limited rail transport availability for the urban poor who depended on this mode in the past

Inevitably, the vast majority of passengers have shifted to the road network leading to intensive congestion in peak periods. Peak congestion periods have in the last year increased, in some instances, to five hours from two and a half to four hours previously. The inefficiency this introduces to the functioning of the road network carries a very significant economic cost and is simply not sustainable for any city.

5.2.2 Unsustainable cost of transport for low-income households

Cape Town's highest residential densities are found in the Metro South East, Atlantis and Wallacedene. These are also the poorest communities with arguably the worst access to public transport, especially quality services.

5.2.3 Growing disjuncture between transport and land use

Cape Town's urban form and structure is characterised by dispersed development patterns and inequitable access costs for many of its users. Population and residential densities in many of the formerly developed areas of the city remain extremely low and access is further constrained by mountain and sea. This has led to the development of poorer residential communities in locations far from employment and opportunities, making the cost of providing and using a high quality public transport system unsustainable.

5.2.4 Congestion

Congestion on Cape Town roads is at an all-time high and is costly for motorists in terms of both time and money, and harmful to the environment. Addressing this requires a comprehensive plan that looking beyond infrastructure interventions alone. Therefore, the Congestion Management Plan, currently under development, entails operational, behavioural and infrastructure components.

Figure 5-1: Diagram illustrating the three elements of the Congestion Management Plan

5.3 Updates on road upgrades and maintenance needs

The City of Cape Town has procured a Pavement Management System and analysis of the condition of roads will be available for the next CITP review document.

5.4 An Urban Development Index

In order to measure progress towards improvements in urban efficiencies, the City is developing an Urban Development Index (UDI). The index will provide a means to measure how the city is transforming spatially to improve efficiencies within the transport system.

The Integrated Development Plan (IDP) for the period July 2017 to June 2022 consists of two main components – a strategic plan which contains the long-term vision, priorities and narrative; and an implementation plan which focusses on key strategic programmes, projects and initiatives that support achieving the priorities for the five-year term of office. One of the guiding principles of the strategic plan is transforming the built environment through transit-oriented development (TOD).

It is within this context that the review of the CITP has being conducted with the CITP a key plan to realise the objectives of the City's overall plans and priorities, particularly TOD, an efficient, integrated transport system and dense transit-oriented growth and development.

The IDP also makes reference to the need for the design and development of evidence-based, data-driven urban development monitoring systems to track progress in the realisation of an urban form that is transit-oriented and that will positively impact the movement patterns of the city's citizens, as well as the provision of housing options that are financially and spatially accessible.

The Urban Development Index currently being developed will measure indices related to transport – such as travel time, land use, such as residential and employment densities along transit corridors, as well as housing diversity to enable the City to track progress in the realisation of a transit-oriented urban form. The first set of indices will be published as a baseline in 2019 using available data. As the City improves its data sets and data science capability, the index will be improved over time. The index is composed of the following metrics which are either related to transport, land use or human settlements:

5.4.1 Transport

- Direct costs of transport for a typical commuter using public transport. This measure partially demonstrates the cost of access relative to income for the public transport user.
- The average individual travel distance from home to work for each mode.
- The average travel time an individual takes from home to work, whether private or public transport is used.
- Flexibility or the choice a public transport user has of public transport services.
- Modal split by main mode to work.

5.4.2 Land use

- The ratio of jobs versus residents measures land use balance to the extent of the number of jobs and residents in an area.
- The residential and employment densities along public transport corridors.

5.4.3 Human settlements

- The House Price Diversity Index (HPDI) measures the extent to which the proportional distribution of housing submarkets within a certain area is similar to the citywide distribution. The citywide distribution changes over time (reflecting what Cape Town's citizens can afford in terms of housing). The HPDI is agnostic with respect to an ideal city-wide distribution but measures the achievement of integrated communities in terms of income mix.
- The share of informal houses which is the ratio of all informal houses versus the total number of dwelling units in Cape Town (excluding backyard homes). This is to show progress in the City's effort to upgrade informal settlements by formalising top structures. This measure will be continuously improved as the related data sets improve.

5.5 Integrated Development Plan transport indicators

The City also reports on indicators defined by national government as part of the IDP. The transport indicators that have been incorporated into the IDP's trend watch list are set out in the table below. These indicators are another way of showing progress towards an efficient transport system.

Table 5-1: IDP Transport Indicators

Indicator / Trend	Definition / Assessment
Transport costs as a percentage of income	The City's aim is to prioritise dense and transit oriented growth and development to achieve a fiscally sustainable public transport system to overcome apartheid spatial planning. A further prioritisation is efficient, integrated public transport.
Average public transport commuting time (national key performance indicator [KPI]	Average one-way weekday peak hour commuting time via the public transport system city-wide, to work or educational institution.
Average private transport commuting time (national KPI)	Average one-way weekday peak hour commuting time of private transport users, from home to work or educational institution.
Road traffic fatalities per 100 000 population (national KPI)	Incidence of reported traffic fatalities per 100 000 population per year.
Average number of fatalities per fatal crash (national KPI)	The number of road traffic deaths divided by the number of fatal crashes per year as reported within the municipal boundaries.
Percentage of commuters (city-wide) using private motorised transport (national KPI)	The number of commuters using private transport, as a proportion of the number of commuters citywide
Percentage share of monthly income spent on public transport, for households using public transport (national KPI)	Expenditure on all public transport modes as a percentage of the average monthly household income, for households using public transport on a typical workday.
Percentage of respondents indicating that they believe public transport to be "reliable" (national KPI)	Percentage of respondents surveyed who indicated that they perceived public transport to be "safe" or "very safe"
Percentage of respondents indicating that they believe public transport to be "reliable" (national	Percentage of respondents surveyed who indicated that they perceived public transport to be "reliable" or "very reliable"

Indicator / Trend	Definition / Assessment
KPI)	
Percentage of households less than 10 minutes' walk from scheduled public transport (national KPI)	The percentage of households surveyed who live less than 10 minutes' walk from bus and rail, excluding minibus-taxis.
Percentage of persons with disability where access to public transport is problematic (national KPI)	The percentage of households surveyed where one or more members are limited in daily travel activity due to disability.
Percentage of fatal crashes attributed to road and environmental factors (national KPI)	The percentage of fatal crashes attributed to road and environmental factors in relation to overall fatal crashes per year within the municipal boundaries.
NMT paths as a percentage of the total municipal road network length (Metro)	The sum total length of all NMT paths (in kms) within the metropolitan area divided by the total length of municipal road network (in kms)

6 PUBLIC TRANSPORT PLAN

6.1 Introduction

The focus of the City's Public Transport Plan is to integrate the Public Transport network, services and modes within Cape Town and its surrounding functional area.

The integration of public transport is at the core of each of the three interrelated elements that run through the CITP review:

- The delivery of integrated, intermodal and interoperable transport in Cape Town. This is based on the City's IPTN package of plans (Network Plan, Operations Plan, Business Plan)
- The use of TOD to bring about the spatial transformation of Cape Town itself as well as the building of sustainable communities
- The City's plans to deal with the current crisis in rail in Cape Town, acknowledging that rail is the backbone of its public transport system

The multi-modal integrated public transport approach encompasses three broad sets of motorised services including:

- Passenger rail services;
- Bus rapid transit (BRT) with dedicated roadways and median stations and scheduled formal bus services (referred to as quality bus services), with enhanced features, which operate mostly in mixed traffic, but with prioritisation measures, including queue jumping infrastructure and dedicated bus and minibus-taxi lanes (BMT) were feasible. Quality bus services will provide feeders to the trunks as well as direct services across the city; and
- Minibus-taxis and new generation services, which will provide the majority of feeder and distribution services.

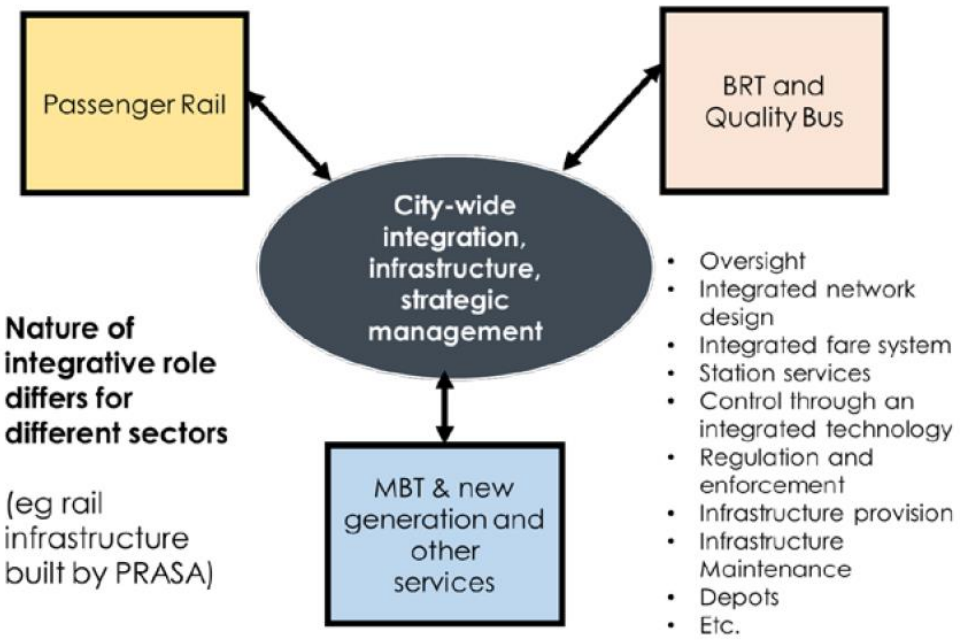

Figure 6-1: Multi-modal integrated public transport approach

Against this backdrop the Public Transport Plan (PTP) provides the basis for:

- rationalising and restructuring Cape Town's public transport system
- designing contracts for contracted services
- awarding operating licences to non-contracted services

The PTP uses the Integrated Public Transport Network Plan 2032 (2014) and the Integrated Public Transport Operational Plan (2016), as its foundation. These, along with the IPTN Implementation Plan and IPTN Business Plan (2017) are the guiding instruments for the integrated public transport system in Cape Town.

The National Land Transport Act (NLTA), Act No. 5 of 2009 requires all planning authorities to plan, implement and manage modally Integrated Public Transport Networks (IPTNs). An IPTN is defined in the NLTA as a system in a particular area that integrates public transport services between modes, with through-ticketing and other appropriate mechanisms to provide with optimal solutions that enable travel from origins to destinations in a seamless manner.

The 2007 National Public Transport Strategy and Action Plan provides a vision of moving from basic public transport commuter operations to accelerated modal upgrades and the establishment of integrated public transport networks in the major metropolitan areas of South Africa. In support of this strategy the City of Cape Town developed a package of plans, which provide the basis for strategic intervention and investment, related to all modes of public transport, and referred to collectively as the IPTN.

The relationship between the various City plans is shown diagrammatically in Figure 6-2 below. The IPTN package of high-level plans informs the preparation of detailed corridor plans, which in turn lead to the implementation of individual projects.

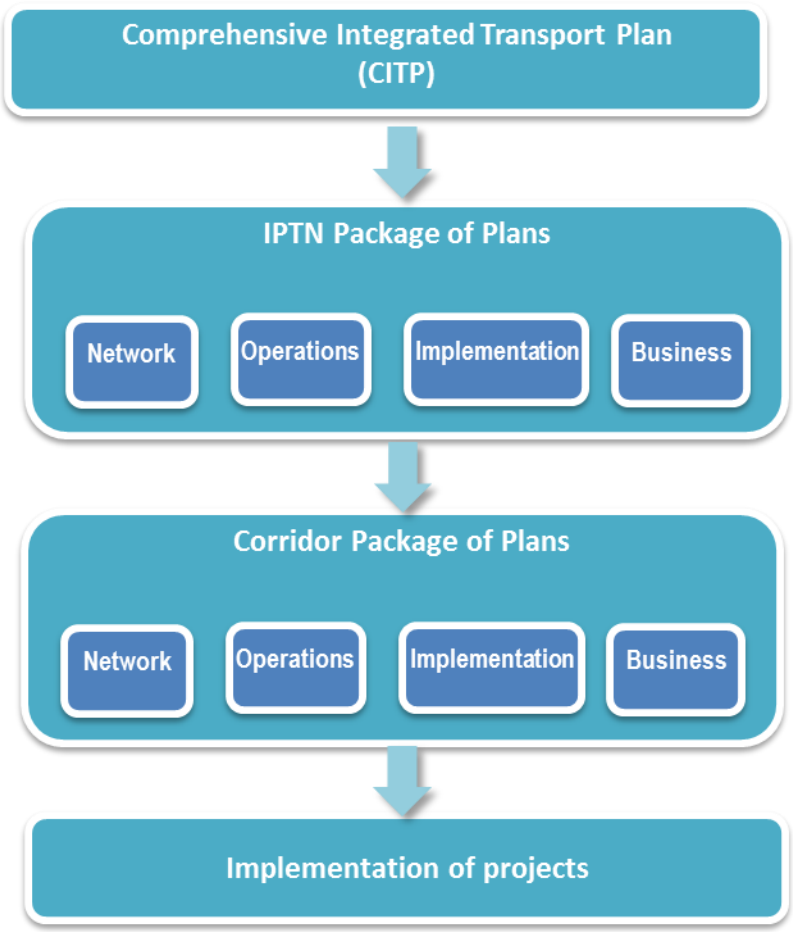

Figure 6-2: Integrated Public Transport Network Package of Plans

While implementation tends to follow a corridor by corridor (or project by project approach) there is also a need for business planning over the short/medium term encompassing all the City's transport responsibilities. This is especially true of the multi-year financial operational plan which

can only assure the financial viability of a corridor or project in the context of all public transport spending obligations and revenue sources.

While the City's IPTN business plan contains sufficient financial analysis to ensure long-term strategic plans are financially sustainable, the short/medium term financial plans require a greater level of specific detail, since they play a greater role in making expenditure commitments on actual projects.

As discussed the IPTN planning process has resulted in the development of four planning documents, namely the 2032 IPTN Network Plan, 2032 IPTN Operations Plan, 2032 IPTN Implementation Plan, and 2032 IPTN Business Plan, which together provide strategic guidance for the development of more detailed planning and public transport implementation. The purpose and main contents of each of these plans are indicated in the table below.

Table 6-1: Integrated Public Transport Network package of plans

PLAN	PURPOSE	MAIN CONTENTS	STATUS
2032 IPTN Network Plan	To develop an integrated network of public transport routes catering for current demand and future trends including trunk routes and feeder routes recommending a preferred network alternative. This forms the basis of future public transport planning including corridor planning and local area planning.	Evaluation of alternative public transport networks for 2032 population and land use scenarios using a travel demand forecast model. Maps and descriptions of public transport routes in the Integrated Public Transport Network for 2032.	Approved by Council in June 2014
2032 IPTN Operations Plan	To determine system requirements (such as the fleet, depots, headways) required per corridor to operate the IPTN for 2032 passenger forecasts	Operational parameters and service design including fleet type, fleet numbers, headways, operating speeds, express services, station types, hours of operation, size of stations and depots.	Approved by Council in May 2015
2032 IPTN Implementation Plan	To determine the roll-out sequence for the implementation of the IPTN. Prioritises the order of implementation of the IPTN trunk corridors.	Implementation strategy, prioritisation of corridors, cost estimates, funding availability, design and construction time, vehicle procurement lead time	Approved by Council in April 2017

2032 IPTN Business Plan	To determine the IPTN's financial sustainability in greater detail, including applicable business parameters and funding mechanisms.	Financial assessment and business analysis, business structure for the IPTN, business parameters, industry transition and company formation aspects	Approved by Council in June 2017

The City's long-term strategic plans were produced sequentially, as shown in the table above, commencing with the IPTN Network Plan, followed by the Operations Plan and Implementation Plan. However, following the development of the Business Plan it became clear that other plans needed to be adapted to achieve financial sustainability. Business viability is a function of how the system is designed which will be considered in the review process of the IPTN package of plans.

The IPTN Business Plan established the notion that minibus-taxis are required to form part of an integrated solution in what is referred to as a 'hybrid' model. It also introduced the need to plan for new e-hailing and related technologies which are set to change public transport in the coming decades.

6.2 Overall network design

6.2.1 Introduction

The City's overall network design described in the PTP sets out the high-level view of the future system for rail and road-based services, contracted and non-contracted. The overall network design for Cape Town is described below.

6.2.2 Preferred modes for particular routes or corridors

Figure 6-3 identifies the routes and corridors for BRT, existing MyCiTi service and existing passenger rail, as well as proposed passenger routes in Cape Town. This includes:

- transport into or from the areas of other planning authorities and
- routes that cross provincial boundaries

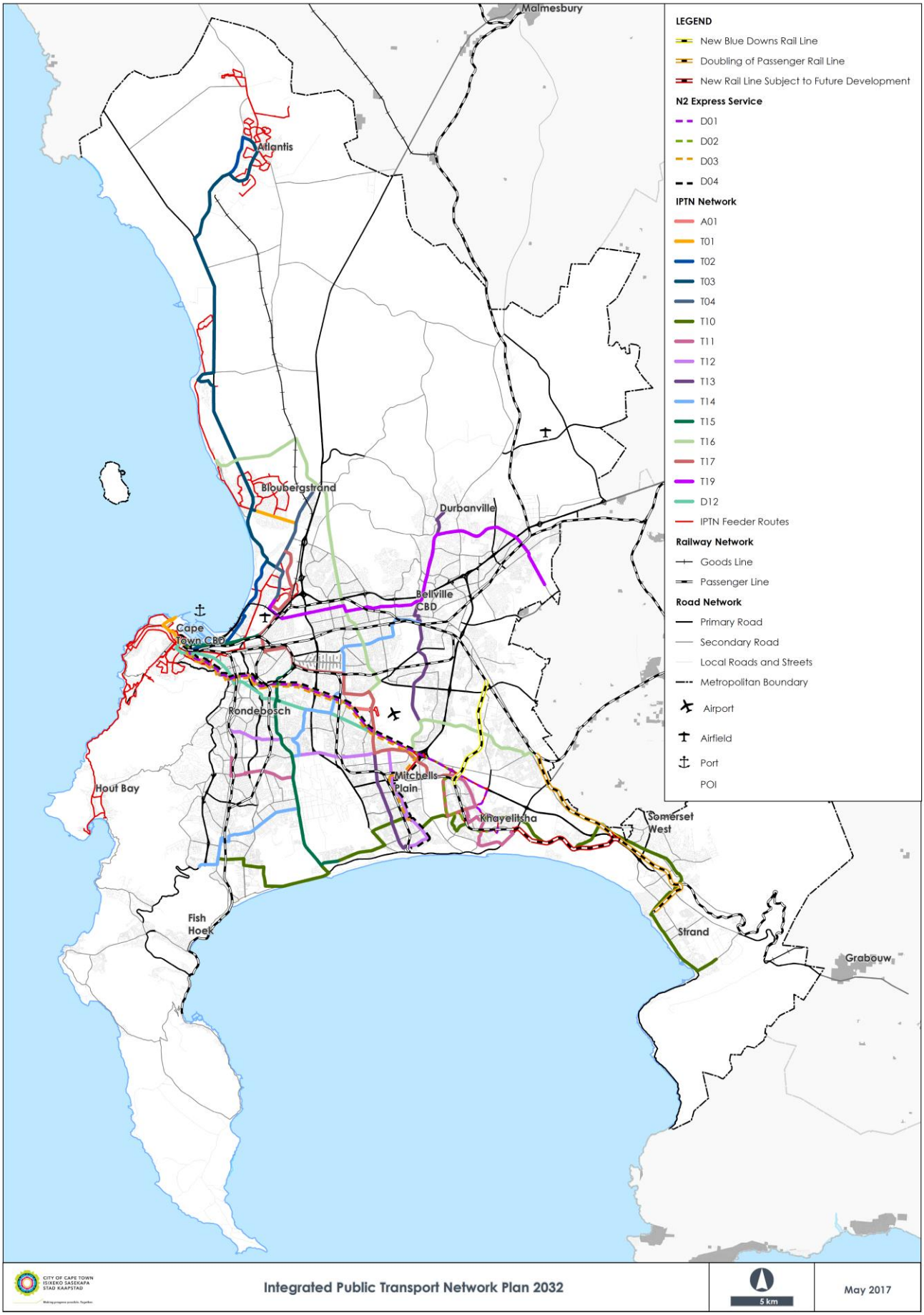

Figure 6-3: Integrated Public Transport Network Plan 2032

The proposed overall network design is based on the City's assessment of the status quo, policies for the rationalisation and restructuring of existing contracted services, the development of new contracted services and the restructuring of the non-contracted services.

Following the approval of the IPTN 2032 network, the City adopted the IPTN business plan to ensure financial and fiscal sustainability and to exploit the opportunities being presented by new technologies. This resulted in adjustments to the preceding IPTN suite of plans.

The IPTN Business Plan provides strategic direction to optimise Cape Town's public transport system within fiscal and financial constraints. Fundamental to its approach is multi-modalism in which passenger rail, BRT, quality bus services and minibus-taxis will all form part of an integrated solution.

Integral to this is the recognition that full replacement of road-based public transport modes or including minibus-taxis with MyCiTi services is not financially viable.

This recognises that minibus-taxis are able to provide services where MyCiTi cannot serve public transport demand sustainably, e.g. low volume feeder routes, and that there are benefits to having elements of competition in the provision of public transport services.

In general, the comparative advantage of MyCiTi is mostly on the trunk services, with their dedicated roadways and stations offering quick boarding and alighting, and where passenger numbers permit large vehicles to run on short headways, rather than the feeder services where headways are longer and vehicles tend to be slowed by traffic congestion. For MyCiTi the ideal is that rather than providing subsidy-hungry feeder services itself, passengers are fed to and distributed from trunk routes by minibus-taxis.

The City seeks to utilise the strengths and potential comparative advantages of the minibus-taxi sector as a significant element of the integrated transport system on the basis that shortcomings within the minibus-taxi industry can be addressed. While passenger rail and BRT systems are generally more efficient than minibus-taxis at providing services along high-volume trunk routes, some minibus-taxis will continue to operate along trunk routes. The flexible nature of minibus-taxi services means that they can provide services on non-trunk routes more cost effectively than BRT and rail.

Moreover, minibus-taxis are very well placed to provide a new generation of on-demand and demand responsive services. These services are expected to become a growing feature of the network as mobile phone e-hailing technologies become increasingly prevalent.

The hybrid approach – which recognises that minibus-taxis will continue to operate in the same market as formal services – makes predicting passenger numbers more difficult. This has implications not only for determining fleet size, but the sizing of infrastructure more generally. The makes the principle of flexibility more critical.

The concept of flexibility and the more incremental approaches it permits are discussed in the IPTN Business Plan and the Multi-Year Financial Operational Plan and MyCiTi Phase 2A Business Parameters for Design and Implementation (MYFIN 2017) as well as the Multi-Year Financial Operational Plan and Medium Term Strategic Business Plan for Public Transport 2018–2035 (MYFIN 2018). Both MYFIN reports considered the operational and capital funding requirements for Phase 1, the N2 Express and the next phase of MyCiTi services (Phase 2A which provides services from the Metro South East to Claremont / Wynberg) as well as the assigned section 46 services (currently operated by Golden Arrow Bus Services).

Flexible systems are more robust as they can adjust when circumstances differ from those anticipated in the planning phase. In principle, the approach is to provide for higher usage when building fixed infrastructure which will be expensive to retrofit if it proves too small, but lower usage on items that can be expanded, such as fleet size. This can then be adapted incrementally in the face of actual demand. For MyCiTi Phase 2A, the principle of flexibility requires that the

infrastructure designed is able to support the use of conventional scheduled buses (currently operated by Golden Arrow Bus Services), to mitigate against a future scenario where grant funding is lower than expected and cannot subsidise all MyCiTi operations.

6.3 The future development of the public transport system

The City's approach to integrated transport is multi-modal. The key modes are passenger rail, BRT, quality bus services (conventional bus services enhanced by modernising features and integration with the wider network) and minibus-taxis. These modes (including innovations from new generation technology) will together contribute to an integrated transport solution. These modes will also be complemented by improved provision for NMT, as discussed in Chapter 9.

All modes will be bolstered by new e-hailing and related technologies that are set to revolutionise transport in the coming decades and will result in new service offerings, especially on-demand unscheduled services potentially well-suited to e-hailing. These technologies will offer new options for minibus-taxis and other providers to meet demand more efficiently. This could reduce the extent to which minibus-taxis wait to fill up at ranks, improve ease of boarding along the route, and increase the scope for direct routings between origin and destination.

Substantial efficiencies are possible in the combination of minibus-taxi services with BRT, quality bus and rail services.

New generation technologies also offer scope for designing integrated solutions for universal accessibility and transporting passengers with disabilities. This is proposed as a new way of providing dial-a-ride services, further linked to trunk services such as BRT and rail.

An integrated, multi-modal solution requires a strong governance system. In Cape Town, this will be performed by the Transport Directorate. It will set the standards and manage scheduled and on-demand service providers per mode to ensure that travel demand is met by the most appropriate combination of modes and that users can connect easily between modes.

The City is focused on reducing the cost of access for transport user groups. It is clear, however, that this cannot be done by enhancing mobility per mode alone. Instead the City's methodology is to address the interrelationships between modes, the systems that manage the modes (e.g. integrated ticketing), the relationship between the urban form and the transport system which enables access, and the changing patterns of demand. In particular, the City has begun to action its TOD Strategic Framework and its TDM Strategy (see Chapter 8) as the basis for the spatial transformation of Cape Town and the building of sustainable communities.

The City's approach to interrelationships between modes and the relationship of modes to land use density is as follows:

- rail and BRT are the trunk routes serving higher density origins and destinations
- quality bus services will complement the rail and BRT network by providing a combination of feeder and direct services (utilising some portions of trunk routes pending the construction of dedicated BRT infrastructure)
- an improved minibus-taxi system will play a significant role by providing on-demand and demand responsive services, both as feeders to the trunk services as well as direct services from origins to final destinations where appropriate and within their own economic ecosystems.

The City's policies and strategies for each mode are set out in the PTP. This also sets out the City's policies and strategies for contracted and non-contracted services as well as contract management and public transport regulation.

6.4 The Integrated Public Transport Network Programme 2032

The IPTN describes the system of public transport routes that are to be in place in Cape Town by 2032. The following projects are being implemented within this planning framework.

6.4.1 Phase 2A

Phase 1 of the MyCiTi system has been rolled out, along with the N2 Express. Phase 2A will consist of two main routes from the Metro South East, namely Khayelitsha and Mitchells Plain to Claremont and Wynberg. These main routes will be supported by feeder routes and will provide a high-capacity public transport link between the Metro South East and southern areas.

As part of the planning for Phase 2A careful consideration and analysis of the lessons learnt from Phase 1 and the N2 Express were undertaken as well as the inclusion of other informants.

The most important planning activities undertaken and learnt from during the last few years are summarised here:

- In many instances where minibus-taxis were compensated and removed, the same or similar minibus-taxis continued operating illegally impacting on MyCiTi viability along those routes. Law enforcement has been unable to adequately deal with the situation.
- The current full replacement model is not financially sustainable, with the biggest cost burden carried by the feeder services. Going forward, minibus-taxis are therefore not intended to be fully replaced, but rather considered as an integral part of the service mix and providing feeder services to the trunk routes as part of a hybrid system.
- The construction, operational and maintenance costs associated with closed stations are not warranted when passenger numbers are too low to make a meaningful impact on boarding time through pre-validation.
- Phase 1 MyCiTi services operate with high-floor trunk buses and low-floor feeder buses. This requires duplication of station structures to accommodate the variable bus boarding heights. To optimise and minimise station infrastructure requirements for Phase 2A, both trunk and feeder buses will be of the low floor variety.
- Vandalism events experienced at some Phase 1A stations has led to the complete shutdown of certain stations and associated revenue loss. Vandalism-resistant design is being pursued for all Phase 2 stations.

6.4.2 Phase 2A network plan

Minibus taxi services form an important part of the Phase 2A network and service offering as informal non-scheduled feeder and local services. In addition to minibus-taxi feeder routes, the Phase 2A network also includes trunk routes, direct routes and scheduled feeder routes as shown in the figure below.

Trunk routes and direct routes will connect Khayelitsha and Mitchells Plan to Claremont and Wynberg. The direct routes can be seen as a combination of the trunk and feeder routes, as these routes operate in mixed traffic within the trunk alignment using dedicated bus lanes. Direct routes were included in the Phase 2A network as they offer passengers a more convenient service by reducing the need to transfer, thus making the service more attractive. The feeder routes, both formal and informal, support the trunk and direct routes by connecting neighbourhoods to the trunk and direct routes and provide local services by serving local destinations such as schools, clinics and libraries.

Two key assumptions underpin the development of the Phase 2A network:

- The rail network will be upgraded and fully functional by 2027.

- Law enforcement will adequately address issues of illegal occupation along public transport routes.

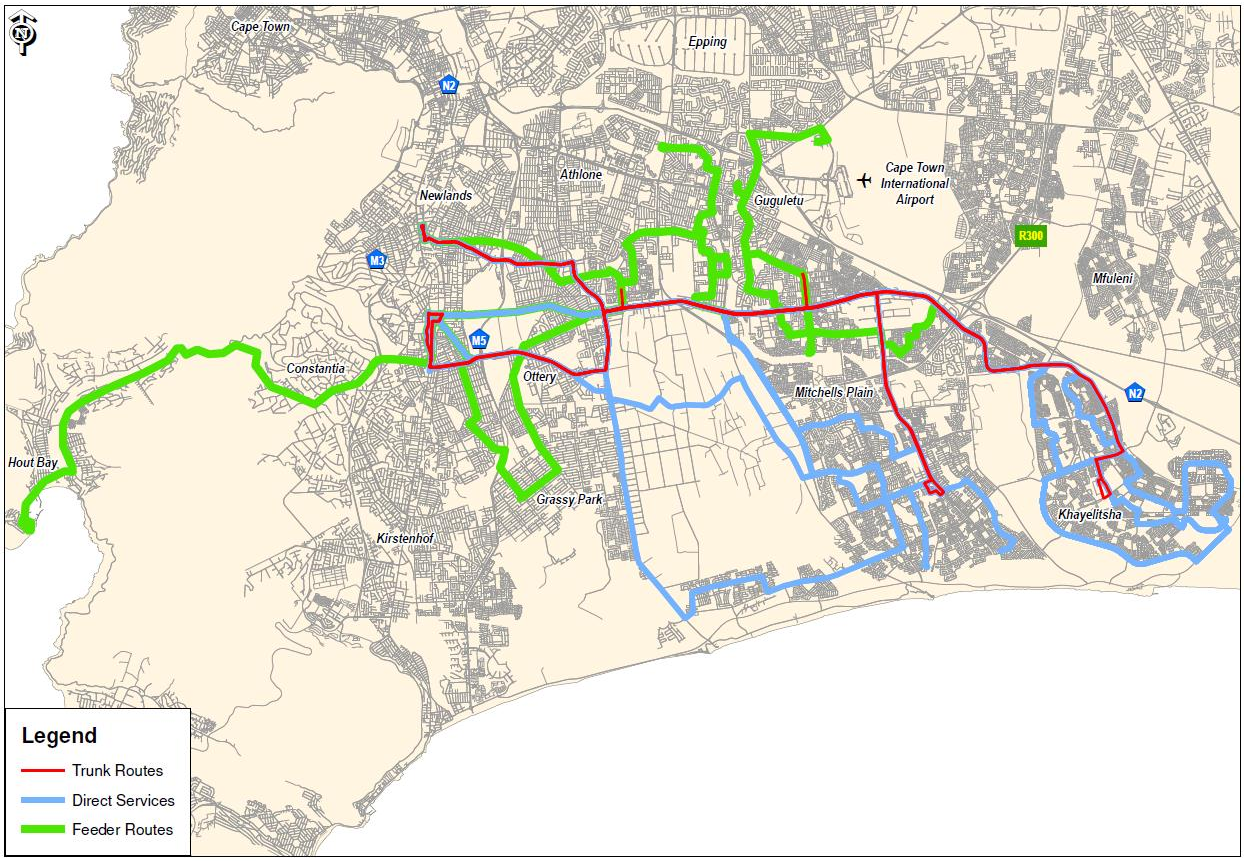

Figure 6-4: Phase 2A routes

6.4.3 Phase 2A operations plan

The operations plan developed for the Phase 2A scheduled services indicates the individual services, the frequency of each service, cycle time and fleet requirements for Phase 2A both at the time when it is planned to be fully implemented (2027) and into the future when the full IPTN is implemented (estimated as 2052). This information was then used to determine the fleet size, sizing of the depots and staging facility and the number of platforms required at each trunk station or stops.

The estimated final requirement based on the full modelled demand for 2027 is a combination of 9 m, 12 m and 18 m low-floor buses as in Table 6-2 below.

Table 6-2: Phase 2A fleet requirements

Route type	2027 Phase 2A	2052 IPTN
Trunk routes	90	1820
Phase 2A direct routes	186	417
Phase 2A feeder routes	77	97
Total	**353**	**2334**

It is planned to initially procure MyCiTi buses to supply approximately 70% of the modelled demand as it is expected that the remainder will be served mostly by minibus-taxis. Additional buses can be procured once demand is more certain.

Trunk stations are designed based on projected passenger demand figures. The stations will be located in the median on the right hand side of the bus. Not all stations will be constructed as

closed stations. Where lower passenger demand is expected, left-aligned median stops will be constructed in the median. These can be upgraded to right-aligned median stations if necessary. A station is proposed as a right-aligned station or a left-aligned median stop based on the projected passenger movements at each location. In total, 21 closed stations are planned to be constructed during Phase 2A with the possibility of upgrading this to 30 in the future.

Communication and public participation

An extensive public participation process in relation to the conceptual design along trunk routes T11 and T12 was undertaken in 2015. This led to the partial approval of the conceptual design by the Council in March 2016 and subsequently full approval in March 2019.

Another extensive public participation process is planned for later in 2019 in relation to the proposed feeder and direct routes and the bus stop locations along these routes for Phase 2A.

Communication and engagement with relevant stakeholders continues to take place on an ongoing basis with respect to the current construction works.

A marketing and communication plan for Phase 2A will include:

- Advertorials, advertisements and opinion pieces
- Social media
- Digital media
- Publications
- Electronic communications
- Radio
- Events
- Activations
- Meetings
- Presentations
- Surveys

6.4.4 Blue Downs rail corridor project

This rail link will connect the Metro South-East with the northern suburbs, providing more direct public transport access between these areas as well as along the Blue Downs corridor. Feeder routes are also planned. While the provision of the rail line and services falls under PRASA, the City is facilitating this corridor through the provision of the feeder network and project planning is underway. Accompanying this will be planning a road-based feeder system as well as a TOD initiative surrounding the stations.

6.4.5 Klipfontein corridor project

The third corridor of the IPTN, which has been defined as a distributor route, is the Klipfontein corridor. Conceptual planning will commence and its operations assessed and reviewed with a view to integrate the Golden Arrow Bus Service (GABS) to eventually achieve a fully integrated, scheduled public transport system.

6.4.6 Integrated ticketing, systems and infrastructure project

Other key interventions and programmes critical to the achievement of the IPTN that will be planned, costed and rolled out over the next five years are:

- The integrated ticket.
- Standardised bus stops and bus shelters across Cape Town.
- The expansion of the Transport Information Centre and its services.
- The minibus taxi transformation model and the establishment of at least 10 taxi operating companies or regional taxi companies.

6.5 Incremental public transport rollout and improvement

The implementation strategy for the Integrated Public Transport Network (ITPN) needs to be a balanced approach between the large capital investment in infrastructure and vehicles required to rollout the corridors, which may take several years (the 'corridor' approach), and an 'incremental' approach to ensure that public transport improvements are introduced to more parts of the city earlier, before the larger investments required by the introduction of formal BRT in each corridor are made.

A key part of an incremental approach is to ensure that public transport improvements are introduced to more parts of the network earlier, particularly in light of fiscal constraints which may delay the implementation of identified corridors. The incremental approach focuses on transport system management (TSM) improvements such as passenger safety, security, convenience and shelters at modal interchanges, regulated services, improved scheduling, priority public transport lanes through critical intersections, integrated ticketing systems, upgraded non-motorised transport facilities and better information systems.

This seeks to ensure a balance between the roll-out of corridor services and the continuous improvement of public transport facilities and operations which support the IPTN throughout the city. The incremental approach recognises the dynamic relationship between transport and land use and emphasizes that improvement to the public transport system happens at various levels, most of which do not require physical infrastructure. For example, improvement of safety, security, integrated ticketing, information systems and scheduling could retain and attract as many passengers as the speed advantage obtained by extensive infrastructure improvements.

Figure 6-5 illustrates the application of the incremental approach to improvements and corridor development.

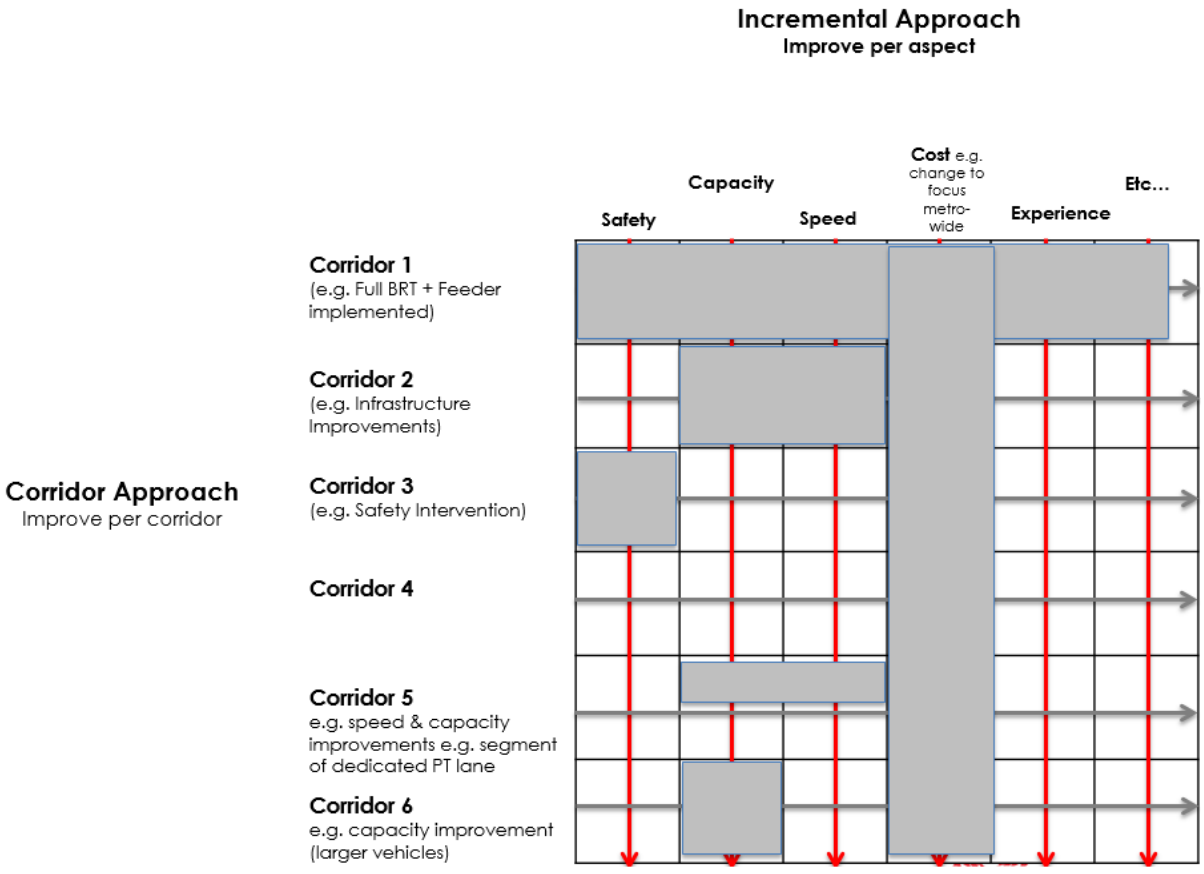

Figure 6-5: The incremental approach to improvements and corridor development

There is also a need to investigate the implications of a dual rollout strategy, whereby instead of whole trunk corridors being implemented sequentially, portions of trunk corridors across the planned IPTN system are prioritised, planned and constructed, according to the impacts that these investments will have for the commuter and the system. The roll-out programme can be adjusted by constructing more than one corridor at a time given additional funding or, to a lesser extent, by using an incremental approach.

Furthermore, recognising the importance of scheduled bus and taxi services during the roll-out period, consideration should be given to fast tracking improvements such as dedicated rights of way, pre-validated boarding locations and intersection priority schemes for public transport along future trunk corridors where these will benefit large numbers of passengers, irrespective of whether or not full BRT services along these corridors are imminent. Urban development and regeneration priorities could also inform the prioritisation of trunk route sections for implementation.

The above is in line with the C 13/04/17 Integrated Public Transport Network (IPTN) 2032: Implementation Plan Council resolution that "the concept and the practice of an incremental approach to the roll-out and implementation of the IPTN 2032, be approved."

6.6 Commuter rail plan

6.6.1 Introduction

Rail services in Cape Town are of paramount importance to those that live and work in the city. With rail accounting for a large proportion of the passenger journeys it is the backbone of Cape Town's public transport system. Rail is also integral to three key strategies for the City of Cape Town:

- the delivery of integrated transport
- the use of transit-oriented development (TOD) to bring about spatial transformation and to build sustainable communities
- the implementation of the green agenda.

While the rail service has been getting worse for many years it has recently declined much more sharply. Inevitably, the vast majority of rail passengers have migrated to the road network leading to increased congestion in peak periods with an associated cost to commuters, as well as to the City and its economy.

This crisis in rail has crystallised the need for the City to make a decision on its approach to rail. The crisis in rail may mean that the City is required to absorb a greater level of risk in tackling the issues to bring about solutions. Any such approach would, however, need to be supported by an appropriate risk management strategy.

In October 2017 Council approved a business plan for the assignment of the urban rail function to the City of Cape Town and the implementation of option 3 of the business plan.

Given the challenges rail presents to the City successfully delivering integrated transport, TOD and green agenda strategies, the City has adopted the following approach to addressing the decline in commuter rail in Cape Town:

In terms of Option 3 a three-pronged approach to the sustainable assignment of urban rail is to be followed:

- expedite and continue to operate the MoA with PRASA;
- immediately commence the process to take the assignment of the urban rail function in a structured and incremental manner so that the vision for urban rail set out in the White Paper is achieved in a sustainable fashion; and
- immediately commence a detailed exploration of the feasibility of alternative rail solutions in Cape Town and its functional area.

6.6.2 Rail Enforcement Unit

The Rail Enforcement Unit (REU) was launched by the national Minister of Transport in October 2018. The unit is jointly funded by the City of Cape Town, the Western Cape Government and the Passenger Rail Agency of South Africa (Prasa). It provides an additional 100 law enforcement officers in addition to the existing security personnel to assist in stabilising the urban rail services.

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

7 TRANSPORT INFRASTRUCTURE STRATEGY

7.1 Introduction

This City's transport infrastructure strategy set out in this chapter deals with the development and maintenance of all types of transport infrastructure. This chapter describes:

- Road Congestion Relief Project
- Concrete Roads Upgrade Project
- Progress on Road Infrastructure Projects
- Phase 2A Corridor Infrastructure Project

7.2 Road congestion relief project

Congestion on Cape Town roads is at an all-time high and is costly for motorists in terms of both time and money, and harmful to the environment. This requires a comprehensive strategy, looking beyond infrastructure interventions alone. Therefore, the road congestion relief project entails operational, behavioural and infrastructure components. In terms of operations, the City will continue to strategically manage public transport, including the setting of different MyCiTi tariffs for peak and off-peak periods in a bid to encourage more people to travel outside peak times.

The implementation of transit-oriented development will also help shorten the morning and afternoon peaks. Behavioural change will be introduced through travel demand management (TDM). The City's approved TDM strategy will over the next five years see the introduction of flexitime, starting with the City's own staff, carpooling and similar initiatives. Finally, the City has made capital funding available to address major pressure points by way of infrastructure projects over the next five years. Work is planned for, among others:

- the Kuils River area around Bottelary
- Amandel and Saxdown roads
- Kommetjie around Ou Kaapse Weg and Kommetjie Road
- the Blaauwberg area around Plattekloof
- Blaauwberg and Sandown roads
- the M3, M5, N1 and N2 freeways
- the V&A Waterfront and foreshore

7.2.1 Priority measures for public transport

Every working day, 20% of commuters, using MyCiTi buses, minibus taxis (MBT) and Golden Arrow buses (GABS), must endure increasingly long travel times as a result of congestion with an almost 20% increase in travel time between 2012 and 2016 (CITP 2018-2023, p113). This is contrary to national and City transport policy, which is to support public transport.

To this end, the City will investigate opportunities to expand the prioritisation of road space for public transport services. This could include additional bus/minibus taxi (BMT) lanes, such as the existing section of the N2 inbound between Borcherds Quarry and Liesbeek Parkway, which has demonstrated an increase in travel speeds for both the BMT vehicles and the general traffic. It could also include targeting road sections and intersections which are not on the main arterials, but where there is both high BMT use, and high levels of congestion. Interventions which support BMT efficiency would make an important contribution to the City's Public Transport Plan. An additional benefit would be a reduction in carbon emissions through less idling time, and making public transport more attractive.

In the long run BMT routes could be opened to include high occupancy vehicle (HOVs) and electric vehicles, further contributing towards carbon emission targets.

7.3 Concrete roads upgrade project

Minor roads throughout Cape Town and particularly existing concrete roads in low-income areas will be rehabilitated and upgraded in the next five years to improve the entire road reserve. Labour-intensive methods will be used where possible, starting with the areas of Bishop Lavis, Gugulethu, Hanover Park, Heideveld, Manenberg, Imizamo Yethu and Ocean View.

7.4 Progress on road infrastructure projects

The table indicates progress made on road infrastructure projects since the previous CITP.

Table 7-1: Progress on road infrastructure projects

ROAD INFRASTRUCTURE	STATUS
Onverwacht Road Extension – Sir Lowry's Pass Village Road to TR 2	Work in progress
Sir Lowry's Pass Village Road dualling (Somerset West growth areas)	Work in progress
Kruis Road, Brackenfell will be re- constructed and upgraded to new dual carriageway standard between Old Paarl Road and Bottelary Road in phases with adjacent developments. The northern end will be re-aligned with the Old Paarl Road / Okavango Road intersection	Planned
Jip de Jager Extension will be completed between Van Riebeeckshof Road and St John's Road	Complete
Berkley Road will be dualled between the M5 and Prestige Drive Berkley Road will be extended westwards to Liesbeek Parkway (Riverclub development)	Planned
Various roads within Table View north area (Parklands and Sunningdale) will be extended to support new development phases and the M12 and Sandown Road will be dualled to fulfil the National Nuclear Regulator Emergency Evacuation requirements Durbanville and Fisantekraal growth areas (mostly Garden Cities Developments)	Work in progress
Plattekloof Road dualling and rehabilitation (Richmond Business Park)	Complete
M12 extension between Dunoon Interchange and Tygerberg Road	Complete
Tygerberg Road phased dualling (Richmond Business Park)	Work in progress

ROAD INFRASTRUCTURE	STATUS
Kraaifontein growth areas,	
Dualling of Darwin Road from Brighton Road to Mostert Street	Planned
Extension of Darwin Road from Amadeus Rd to East –West Link Road	Planning
Extension of Amadeus Road from Darwin Road to the railway line (Including road over rail bridge and connection to Red Hill Road)	Planning
East West Link road from Darwin Road to the Canary Road access (Including road over rail Bridge and connection to Canary Road)	Planning
Lucullus Road scheme review and route determination from the N1 to Lucillus Road (Greenville Garden City)	Planning
Red Hill Road from the Railway line to Lucullus	Planning
Kuilsriver development areas (Zewenwacht link road extension, Saxdown Road extension, Botterary Road dualling eastwards, Erica Drive extension, Amandel Road dualling in phases	Planned
Langverwacht Road dualling from Amandel Road to Zewenwacht Link Road	Work in progress
Belhar Main Road dualling between Stellenbosch Arterial and Highbury Road	Work in progress
Broadway Boulevard dualling and N2 / R44 Interchange upgrades (Strand Growth Areas - Somerset Mall and Paardevlei development)	Work in progress
New social housing developments, Kleinstinkrivier (Dunoon 2), Darwin housing project	Planning
Bosmansdam Road will be dualled between Montague Drive and Koeberg Road (Century City development)	Complete
N1, westbound CD Roads and Central Interchange (Century City) (provincial project)	Planned
Morgenster Road extensions (Oaklands development and ACSA development)	Planned
Wespoort Road extension (Oaklands Development)	Planned

ROAD INFRASTRUCTURE	STATUS
N1 Upgrade: Old Oak Interchange to Brighton Road Interchange (SANRAL project)	Planning
Brighton Road Interchange to Koelenhof Interchange (SANRAL)	Planning
New freeway between De Beers Interchange (R44) to foot of Sir Lowry's Pass (SANRAL)	Planned
Sir Lowry's Pass improvements to Steenbras Dam (Province)	Planned
R300 / Bottelary Interchange.	Complete
R300 / Strand Road Interchange and Strand Road capacity improvements.	Complete
R44 road capacity (incl. N2 / R44 interchange upgrade) and NMT upgrade between Beach Road and Somerset West Main Road	Work in progress

7.5 Phase 2A corridor infrastructure project

Phase 2A comprises 38 routes, comprising trunk routes, direct service routes and feeder routes, serving the public transport corridor that links Khayelitsha and Mitchells Plain with Claremont and Wynberg, as shown in the figure below.

Construction of the dedicated busways is underway and the first services are expected to commence operations in June 2023. The construction programme consists of the following:

- Depots for the maintenance and holding of the MyCiTi buses
- Stations along the routes
- Trunk routes
- Upgrading of public transport interchanges (PTIs): Nyanga, Nolungile, Wynberg
- Pedestrian bridges
- Non-motorised linkages
- Community-based intervention strategy (CBIS)

The system will require approximately 230 buses, the majority of which are 18m buses and will transport in excess of 100 000 passengers per day.

The following table lists the infrastructure that will be constructed as part of this project.

Table 7-2: Phase 2A infrastructure projects

Phase 2A projects	
Depots	- Depot enabling - Depot building works in Mitchells Plain and Khayelitsha - Depot enabling and building works in Wynberg
Stations	- Closed trunk stations (21 total)
East - trunk and feeder routes	- Trunk E1-M9 Heinz- Sheffield - Trunk E2-M9 Sheffield- Intsikizi - Trunk E3-M9 Intsikizi- Morning Street - Trunk E4-M9 Morning Star-Mew Way - Trunk E5-Trunk Ext-Spine-Chris Hani - Trunk E6-AZ Berm Stock-Mitchells Plain ITC - Trunk E7-M9 Mew Way-Spine - Trunk E8-Hold Areas & Driver Facilities - E9-feeders - E10-feeders - Trunk E11-Feeders - W1- Roadway-Imam Haron/Chichester - W2- Roadway-Turfhall Road - Jan Smuts - W4- Roadway- Govan Mbeki - W5- Roadway- Ottery Road - W6- Roadway- Wynberg couplet - W7- Feeders - IRSouth Road construction IPTN 2032 programme: Development of a model contract for future use when contracting VOC's - IPTN 2032 programme: Establishment of the VOC Penalty

Phase 2A projects	
	Committee
PTIs	- Nyanga PTI - Nolungile PTI/ Vuyani PTI - Manenberg PTI - Nonqubela PTI - Samora Machel PTI - Public transport facilities: Makhaza: minibus-taxi facilities - Public transport facilities: Makhaza: bus facilities - Wynberg PTI
Community-based intervention	- Construction of one pedestrian bridge and two sets of walls - CBIS opportunities
Phase 2A NMT	- NMT improvements along Heideveld Avenue from Vangate Mall (Vanguard Drive) to Duinefontein Road and Ascencion Road to Klipfontein Road (4.4 km including 5th Avenue 1.0 km and Ascension Road 0.3 km) - NMT improvements in Nyanga along NY3A, Koornhof Road, 3rd Avenue and NY78. - Jan Smuts Drive from Turfhall Road to N2 freeway - Area-wide NMT improvements along major roads in Mitchells Plain - Area-wide NMT improvements along major roads in Khayelitsha - NMT improvements in Hanover Park - Jan Smuts Drive: from Spine Road to Berkley Road, including side road linkages.

7.5.1 Phase 2A Community Based Intervention Strategy (CBIS)

With Phase 2A planned for implementation and operation, a community-based intervention strategy seeks to identify all support projects that will add value to the expected trunk and feeder public transport services. These community-based interventions are to be delivered concurrently with the MyCiTi facilities. This considers all relevant existing and future planned projects within the Phase 2A project footprint.

The key purpose is to enhance the public spaces around transport infrastructure investment in integrated transport, which will improve the user experience and contribute to the development of a loyal customer base to sustain future public transport services in the areas of direct impact. The CBIS also aims to identify projects that can be delivered and constructed through the Expanded Public Works Programme (EPWP).

The CBIS project description includes deliverables designed to improve the safety and convenience of the public transport experience for the local community and customers through investment in the surrounding public spaces. Priority for improvement will be given to the areas surrounding trunk, feeder and local routes with a focus on popular community desire lines as well as improving access public transport interchanges for the convenience of users. Access linkages between the transport system and homes, schools, public open spaces, public parks, social

facilities and clinics will be evaluated for implementation as part of a public engagement process. The CBIS programme will be a layer in the current Phase 2A roll-out construction programme.

The methodology for achieving uses the latest Phase 2A plan, with its trunk and feeder services as a base, and overlaying all existing planned work for implementation within the Phase 2A footprint. This work will be drawn from the relevant directorates.

The Expanded Public Works Program (EPWP) will also be used to involve local communities through the inclusion of labour-intensive or learnership contracts or a combination of both methodologies.

8 TRAVEL DEMAND MANAGEMENT STRATEGY

8.1 Introduction

The City's TDM Strategy aims to change individual travel behaviour to support more sustainable options and to better utilise the available capacity in the overall transport system. Some of the measures identified in the TDM Strategy to achieve this include a flexible working programme, high-occupancy vehicle priority strategies and park-and-ride facilities.

The flexible working programme, which has been initiated, will help the City lead by example and produce evidence in support of reduced peak-hour congestion, lower vehicle kilometres travelled, less vehicle emissions, improved utilisation of alternative transport modes and enhanced employee well-being. All flexible working options are to be rolled out by 2022.

The objective of TDM is to manage congestion by reducing demand for car use in peak periods, especially single-occupancy car use. TDM also aims to bring about environmental improvements through reduced car use. TDM measures are primarily aimed at changing the behaviour of the users of the transport system.

The City's TDM Strategy, approved in March 2017 (see the Annexures, listed in Appendix 2) sets out appropriate measures aimed at managing travel demand. Since the approval of the CITP 2018-2023, progress has been made on the following TDM measures:

- Flexible Working Programme (FWP)
- Carpooling
- Marketing and communication campaign
- Parking Management Business Plan
- Parking Policy

8.2 TDM measures

Table 8-1: Update on the TDM measures

	TDM MEASURE	UPDATE
1	Flexible Working Programme	• This programme includes flexi-time, compressed work weeks, remote working. • Pilot FWP programmes completed. • Directive issued by City Manager (June 2018) provides guidelines and gives effect to the implementation of the FWP organisation-wide. • Each directorate has developed and commenced with the roll-out of operational plans. • FWP Management Committee established - to serve as a co-ordinating and reporting platform for the implementation of FWP within the organisation and is represented by each of the respective directorates. • Communication material and frequently asked questions and answers document developed to support the FWP guidelines.
2.	High Occupancy Vehicle Priority Strategies	
2.1	Carpooling	• Carpooling included in the "Your Guide to Smart Travel" guide. See item 7. • Carpooling was actively promoted through internal City communication platforms.
3	Marketing and communication	• A travel information guide, "Your Guide to Smart Travel" was developed to highlight smarter, more sustainable ways of getting

	TDM MEASURE	UPDATE
	campaign	around which offer cost savings, environmental benefits, less congestion on our roads and an improved quality of life for Capetonians.

8.3 Implementation of managed parking in Cape Town

The City's Parking Policy (policy number 17913), approved in April 2014, puts forward the comprehensive approach to the provision, management, regulation and enforcement of parking in the city. The strategic intent of the policy is to "manage the parking supply and demand in high parking demand areas and to reduce private car dependency", with the achievement of TOD and TDM outcomes serving as high level guiding principles. The policy also aims to help improve the economic viability of areas, improve traffic flow and mitigate against illegal operators charging for parking on City land.

The policy states that "the development of a Parking Policy for the City of Cape Town will evolve over time and will be reviewed within the parameters of the Comprehensive Integrated Transport Plan (CITP)." The review the Parking Policy is likely to start in the period of the next CITP review.

Changes to the parking tariff schedule are required to support the TOD and TDM policy direction of the City, and Council approved a new tariff in 2017 as part of the Tariff on Public Transport, Network and Information Management: Parking. This tariff follows a TOD/TDM-driven approach to the expansion of parking management areas, the delineation of zones per area and the application of performance-based, utilisation-informed, land use orientated tariff structure per zone, as set out in the Transport Tariff Schedule.

However, the new approved tariffs will only come into effect once the following has occurred:

- The Parking Policy has been updated and amended to include further information on the TOD and TDM approaches to parking; and
- A business plan for the management of parking has been developed and approved by Council.

A summary of the next steps is provided in the table that follows.

Table 8-2: Parking policy principles

PARKING ELEMENT	PRINCIPLES / ACTIONS
Parking Policy	• Supporting reduced congestion, private car dependency and encouraging increased use of public transport • Providing a source of income to the City to offset the high cost of operating a high quality public transport service • Supporting the development of high quality urban environments in the support of TOD outcomes • Facilitating the safe and efficient movement of people, services and goods on the road network • Encouraging the appropriate use and availability of parking to benefit residents, businesses and parkers.
Parking Management Business Plan	• Obtain approval for the Parking Management Business Plan • Establish the legal basis and motivation for levies on private parking • Undertake a detailed study to establish appropriate scales of levies per region, potential benefits, risks, and implementation and administration methods • Establish an approach to the management and definition of areas by demand zones • Review parking policy to confirm extent of alignment with TOD and TDM policy objectives • Define the approach to the expansion of managed parking within the City, with the identification of top priority geographical areas where parking management can be introduced • Review the parking tariffs and establish optimal parking tariffs that will best contribute to achieving TDM and TOD objectives • Establish the approach, spatial logic and new tariff structure

The update of the Parking Policy will commence in 2019.

9 NON MOTORISED TRANSPORT PLAN

9.1 Introduction

In the next five years, the City will be expanding the NMT network, which includes footways, cycle ways, signage and intersection improvements that are universally accessible, to achieve improved access and mobility.

The City of Cape Town's Cycling Strategy was approved in 2017 with a focus on increasing cycling's modal share. The proposed vision for cycling is to make Cape Town the premier cycling city in South Africa where cycling is an accepted, accessible and popular mode of transport for all - residents and visitors alike.'

To achieve this vision, the City needs to "improve access to bicycles, improve the safety and security of cyclists, improve the conditions for cycling, improve cycling data, engage with cycling stakeholders and promote cycling as a way of life" (Cycling Strategy, p16).

Projects for the improvement of the NMT network include the identification of locations for bicycle racks, NMT improvements across the city and exploring investment opportunities for the provision of affordable bicycles.

9.2 Upgrading the road network to better accommodate walking and cycling

Upgrades of the road network to improve walking and cycling infrastructure in planning, design and construction stages (2019–2023) include:

- extension of Onverwacht Street from N2 to Sir Lowry's Pass Road – planning
- Broadway Boulevard (R44) from Beach Road to Main Road – construction
- Kommetjie Road from Corsair Way to Lekkerwater – construction
- Ou Kaapseweg from Kommetjie Road to Noordhoek Road – construction
- Houmoed Avenue: complete the extension along Vlei between Masiphumelele and Noordhoek Main Road – planning
- completion of the road network for Plattekloof Road, Tygervalley Road, Symphony Way, R44, Kruispad – planning

9.3 Five-year programme to build NMT networks and promote behaviour change

The five year capital programme for NMT is set out in Table 9-1.

Table 9-1: NMT capital programme

CITY-WIDE NMT PROJECTS IN CONSTRUCTION JULY 2017-JUNE 2023					
Region	**Road/route description**	**Area/ suburb**	**Implementation stage**	**km**	**Type of improvements**
CITY-WIDE NMT PROGRAMME: PHASE 3: JULY 2017 TO JUNE 2018					
Central	Construction of new and rehabilitation of existing NMT facilities in the Blouberg district, south of Bosmansdam Road: Brooklyn / Rugby / Sandrift areas including Koeberg Road from Bosmansdam Road to Section Road • Summer Greens Drive. Bosmansdam Road From Koeberg to N7	Brooklyn / Rugby / Sandrift / Summer Greens	Completed	N/A	Pedestrian improvements and universal access (UA) improvements
Central	Area-wide NMT improvements along major roads in Cape Town CBD (upgrading intersections)	Cape Town CBD	Completed	N/A	NMT and UA improvements

CITY-WIDE NMT PROJECTS IN CONSTRUCTION JULY 2017-JUNE 2023					
Region	**Road/route description**	**Area/ suburb**	**Implementation stage**	**km**	**Type of improvements**
Central	Strand Street, Cape Town: from Station Road, Woodstock to the existing NMT facility in Adderley Street in the CBD	Woodstock to Cape Town CBD	Completed	2.3	NMT and UA improvements
North	Area-wide NMT improvements along major roads in Bellville South and Glenhaven	Bellville South and Glenhaven	Completed	6.2	NMT and UA improvements
North	Area-wide NMT improvements along major roads in Bishop Lavis and Valhalla Park	Bishop Lavis and Valhalla Park	Completed	15.8	NMT and UA improvements
North	Construction of NMT facilities in De La Rey and Francie Van Zijl Drive	Parow Valley to Epping	Completed	10.0	NMT and UA improvements
East	Area-wide NMT improvements along major roads in Somerset West and Strand	Somerset West Strand	Completed	9.2	NMT and UA improvements
CITY-WIDE NMT PROGRAMME: PHASE 3: JULY 2018 TO JUNE 2019					
South	Kendal Road from Main Road to Spaanschemat Road	Tokai, Westlake, Bergvliet	Completed	2.2	NMT and UA improvements
	Spaanschemat River Road from Tokai Road to Constantia Main Road		Completed	5.9	
	Tokai Road from Steenberg Road to Main Road		Completed	2.4	
	Upper Tokai Road from Orphen Road to Zwaanswyk Road		Completed	0.6	
	Firgrove Way from Spaanschemat Road to Ladies Mile Road		Completed	2.7	
	Ladies Mile Road from Spaanschemat to Road Main Road		Completed	3.2	
	Steenberg Road from Main Road to Tokai Road		Completed	4.7	
South	Phase 1 area-wide NMT improvements along Vygiekraal Road, The Downs, Duinefontein Road from Lansdowne Road to GF Jooste Hospital (shared NMT facility), Manenberg Avenue from Manenberg to Vygiekraal Road	Manenberg	completed	10	NMT and UA improvements
East	Stock Road from Govan Mbeki Drive to R300	Philippi	Construction completion date 31June 2019	2.5	Priority road, NMT and UA improvements
East	Albert Philander Road from Eerste River Way to Forest Drive. Blue Downs Road from Vineyard Road to Melton Road. Nooiensfontein Road from Stellenbosch Road to Hindle Road, through residential areas of Camelot, Rondevlei, Highgate, Sunbird Park, Wembley Park and Silversands Village. NMT improvements along Hindle Road from Kuilsriver Freeway (R300) to Blue Downs Way. Eerste River Way from Forest Drive to Buttskop Road. London Way and Rue Fouche Road, Malibu Village	Blue Downs/ Eerste River	Construction completion date 31July 2019	10	NMT and UA improvements
CITY-WIDE NMT PROGRAMME: PHASE 3: JULY 2019 TO JUNE 2020					

CITY-WIDE NMT PROJECTS IN CONSTRUCTION JULY 2017-JUNE 2023					
Region	**Road/route description**	**Area/ suburb**	**Implementation stage**	**km**	**Type of improvements**
Central	Area-wide NMT improvements along major roads in Melkbos/Atlantis area-wide and NMT improvements in Phase 2 including minor roads in the Atlantis area	Atlantis / Melkbos	Construction	9	NMT and UA improvements
Central	NMT improvements at intersections in the Cape Town CBD area Phase 2	Cape Town CBD	Tender award stage		Pedestrian and UA improvements
North	Area-wide NMT improvements along major roads in the Edgemead and Bothasig areas	Edgemead/ Bothasig	Construction	10	NMT and UA improvements
North	NMT improvements along St John's Road and Wellington Road, Durbanville, Fisantekraal to Durbanville link. Improvements to some minor roads in Fisantekraal . The project includes an NMT link to Jip de Jager area.	Fisantekraal and Durbanville	Construction	9	NMT and UA improvements
South	Area-wide NMT improvements along major roads in Grassy Park and Lotus River	Grassy Park and Lotus River	Tender stage	10	NMT and UA improvements
South	Phase 1, area-wide NMT improvements along Hanover Park Avenue from Lansdowne Road to Turf Hall Road and other major roads	Hanover Park	Tender preparation	10	NMT and UA improvements
CITY-WIDE NMT PROGRAMME: PHASE 3: JULY 2020 TO JUNE 2023					
Central	Area-wide NMT improvements along major roads in Kensington and Fracteton. Alexandria Road from Forest Drive to Berkley Road. Berkley Road from Prestige Road to Cannon Street. Prestige Road from Voortrekker Road to Berkley Road including Sunrise Circle. Avonduur Road from Sunrise Circle to Forest Drive	Kensington and Fracteton/ Pinelands/ Maitland	Design	15	NMT and UA improvements
Central	Jan Smuts Drive: from N2 to Berkley Road, including side road linkages, with road signage on hard shoulder, signage and intersection improvements.	Athlone to Mutual area	Planning	7	NMT and UA improvements
Central	Bosmansdam Road from N7 to Koeberg Road	Milnerton Area	Planning	2	NMT and UA improvements
North	NMT improvements along Halt Road from Avonwood to Owen Way, Owen Way from Valhalla Drive to 35th Street	Elsies River	Planning	6	NMT and UA improvements
East	Area-wide NMT improvements along major roads in Mitchell's Plain	Mitchells Plain	Planning	35	NMT and UA improvements, mostly road signage on hard shoulders, signage and intersection improvements.
East	Area-wide NMT improvements along major roads in Khayelitsha	Khayelitsha	Planning	29.75	NMT and UA improvements, mostly road signage on hard shoulders, signage and intersection improvements.
East	Wesbank Main Road from Stellenbosch Road to Hindle Road. Silversands Road from R300 to Armada Road	Wesbank	Planning	6	NMT and UA improvements

CITY-WIDE NMT PROJECTS IN CONSTRUCTION JULY 2017-JUNE 2023					
Region	**Road/route description**	**Area/ suburb**	**Implementation stage**	**km**	**Type of improvements**
East	Gordons Bay Road / Faure Marine Road from Main Road to Sir Lowry's Pass Road	Strand/ Gordons Bay	Planning	6	NMT and UA improvements
East	NMT improvements in the Strand and Nomzamo areas. Broadway Boulevard from Sir Lowry's Pass Road to Main Road Strand.	8	Planning	8	NMT and UA improvements
South	Jan Smuts Drive from Turfall Road to N2 freeway		Planning	6	NMT and UA improvements
North	NMT improvements along Old Paarl Road from Kruis Road to Brackenfell Boulevard, Old Paarl From William Dabbs to Stikland Station , Petersen Street to Eikenfontein Station.	Brackenfell	Planning	10	NMT and UA improvements
North	NMT improvements along Frans Conradie Drive from Goede Hoop Avenue in Brackenfell to Jake Gerwel Drive (from Brackenfell to Goodwood). Also along other major roads including Brackenfell Boulevard. Old Oak Road and Brighton Road (road signage on hard shoulders, signage and intersection improvements).	Brackenfell to Goodwood	Planning	10	NMT and UA improvements
North	NMT improvements along Robert Sobukwe from Valhalla Drive to Symphony Way	Belville	Planning	7.2	NMT and UA improvements
South	Review and upgrade of the NMT project implementation along Military Road	Steenberg	Planning	10	NMT and UA improvements
South	NMT improvements along Heideveld Avenue from Vangate Mall (Vanguard Drive) to Duinefontein Road, including 4th Avenue, 5th Avenue and Ascension Road	Heideveld	Planning	8	NMT and UA improvements
South	NMT improvements along NY3A, Koornhof Road, 3rd Avenue and NY78	Nyanga	Planning	6	NMT and UA improvements
City-wide	Cycle warning signage along routes frequently used by cyclists	city-wide	Planning	N/A	Safety Improvements
Central	Review and update of cycle network plan for the Cape Town CBD area, including linkages with the Green Point area, Sea Point area, east City area and City Bowl area (Gardens, Vredehoek)	Cape Town CBD	Planning	N/A	Network plan connection
Central	Identify locations for bicycle racks in the Cape Town CBD area and adjacent areas and undertake implementation of such bicycle racks	Cape Town CBD	Planning	N/A	Bicycle parking
South	Phola Park Pedestrian Bridge across rail line Gugulethu	Gugulethu	Planning	N/A	Pedestrian bridge
East	Construction of bridge across N2 at De Beers Avenue to link residential area on northern side with school and employment on southern side.	Strand	Planning	N/A	Pedestrian bridge
East	Widening of NMT facility along N2 across railway line and Strand Main Road.	Strand	Planning	N/A	Pedestrian bridge

10 FREIGHT TRANSPORT STRATEGY

10.1 Introduction

The City's Freight Management Strategy was approved in 2016 and as part of the strategy an implementation plan was developed. Since the CITP 2018-2023, work has been done on the Dangerous Goods chapter including the following update.

10.2 Dangerous goods

The main purpose of the study was to review the regulatory and procedural framework for institutional and agency coordination, risk management, enforcement and compliance. The following recommendations are made:

- Develop a user-friendly brochure available to officials and on the City of Cape Town website.
- Develop a series of standard operating procedures (SOPs) that include:
- vehicle and operator registration requirements and protocols
- emergency and incident planning and response, including Class 7 radioactive materials and Class 1 explosives
- route planning and applications from operators
- protocols with other stakeholders (Cape Town Port, Western Cape Department of Transport and Public Works, SAPS, etc.).
- Develop a database of operators and vehicles, aligned with the SOPs and legislative requirements.
- Facilitate training opportunities for officials and traffic / law enforcement officials, as well as the Metro Police; develop a user-friendly brochure; lobby the national Department of Transport to make the SANS standards publicly available free of charge or to reduce the fee
- Liaise with the Western Cape Department of Transport and Public Works about the integration of routes in Cape Town used for abnormal loads with those used to transport dangerous goods.
- Review the City of Cape Town's protocols with respect to incidents involving dangerous goods, specifically those including Class 7 radioactive materials and Class 1explosives, and incidents specifically affecting the Port of Cape Town.

11 OTHER TRANSPORT RELATED STRATEGIES

Climate change and resilience is becoming a fundamental informant to planning. While the City has had policies and strategies to address climate change adaptation and mitigation in the past, these have not been well integrated into other City plans. More recently, through its participation in the 100 Resilient Cities Programme, the City has made substantial progress in producing a preliminary resilience assessment for Cape Town, towards developing a resilience strategy.

The most important informants to the CITP are summarised below.

11.1 Climate change

11.1.1 Climate Change Policy (2017)

The City of Cape Town Climate Change Policy[2] provides a framework for all City departments to make decisions that take climate change into consideration.

The vision of the City of Cape Town's Climate Change Policy is to "become a city that is climate resilient, resource efficient and lower carbon, in order to enable sustainable and inclusive economic and social development, and environmental sustainability."

The following directives in the Climate Change Policy relate to transport planning and transport infrastructure development, and should be taken into consideration when making decisions in this regard:

SECTION	STATEMENT RELEVANT TO TRANSPORT
6.1.7.	Transform the transport sector and land use patterns through the implementation of the Comprehensive Integrated Transport Plan (CITP)
6.2.7.	Assess and prioritise the immediate costs and long-term financial and environmental benefits of the protection or relocation of City infrastructure identified as being at risk from climate change.
6.2.9.	Avoid, limit or restrict development in areas deemed unsuitable due to high risk of climate change impacts, work to protect City infrastructure already located in these areas, and ensure that where development does take place that materials are used that are resilient to impacts such as higher temperatures, flooding and wind.
6.2.11.	Actively work towards achieving improved resource efficiency by promoting innovation in service delivery, building resource efficiency requirements into development approvals, and integrating spatial planning and transport planning in the City.
6.3.5.	Improve the accessibility, affordability, reliability, and safety of public transport through the roll-out of the Integrated Public Transport Network (IPTN), and through greater integration between MyCiTi, the rail service, the bus service and the minibus-taxi industry.
6.3.6.	Promote transit oriented development (TOD), enabling greater urban densities that will increasingly allow for low carbon travel alternatives, including: 6.3.6.1. a modal shift in favour of more sustainable transport modes in transport

2 http://resource.capetown.gov.za/documentcentre/Documents/Bylaws%20and%20policies/Climate%20Change%20Policy.pdf accessed 8 April 2019

SECTION	STATEMENT RELEVANT TO TRANSPORT
	choices across Cape Town; 6.3.6.2. the use of non-motorised transport and other low carbon transport options; 6.3.6.3. the use of alternative fuels and vehicle technologies; 6.3.6.4. increased occupancy levels in private vehicles; 6.3.6.5. densification, particularly along public transport routes, in order to reduce transport distances and the overall need to travel; and 6.3.6.6. alternatives to travel through technology.
6.4.2.	Consider a green engineering design approach to complement and support physical infrastructure in all infrastructure master plan reviews, new capital development, and operations where feasible or cost effective in the long term.
6.5.2.	Implement transit oriented development (TOD), enabling the creation of greater density and mixed use development along public transport routes; shifting the urban form towards a more compact, connected and socially inclusive city.
6.6.1.	Implement resource efficiency and climate impact considerations in the design, development, and renovation of City infrastructure where possible and include requirements for resource efficiency and climate impact considerations in spatial planning, land-use, and building development approvals.
6.6.4.	Ensure the implementation of water sensitive urban design principles in all development to strengthen Cape Town's water supply and stormwater resilience.
6.6.5.	Consider the impacts of climate change on human health when designing, maintaining, improving, and developing recreational spaces, public transport facilities and health care facilities (e.g. drinking water points, reducing heat island effect, shade etc.).
6.6.6.	Transform the transport sector through the roll-out the CITP, the IPTN, applying the TOD Strategic Framework and its related toolkit, reviewing the SDF and related plans, review of the Integrated Human Settlements Framework, as well as other mitigation initiatives through the City's Travel Demand Management Strategy and non-motorised transport strategies.

11.1.2 Climate risk and adaptation

During the 2018/19 financial year, the City is concluding a comprehensive Climate Change Hazard, Vulnerability, and Risk Assessment. Results from the hazard mapping component of the study show that Cape Town is vulnerable to the following climate hazards:

- A decrease in annual average rainfall
- Changed seasonality of rainfall
- An increase in mean annual average, maximum, and minimum temperatures
- An increase in the number of very hot days and the frequency and intensity of heat waves
- An increase in both average wind strength and maximum wind strength
- Sea level rise
- Severe storms and rainfall events are not expected to increase or decrease significantly.

In general, Cape Town as a whole is at risk of a variety of climate change impacts. These include:

- Drought and associated water shortages
- Flooding and associated impact on communities and infrastructure
- Heat stress and associated health impacts
- Coastal erosion and impacts on coastal infrastructure
- Damage to infrastructure and communities due to severe storms and strong winds

- Increased risk of fire, affecting both the natural environment and urban areas.

Individually and collectively, these impacts also have negative implications in terms of:

- The local economy (in particular the agricultural sector and tourism)
- Broader regional implications related to food security and rural-urban migration
- The macro-spatial transformation outcomes premised on the spatial transformation areas identified in the MSDF, and consequently, impacting on the City's transit oriented development implementation.

All of these risks need to be taken into account when making decisions related to both the provision of transport services and the construction or maintenance of transport infrastructure. The key guiding principles that must be considered in transport decision making are firstly, ensuring that the City avoids development in high risk areas and secondly, where development is unavoidable ensuring that effective adaptation measures are put in place.

A Climate Adaptation Action Plan is currently being drafted that will provide more detailed adaptation actions for various key risk areas. Once the Climate Change Hazard, Vulnerability, and Risk Assessment is complete, more detailed information will be provided to the Transport Planning branch to enable improved decision-making in this regard.

11.1.3 Climate change mitigation and sustainable energy

Section 11.9 of the CITP 2018-2023 relates to "alternative technologies and the green agenda", and refers to existing commitments regarding the City's Action Plan for Energy and Climate Change and recognises the "need to transition to a low carbon economy also calls for strong institutional arrangements and collaboration at all levels of governance … in the promotion of sustainable low carbon transport".

The City, as part of its commitment to the C40 Cities Deadline 2020 programme, is developing a transversal climate action plan that will set the city on a path towards city-wide carbon neutrality by 2050. This plan will be compatible with the Paris Agreement which aims to limit global warming to 1.5° C. This builds on the City's Energy 2040 goals and requires an accelerated transition to zero emissions throughout Cape Town, including in the buildings, waste, energy and transport sectors.

These carbon neutral ambitions represent a move towards using climate mitigation activities to enhance and to speed up the goals of the CITP, while exploring synergies with other sectors and city plans. Integration and mainstreaming of climate change into city plans such as the CITP will assist in catalysing a holistic sustainable urban transition.

The City has also committed to the C40 Fossil-Free-Streets Declaration which contributes towards the overall goal of carbon neutrality by 2050 and commits the City to transition to fossil-fuel-free streets by:

- procuring, with partners, only zero-emission buses from 2025; and
- ensuring a major area of the city is zero emission by 2030.

11.2 A carbon neutral approach to transport

11.2.1 The transport carbon neutral approach

The transport sector in Cape Town accounts for 65% of total energy consumed and 34% of total CO2 emissions produced, which contributes significantly to both local air pollution and global climate change. Given the City's commitment to achieving carbon neutrality by 2050, the focus of the Transport Directorate will be to implement programmes and monitor

progress towards a more resource-efficient, resilient, inclusive and environmentally sustainable transport sector.

Key focus areas include:

- Increased efficiency and integration of public transport;
- Increased modal share of non-motorised transport;
- Reduced need for commuting;
- Introduction of an alternative vehicle technology and fuel switching programme for the City's bus and vehicle fleets; and
- Creation of an enabling environment for a widespread adoption of electric mobility in Cape Town.

Although all these focus areas will be prioritised, for the purpose of this CITP update, only electric vehicles are discussed in further detail below.

11.2.2 Electric vehicles

In Cape Town, as in the rest of South Africa, nearly all of the energy used by the transport sector is in the form of liquid fuel derived from crude oil imports. This renders the city vulnerable to continued oil price volatility.

Electric vehicles (EVs) are part of the global transition towards the electrification of transport as a strategy to reduce carbon emissions and dependence on crude oil imports. Globally, the momentum for electric mobility has increased exponentially over the last seven years. EVs provide an alternative to traditional internal combustion engine (ICE) vehicles as they can be powered by renewable energy.

Various national government policies and strategies support the move to electric vehicles including:

- National Development Plan
- National Climate Change Response White Paper 2011 (then national Department of Environmental Affairs)
- Electric Vehicle Industry Road Map 2016 (national Department of Trade and Industry)
- Green Transport Strategy 2018–2050 (national Department of Transport).

However, these policies are undermined by the customs and excise import duty tariff framework, which imposes a disproportionately high import duty on EVs. As a result, South Africa, which already has a strong market for the manufacturing of ICE vehicles, is lagging behind the rest of the world in terms of its transition to EVs.

International experience suggests that the EV industry is here to stay and it is a matter of time before South Africa will have to make the shift from ICE vehicles to EV technology.

Given this and the City's commitment to achieving carbon neutrality by 2050, the City has recognised the need to be proactive and start paving the way for this transition.

In this regard, an enabling policy framework will be developed with mechanisms and incentives to encourage the uptake of EVs by the City (in terms bus and vehicle fleets) as an organisation, as well as the broader community. This framework will also provide guidance on how EV enabling regulations can be integrated into national policies and local by-laws.

11.3 Preliminary Resilience Assessment for Cape Town (2018)

The Preliminary Resilience Assessment for Cape Town (2018) provides an overview of Cape Town's resilience challenges in terms of health and wellbeing, the economy and society,

infrastructure and the environment, leadership and strategy. Three questions arose in the development of the assessment which relates to transport:

- How can we use green infrastructure to achieve multiple resilience-related dividends?
- How can we create empowering engagement mechanisms for diverse stakeholders to contribute to building a climate-resilient city?
- How can partnerships in society be leveraged to reduce the stress of traffic congestion?

A collaborative approach will be used to answer these questions and develop a resilience strategy.

11.4 Local area transport plans

In certain circumstances the municipality may be required to develop a local area transport plan, which takes an inter-sectoral approach to a local area to address local transport issues. These plans are action plans for internal use to assist in prioritising implementation projects and related budgets which follow the usual project management processes.

Local area transport plans were completed for the areas in Table 11-1 below.

Table 11-1: Strategies to implement transit oriented development

NO.	LONG TERM STRATEGY REFERENCE	POLICY / STRATEGY / AGREEMENT	EXPLANATION / DESCRIPTION	NEXT STEPS
1.	C, D and E	Far South Transport Plan	A multi-pronged plan based on an evidence-based approach, addressing transport needs through improved transport services, travel behaviour, TOD and infrastructure	• Integrate comments from the public participation process into the implementation strategy (where appropriate) • Secure funding to roll out the short-, medium- and long-term projects in the plan
2.	C, D and E	Central City Transport Plan	A vision document to inform all detailed planning for the inner city and surrounds	• Approval of the plan • Undertake the recommendations of the plan in terms of further planning, and project implementation

12 TRANSIT ORIENTED DEVELOPMENT

12.1 Introduction

The City recognised that TOD could be applied in Cape Town not just as other cities had used it for economic and transport efficiency purposes but also to bring about spatial transformation and build integrated sustainable communities. To this end, the City adopted a TOD comprehensive land use model that addresses both greenfield and brownfield development: the TOD Strategic Framework, in March 2016 (see Appendix 2).

Building on the TOD SF and the MSDF adopted by Council in 2018 the City is now formulating in more detail its Catalytic Land Development Programme (CLDP) that will include a pipeline of catalytic TOD implementation projects over the medium- and long-term. This is based on National Treasury's Guidelines for Catalytic Land Development Programmes in Metros (September 2018). The City's priority catalytic TOD projects include: Bellville CBD, the Foreshore precinct and the Philippi precinct. The Athlone Power station site and Paardevlei are also being reviewed in terms of TOD opportunities.

The IDP also identifies the need for the City's intergovernmental project pipeline of priority catalytic projects, to be augmented by smaller TOD projects in spatially targeted and Transport Accessible Precincts (TAPs), including land around existing rail and MyCiTi stations in partnership with Prasa. These higher-order points of access to the public transport system, primarily rail stations and transport interchanges, offer significant opportunities to achieve the City's objectives for TOD and spatial transformation by unlocking high-density, mixed-use development.

Opportunities in these TOD precincts arise from their location at points where large numbers of people currently or potentially access the integration of rail, bus, and minibus-taxi services via the IPTN implementation.

12.2 Update on projects

While work continues on the detailed implementation actions of individual projects, progress has been hampered by challenges including a lack of governance and assurance frameworks in place to manage the projects, procurement challenges, infrastructure reviews and administrative instability within the technical and political realm throughout the spheres of government. These have impacted on the scope and implementation of the projects.

During 2018/2019 the City completed a strategic technical review of the scope and composition of the priority TOD catalytic Projects. The review proposed to:

- rationalise the priority TOD catalytic projects to focus on Bellville and Philippi
- reconceptualise the Foreshore precinct after the tender award was cancelled by the City on 13 July 2018
- complete a realistic reappraisal of the medium-term development potential of the priority projects (e.g. Paardevlei)
- investigate the potential repurposing of Athlone Power Station for renewable energy generation and storage in response to City priorities related to sustainable energy supply and reducing the Cape Town's carbon footprint
- Fulfil existing programme commitments, including delivery of remaining targets and ensuring a smooth transition to new approaches resulting from the review
- Establish a robust governance framework to inform and monitor the reprioritised projects
- Develop skills and capacity to manage the projects (residing with Urban Catalytic Investments (UCI) department)
- Secure partnership agreements with relevant national departments, provincial government, and SOE's in support of an inter-governmental project pipeline and joint planning and

budgeting alignment (e.g. MOU with national Public Works, PRASA, ACSA, TRANSNET, and the Western Cape Government).

Table 12-1 shows progress for each catalytic project with respect to preparedness.

Table 12-1: Priority TOD catalytic projects

	PROJECT	DESCRIPTION
A	Athlone Power Station	The intention is that this project includes both public and private investment. The public focus will be on infrastructure and the private focus on the development to the extent feasible. A strategic review will investigate options for the potential repurposing of the site for future renewable energy generation or storage, in light of the need to secure more sustainable energy supply and reduce the city's carbon footprint/ comply with carbon reduction target commitments. The site may strategically play a more important role in supporting longer-term infrastructure needs of the City than had previously been considered. The City must take action to diversify its energy mix and dependence on Eskom. The establishment of the Directorate: Energy and Climate Change is recognition of the importance the City places on energy and climate related matters. A review of the future use of the site, or part of it, for continued utility purposes predicated on renewable technology enabled through rapid advancements in technology (e.g. battery storage); that explores the potential for integrating the surrounding utility infrastructure and improving the affordability curve for renewable energy solutions at scale; together with the sunk multi-generational infrastructure investment that benefits the site (e.g. rail, transmission and distribution) is recommended.
B	Bellville	Public sector investment will be in a multi-modal public transport interchange including the upgrading and modernisation of the PRASA station. The estimated initial investment is R35 million intended to catalyse development of the adjacent City-owned 'Paint City' site and air rights above the public transport infrastructure. Ideally the development would be private sector-led. Other elements would include critical road infrastructure links, significant housing infill densification and social facility/green network upgrades and clustering of public facilities in public service precincts.
C	Foreshore Freeway	The principle and approach for this project is that the City contributes land and enhanced development rights in exchange for a private sector-driven development that addresses access and contributes to affordable housing provision in the inner city. Besides reconsideration of the unfinished freeways and under-utilised land the project includes de-proclamation of the obsolete 1969 road scheme that will release significant bulk (100 000 m2) in the first phase of the wider precinct conceptualisation. Potential linkages and integration with abutting public sector initiatives include Transnet's 'People's Port Initiative', national Public Works 'Customs House' redevelopment; and the provincial government's 'Founder's Garden' precinct will also be explored as part of the re-conceptualisation. The project includes the following sites: Ebenezer Road maintenance depot, MyCiTi Prestwich depot, Gallows Hill traffic centre and CTICC parking garage.

	PROJECT	DESCRIPTION
E	Philippi East	The City's investment will include MyCiTi stations and other infrastructure as part of the Phase 2A trunk route investment. This will include development centred around Philippi, Stock Road and Nolungile stations and is intended to catalyse private investment in adjacent properties.
F	Paardevlei	Paardevlei was acquired by the City in 2016 to be developed in partnership with the private sector. The nature of the development will be determined by market feasibility and the private sector's ability, in conjunction with the City, to provide affordable housing provision within the development project. Current activities include: • Progressing due diligence resulting from the sales and framework agreements attached to the purchase • Progressing the rezoning application for Precinct 2 submitted by the former owner, AECI • Progressing enabling activities to ensure the preservation of the highways and stormwater environmental authorisations • Managing a multi-disciplinary consulting team to prepare a structure plan/ LSDF and associated infrastructure requirements for the site as well as more detailed layout plans for Precinct 2 and Foundry Precinct • Managing consultants to prepare detailed design and tender documentation for the first phase of the Paardevlei/ N2 interchange and second stormwater outfall • Commissioning a consultant to prepare a report summarising the status of the contamination on site and to propose a costed rehabilitation plan • Progressing the procurement of works associated with the R44 road upgrade with tender been awarded • Quarterly engagement with Rheinmettal-Denel in terms of the Major Hazardous Installations Regulations, 2001 and the Occupational Health and Safety Act, 1993

13 FUNDING STRATEGY AND SUMMARY OF PROPOSALS AND PROGRAMMES

13.1 Introduction

This chapter contains:

- a summary of all the proposals, projects and programmes provided for in this CITP
- a funding strategy that deals with sources of income and funding constraints in relation to these proposals, projects and programmes
- Multi-Year Financial Operational Plan and Medium Term Strategic Business Plan for Public Transport 2018-2023 (MYFIN 2018)
- an explanation of the prioritisation of these proposals, projects and programmes and the allocation of funds to them, depending on budgetary constraints.

13.2 Summary of proposals

Table 13-1 contains an extract of the projects with the biggest budget allocation for this CITP. The complete list of projects is in Appendix 1.

Table 13-1: Projects with the biggest budget allocation for the next three financial years

NAME OF PROPOSAL, PROJECT OR PROGRAMME	SUMMARY OF PROPOSAL, PROJECT OR PROGRAMME FINANCIAL IMPLICATIONS OVER THREE YEARS		
	SUM OF PROPOSED BUDGET 2019/20	SUM OF PROPOSED BUDGET 2020/21	SUM OF PROPOSED BUDGET 2021/22
Coastal Structures: Rehabilitation	R 23 000 000	R 64 853 385	R 38 000 000
Congestion Relief Projects	R 165 751 100	R 60 807 101	R 125 908 647
Gugulethu Concrete Roads	R 33 000 000	R 14 700 000	R 20 000 000
MyCiTi: Phase 2 A	R 381 009 870	R 1 229 347 698	R 1 684 867 168
MyCiTi: Control Centre	R 10 000 000	R 10 000 000	R 10 000 000
MyCiTi: Fare Collection	R 12 000 000	R 25 000 000	R 25 000 000
Metro Roads: Reconstruction	R 86 477 000	R 81 679 323	R 85 787 906
Mfuleni Urban Node	R 1 000 000	R 7 200 000	R 6 800 000
Non-motorised Transport Programme	R 160 850 000	R 75 569 470	R 150 000 000
Paardevlei TOD Project	R 32 187 094	R 4 240 188	R 0
Public Transport Interchange Programme	R 114 895 650	R 113 250 000	R 101 100 000
Public Transport Systems Management	R 87 000 000	R 40 000 000	R 0
Roads: Rehabilitation	R 91 000 000	R 90 000 000	R 50 000 000

The Local Government Municipal Finance Management Act, 2003 (Act 56 of 2003) (MFMA), together with the Local Government: Municipal Systems Act, 2000 (Act 32 of 2000) ensure that municipal priorities, plans, budgets, implementation actions and reports are properly aligned. The acts also identify the main components of the financial management and accountability cycle and how they ought to be aligned.

For the purposes of this review it is noted that the Integrated Development Plan sets out the municipality's goals and development plans, which must be aligned with the municipality's available resources. Council adopts the IDP and undertakes an annual review and assessment of performance based on the annual report. The three-year budget sets out the revenue raising and expenditure plan of the municipality for approval by council. The allocation of funds needs to be aligned with the priorities in the IDP.

It is therefore a legal requirement that the financial implications of the IDP (and thus its sector plan the CITP) are reported over a three-year period. Accordingly the biggest items and their respective budgets are summarised in Table 13-1. These are planned to be executed over the 3 year MTREF period. Projects over the remaining term of this CITP are considered on their merits annually and will be reported on in subsequent reviews.

From the City's current approved budget, costs for the Transport Directorate for the 2019/20 financial year are R1.32 billion; for 2020/21 estimated to be R1.92 billion and for 2021/22 estimated to be R2.38 billion. Table 13-2 is a summary of the budget allocation per department.

Table 13-2: Budget allocation per department

TRANSPORT DEPARTMENT BUDGET	SUM OF PROPOSED BUDGET 2019/20	SUM OF PROPOSED BUDGET 2020/21	SUM OF PROPOSED BUDGET 2021/22
Business Enablement	R 3 856 189	R 6 680 000	R 2 680 000
Finance: Transport	R 200 000	R 200 000	R 200 000
Infrastructure Implementation	R 928 643 714	R 1 581 967 842	R 2 136 257 026
Network Management	R 96 200 000	R 55 000 000	R 15 000 000
Public Transport Operations	R 24 700 000	R 37 700 000	R 37 700 000
Roads Infrastructure & Management	R 271 526 000	R 236 679 323	R 188 087 906
Transport Planning	R 1 000 000	R 7 200 000	R 6 800 000
GRAND TOTAL	**R 1 326 125 903**	**R 1 925 427 165**	**R 2 386 724 932**

13.3 Funding strategy

This section deals with sources of income and funding constraints.

13.3.1 Municipal Land Transport Fund

The Municipal Land Transport Fund (MLTF) is a vital tool for the City and will be used as the funding mechanism for all the Transport Directorate's priority programmes and projects. Sections 27 and 28 of the NLTA require the City to receive, raise, invest and spend money through an MLTF for transport-related functions.

In particular, section 27 provides that the City must administer the MLTF and use it to defray the cost of the functions of the City in terms of the NLTA or its CITP. The MLTF must also be used to cover any other expenditure that will promote the objectives of the NLTA in the City's area. These obligations will be discharged by the Transport Directorate subject to the MFMA. This means that any sums expended by the Transport Directorate in relation to the transport network or its operations must be managed through the MLTF.

Section 27 provides that the following sums must be paid into the MLTF:

- money appropriated by the Minister
- money appropriated by the MEC
- user charges collected in terms of section 28
- interest on invested cash balances
- donations and contributions to the MLTF from any other source, including foreign aid agencies.

Section 28 gives the City wide powers to impose a variety of user charges.

Although the City's MLTF has already been established, the Transport Directorate's must now ensure that the MLTF is used positively as a strategic financial management and investment tool. In other words, the MLTF is the mechanism by which the Transport Directorate will take an investment-driven approach to carrying out its priority programmes and projects to meet its strategic objectives.

In practice, this investment-driven approach means that the MLTF will be used to:

- deploy funds that the City already has but sweat them more effectively
- use its funds where appropriate to leverage the obtaining of more funds
- use innovative ways of raising more funds such as through the use of appropriate and focused user charge
- Spend funds more innovatively so that they go further.

The City will use the MLTF to support its focus on driving down the cost of access.

Table 13-3 sets out the sources of funding the City has access to in the five-year period of the CITP.

Table 13-3: Sources of funding

ABBREVIATION	NAME OF FUND, GRANT OR INITIATIVE	BRIEF DESCRIPTION/USE
EFF	External Financing Fund	This is the equivalent of municipal rates. The Transport Directorate's EFF allocation primarily goes to repairs and maintenance of the road and stormwater network. This allocation is only increased by CPIX plus 1% annually
PTNG	Public Transport Network Grant	For funding construction of MyCiTi infrastructure and related PTIs as well as the operations of the MyCiTi. It should be noted that the City contributes 4% of rates to the operations of the MyCiTi services (Phase 1A, 1B and N2 Express). The PTNG has an operating and capital component.
PTOG	Public Transport Operations Grant	For funding of provincially-managed and contracted bus operations
USDG	Urban Settlements Development Grant	For upgrading or establishing road and stormwater infrastructure in previously disadvantaged areas. This is also for the rehabilitation of concrete roads in Gugulethu, Manenberg, Hanover Park, Bonteheuwel and Bishop Lavis
CMTF	Consolidated Metropolitan Transport Fund	For funding certain projects such as Dial-a-Ride (R10m Province, R10m City), the CITP and currently a small allocation for road-related projects
CRR	Capital Replacement Revenue	For development charges and road schemes, as well as for the congestion management programme
CSP	Cities Support Programme	For funding major projects such as transit-oriented development
ORIO	Ontwikkelingsrelevante Infrastructuurontwikkeling (Facility for Infrastructure Development)	Dutch funding for commercial and maintenance opportunities at PTIs. This project is in the development phase and once approved additional funds will be released for implementation
AFD	L'Agence Française de Développement (French Development Agency)	For funding intermodal transport with a focus on rail. This includes a training programme. Total allocation R3.5 million (opex)
AR	Advertising revenue	To be extended from buses to include PTIs and street furniture. Current MyCiTi contract generates R9.5 million revenue per annum
NT- ICDG	National Treasury - Integrated City Development Grant	This new grant can be accessed for projects in integration zones that have been defined as catalytic projects: • R3,46 million in 2016/17 for stormwater management plan • R1.8 million in 2016/17 for TOD preparatory work

ABBREVIATION	NAME OF FUND, GRANT OR INITIATIVE	BRIEF DESCRIPTION/USE
		(opex)
WCG- Rail Safety	Grant funding from WCG	Joint initiatives between PRASA/WC and City related to rail safety
BICL	Bulk Infrastructure Contribution Levy (or development charges)	Various development-related infrastructure projects
	Partnerships with commercial entities	Example: V&A Waterfront, Century City – agreements to share costs of infrastructure in return for extension of MyCiTi services
	Parking	Parking policy and parking tenders to be analysed to ensure optimisation of revenue and service provision. The new Parking Tender has a revenue model in which the City collects the revenue. The costing estimates the City contributing in year 1, breaking even in year 2 and making an increasing profit from year 3
	Other potential revenue sources	• Provision of services for event management • Park-and-ride charges to fund more security at park-and-ride facilities • Environmental asset protection charging • Congestion charging • Freight management charging • Commercial activities at PTIs, stations • Public-private partnerships • Budget Facility for Infrastructure (national) Other grant funding

These sources of funding will be applied to fund the estimates of expenditure arising out of the preparation, implementation and operation of the different transport strategies, proposals, projects and plans, over the five-year period of the CITP.

Table 13-4 summarises the amounts allocated from each funding source.

The budgets in the CITP have been updated, and the City is able to produce approved budget figures for the financial years 2019/2020, 2020/2021 and proposed budget figures for the 2021/2022 financial year.

Table 13-4: Summary of funding allocation per source

FUNDING SOURCE	APPROVED BUDGET 2019/20	APPROVED BUDGET 2020/21	PROPOSED BUDGET 2021/22
EFF	R 219 470 283	R 244 852 896	R 186 149 117
REVENUE: INSURANCE	R 200 000	R 200 000	R 200 000
BICL: Transport and Roads:Hel	R 34 000 000	R 0	R 0
BICL: Transport and Roads Tyg W	R 0	R 0	R 0
CRR: Ward Allocation	R 153 751 100	R 60 807 101	R 125 908 647
CRR:WARDALLOCATIO N	R 10 649 000	R 0	R 0
NT ICD	R 21 159 870	R 0	R 0
NT ISUPG	R 0	R 0	R 0
NT PTNG	R 402 795 650	R 459 567 168	R 549 567 168
NT PTNG-BFI	R 354 000 000	R 1 045 000 000	R 1 433 000 000
NT USDG	R 117 600 000	R 115 000 000	R 91 900 000
GRAND TOTAL	**R 1 326 125 903**	**R 1 925 427 165**	**R 2 386 724 932**

13.4 Multi-Year Financial Operational Plan and Medium Term Strategic Business Plan for Public Transport 2018-2035 (MYFIN 2018)

The MYFIN 2018 plan has been prepared in compliance with the grant framework condition of the Public Transport Network Grant (PTNG) contained in the 2018 Division of Revenue Act (DORA) regarding the approval of 2019/2010 Medium Term Expenditure Framework (MTEF) allocations. The PTNG framework states that the process for approval of the 2019/20 MTEF allocation requires that municipalities submit business plans based on fiscal and financial operational plans by 31 July 2018. In addition, the PTNG conditions state that "[p]rojects funded by this grant must be based on an operational and business plan, which must include a multi-year financial operational plan approved by the municipal council". The MYFIN 2018 serves as the updated and council approved MYFIN, satisfying the PTNG framework conditions and providing the business planning basis upon which to proceed with IPTN implementation.

The City's IPTN Business Plan 2017, in conjunction with the IPTN operational plan, represents the long-term municipal-wide IPTN plan and strategy. However medium-term, municipal-wide business planning and business planning for specific projects are intended to address business and financial sustainability to a greater level of detail and accuracy than provided for in the long-term IPTN plan and strategy. A project perspective is relevant when considering only a specific project. Therefore, the MYFIN 2018 document combines a municipal-wide, medium term perspective with a project perspective. Specifics relating to the detail of MyCiTi Phase 2A, which is the next major public transport project for the City, as well as the parameters for the long-term contracting of the N2

Express services are addressed within the wider municipal, multi-modal transport perspective. The financial modelling in this report covers a period of 12 years from the planned start of the Phase 2A services, as required by the PTNG grant framework.

Parameters have been development in combination with the multi-year financial operating plan. The parameters contain the core content of what is normally understood as constituting a business plan, such as company formation, the bases of contracting and the purchasing of vehicles. However, the parameters go further in recognition of the fact that business viability is driven primarily by the way the transport system functions. Business sustainability is embedded in the way systems are designed. This report explains:

- bus and station design – whether low or high floor, and the flexibility this offers
- or the way feeder services are organised – whether through a hybrid approach or a full replacement model

The Parameter approach has the merit of articulating particular decisions as clearly stated parameters, or principles.

The MYFIN 2018 plan concludes with recommendations that have been approved by Council in October 2018. The recommendations are items that need to be achieved to ensure the financial sustainability of the Public Transport system.

13.5 Prioritisation strategy

The proposals and programmes summarised in Appendix 1 align with Cape Town's IDP and form the sectoral transport component of the IDP as required by section 31 of the Act.

All action identified in the strategies and plans are subject to a process of prioritisation and allocation of available funds in accordance with the transformational priorities identified in the IDP, the vision, objectives and long-term strategy (detailed in chapter 2) and the spatial vision, policy parameters and development priorities for Cape Town identified in the MSDF.

Given the number of projects and the extent of the city (in terms of area) the execution of projects is usually in accordance with departmental implementation plans, procurement procedures and availability of resources, but can occur concurrently.

Phasing of capital projects is only considered when they are planned or required to run over several years or if there are projects that require other executive processes to occur. Financial aspects of such projects are still reported over the City's three-year budgetary reporting cycle but prioritised provision is made for ensuring requirements are met.

All projects and programmes are planned based on available funding and should therefore be realistic and achievable in terms of the City's anticipated budgetary constraints.

13.6 Budget per project and programme

Appendix 1 (Funding Strategy for Projects: Prioritisation, Programme and Budget) sets out for each project, programme and strategy in the CITP a budget and programme for three of the five year period of the CITP.

APPENDIX 1 – FUNDING STRATEGY FOR PROJECTS: PROGRAMME AND BUDGET

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Business Enablement	Computer Equipment & Software	EFF	1 EFF: 2	1 500 000	0	0
Business Enablement	Computer Equipment & Software	EFF	1 EFF	0	2 000 000	0
Business Enablement	Computer Equipment & Software	EFF	1 EFF	0	0	1 300 000
Business Enablement	Furniture, Fittings, Tools & Equip: Add	EFF	1 EFF: 2	156 000	0	0
Business Enablement	Furniture, Fittings, Tools & Equip: Add	EFF	1 EFF	0	5 276 000	0
Business Enablement	Furniture, Fittings, Tools & Equip: Add	EFF	1 EFF	0	0	276 000
Business Enablement	Transport Registry system	EFF	1 EFF	0	500 000	0
Business Enablement	Transport Registry system	EFF	1 EFF: 2	200 000	0	0
Business Enablement	Computer Equipment: Replacement	EFF	1 EFF: 2	2 100 000	0	0
Business Enablement	Computer Equipment: Replacement	EFF	1 EFF	0	2 800 000	0
Business Enablement	Computer Equipment: Replacement	EFF	1 EFF	0	0	2 400 000
Business Enablement	E-systems enhancements	EFF	1 EFF: 2	6 450 000	0	0
Business Enablement	E-systems enhancements	EFF	1 EFF	0	6 250 000	0
Business Enablement	E-systems enhancements	EFF	1 EFF	0	0	6 250 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Business Enablement	Furniture, Fittings, Tools & Equip: Repl	EFF	1 EFF: 2	374 000	0	0
Business Enablement	Furniture, Fittings, Tools & Equip: Repl	EFF	1 EFF	0	1 104 000	0
Business Enablement	Furniture, Fittings, Tools & Equip: Repl	EFF	1 EFF	0	0	1 104 000
Business Enablement	Public Transport Systems Management Proj	CGD	4 NT PTNG	28 000 000	28 000 000	0
Finance: Transport	Contingency Provision - Insurance	REVENUE	2 Revenue: Insurance	300 000	0	0
Finance: Transport	Contingency Provision - Insurance	REVENUE	2 Revenue: Insurance	0	300 000	0
Finance: Transport	Contingency Provision - Insurance	REVENUE	2 Revenue: Insurance	0	0	200 000
Infrastructure Implementation	Property Acquisition	EFF	1 EFF: 2	2 000 000	0	0
Infrastructure Implementation	Property Acquisition	EFF	1 EFF	0	2 000 000	0
Infrastructure Implementation	Property Acquisition	EFF	1 EFF	0	0	2 000 000
Infrastructure Implementation	Prov of PT shelters,embayments & signage	CGD	4 NT PTNG	3 200 000	0	0
Infrastructure Implementation	Prov of PT shelters,embayments & signage	CGD	4 NT PTNG	0	3 400 000	0
Infrastructure Implementation	Prov of PT shelters,embayments & signage	CGD	4 NT PTNG	0	0	3 600 000
Infrastructure	IRT Phase 2 A	CGD	4 NT PTNG	36 000 000	0	0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Implementation						
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT PTNG	119 004 350	0	0
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT ICD	21 159 870	0	0
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT PTNG-BFI	0	0	147 371 627
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT PTNG	5 847 168	281 167 168	205 967 168
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT PTNG-BFI	0	0	8 000 000
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT PTNG	12 000 000	10 000 000	10 000 000
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT PTNG-BFI	0	0	10 000 000
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT PTNG	15 000 000	15 000 000	15 000 000
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT PTNG-BFI	0	0	15 000 000
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT PTNG	8 000 000	8 000 000	7 000 000
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT PTNG-BFI	0	0	5 000 000
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT PTNG	15 000 000	15 000 000	15 000 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Infrastructure Implementation	IRT Phase 2 A	CGD	4 NT PTNG-BFI	0	0	15 000 000
Infrastructure Implementation	Integrated Bus Rapid Transit System	CGD	4 NT PTNG	5 000 000	5 000 000	5 000 000
Infrastructure Implementation	Road Signs Construction:City Wide	EFF	1 EFF: 2	1 250 000	0	0
Infrastructure Implementation	Road Signs Construction:City Wide	EFF	1 EFF	0	1 300 000	0
Infrastructure Implementation	Road Signs Construction:City Wide	EFF	1 EFF	0	0	1 300 000
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	16 000 000	0	0
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	21 000 000	19 000 000	0
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	24 700 000	0	0
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	13 300 000	0	0
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	6 000 000	0	0
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	11 500 000	13 500 000	0
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	0	6 000 000	0
Infrastructure	Non-Motorised Transport Programme	CGD	4 NT PTNG	8 635 000	0	0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Implementation						
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	0	10 000 000	0
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	0	0	150 000 000
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	0	8 500 000	0
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	7 179 000	0	0
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	10 000 000	0	0
Infrastructure Implementation	Non-Motorised Transport Programme	CGD	4 NT PTNG	3 715 000	0	0
Infrastructure Implementation	Coastal Structures: Rehabilitation	EFF	1 EFF: 2	0	0	30 000 000
Infrastructure Implementation	Coastal Structures: Rehabilitation	EFF	1 EFF	0	49 978 000	0
Infrastructure Implementation	Coastal Structures: Rehabilitation	EFF	1 EFF	0	1 000 000	0
Infrastructure Implementation	Coastal Structures: Rehabilitation	EFF	1 EFF: 2	20 000 000	0	0
Infrastructure Implementation	Coastal Structures: Rehabilitation	EFF	1 EFF: 2	3 000 000	0	8 000 000
Infrastructure Implementation	Coastal Structures: Rehabilitation	EFF	1 EFF	0	13 875 385	0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Infrastructure Implementation	Green Point Promenade Rehab: Sea Walls	EFF	1 EFF	0	1 000 000	0
Infrastructure Implementation	Green Point Promenade Rehab: Sea Walls	EFF	1 EFF: 2	1 000 000	0	1 000 000
Infrastructure Implementation	Rail based Park & Ride Facilities	CGD	4 NT PTNG	500 000	0	0
Infrastructure Implementation	Rail based Park & Ride Facilities	CGD	4 NT PTNG	0	500 000	0
Infrastructure Implementation	Rail based Park & Ride Facilities	CGD	4 NT PTNG	0	0	500 000
Infrastructure Implementation	Gugulethu Concrete Roads	CGD	4 NT USDG	0	20 000 000	20 000 000
Infrastructure Implementation	Gugulethu Concrete Roads	CGD	4 NT USDG	5 000 000	16 508 487	0
Infrastructure Implementation	Gugulethu Concrete Roads	CGD	4 NT USDG	9 000 000	4 000 000	0
Infrastructure Implementation	Congestion Relief Projects	CRR	3 CRR: CongestRelief	30 000 000	30 000 000	68 908 647
Infrastructure Implementation	Congestion Relief Projects	CRR	3 CRR: CongestRelief	2 000 000	19 850 000	2 000 000
Infrastructure Implementation	Congestion Relief Projects	CRR	3 CRR: CongestRelief	30 000 000	25 000 000	13 000 000
Infrastructure Implementation	Congestion Relief Projects	CRR	3 CRR: CongestRelief	16 000 000	150 000	0
Infrastructure	Congestion Relief Projects	CRR	3 CRR: CongestRelief	16 000 000	150 000	0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Implementation						
Infrastructure Implementation	Congestion Relief Projects	CRR	3 CRR: CongestRelief	0	0	2 000 000
Infrastructure Implementation	Congestion Relief Projects	CRR	3 CRR: CongestRelief	25 000 000	25 000 000	39 000 000
Infrastructure Implementation	Congestion Relief Projects	CRR	3 CRR: CongestRelief	2 000 000	0	0
Infrastructure Implementation	Congestion Relief Projects	CRR	3 CRR: CongestRelief	0	0	1 000 000
Infrastructure Implementation	Congestion Relief Projects	CRR	3 CRR: CongestRelief	20 000 000	0	0
Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	14 000 000	0	0
Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	10 000 000	10 000 000	0
Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 Private Sector Fin	20 000 000	50 000 000	0
Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	25 645 650	20 000 000	100 000 000
Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	30 000 000	17 000 000	0
Infrastructure Implementation	Public Transport Interchange Programme	CGD	4 NT PTNG	20 000 000	30 000 000	0
Infrastructure Implementation	Paardevlei TOD Project	EFF	1 EFF: 2	12 600 000	0	0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Infrastructure Implementation	Paardevlei TOD Project	EFF	1 EFF: 2	6 375 000	0	0
Infrastructure Implementation	Paardevlei TOD Project	CRR	3 BICL T&Roads:Hel	22 000 000	0	0
Infrastructure Implementation	Pedestrianisation	EFF	1 EFF: 2	5 000 000	0	0
Infrastructure Implementation	Pedestrianisation	EFF	1 EFF	0	5 000 000	0
Infrastructure Implementation	Pedestrianisation	EFF	1 EFF	0	0	2 981 211
Network Management	Public Transport Systems Management proj	CGD	4 NT PTNG	12 000 000	12 000 000	0
Network Management	Traffic Signal and system upgrade	EFF	1 EFF: 2	1 500 000	0	0
Network Management	Traffic Signal and system upgrade	EFF	1 EFF	0	2 000 000	0
Network Management	Traffic Signal and system upgrade	EFF	1 EFF	0	0	2 000 000
Network Management	Transport Active Network Systems	EFF	1 EFF: 2	1 700 000	0	0
Network Management	Transport Active Network Systems	EFF	1 EFF	0	5 000 000	0
Network Management	Transport Active Network Systems	EFF	1 EFF	0	0	5 000 000
Network Management	Transport Systems Management Projects	EFF	1 EFF: 2	6 000 000	0	0
Network Management	Transport Systems Management Projects	EFF	1 EFF	0	8 000 000	0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Network Management	Transport Systems Management Projects	EFF	1 EFF	0	0	8 000 000
Public Transport Operations	IRT: Control Centre	CGD	4 NT PTNG	10 000 000	10 000 000	10 000 000
Public Transport Operations	IRT: Fare Collection	CGD	4 NT PTNG	12 000 000	25 000 000	25 000 000
Public Transport Operations	IRT Vehicle Acquisition	CGD	4 NG DOT PTI&SG	2 680 941	1 433 528	0
Roads Infrastructure & Management	Plant, Tools & Equipment: Additional	EFF	1 EFF: 2	15 000 000	0	0
Roads Infrastructure & Management	Plant, Tools & Equipment: Additional	EFF	1 EFF	0	8 000 000	0
Roads Infrastructure & Management	Plant, Tools & Equipment: Additional	EFF	1 EFF	0	0	6 000 000
Roads Infrastructure & Management	Traffic Calming City Wide	EFF	1 EFF: 2	4 500 000	0	0
Roads Infrastructure & Management	Traffic Calming City Wide	EFF	1 EFF	0	4 500 000	0
Roads Infrastructure & Management	Traffic Calming City Wide	EFF	1 EFF	0	0	4 500 000
Roads Infrastructure & Management	Upgrading: HO, Depot & District Bldgs	EFF	1 EFF: 2	1 500 000	0	0
Roads Infrastructure & Management	Upgrading: HO, Depot & District Bldgs	EFF	1 EFF	0	4 000 000	0
Roads Infrastructure & Management	Upgrading: HO, Depot & District Bldgs	EFF	1 EFF	0	0	5 000 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Roads Infrastructure & Management	Transport Facilities Upgrades	EFF	1 EFF: 2	200 000	0	0
Roads Infrastructure & Management	Transport Facilities Upgrades	CGD	4 NT PTNG	2 500 000	0	0
Roads Infrastructure & Management	Transport Facilities Upgrades	CGD	4 NT PTNG	0	2 500 000	0
Roads Infrastructure & Management	Transport Facilities Upgrades	EFF	1 EFF	0	200 000	0
Roads Infrastructure & Management	Transport Facilities Upgrades	EFF	1 EFF	0	0	200 000
Roads Infrastructure & Management	Transport Facilities Upgrades	CGD	4 NT PTNG	0	0	2 500 000
Roads Infrastructure & Management	Road Structures: Construction	EFF	1 EFF: 2	800 000	0	0
Roads Infrastructure & Management	Road Structures: Construction	EFF	1 EFF	0	7 100 000	0
Roads Infrastructure & Management	Road Structures: Construction	EFF	1 EFF	0	0	3 000 000
Roads Infrastructure & Management	Acquisition Vehicles & Plant Additional	EFF	1 EFF: 2	15 000 000	0	0
Roads Infrastructure & Management	Acquisition Vehicles & Plant Additional	EFF	1 EFF	0	5 000 000	0
Roads Infrastructure & Management	Informal Settlements Upgrading	CGD	4 NT USDG	3 000 000	0	0
Roads Infrastructure &	Informal Settlements Upgrading	CGD	4 NT USDG	0	3 000 000	0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Management						
Roads Infrastructure & Management	Informal Settlements Upgrading	CGD	4 NT ISUPG	0	0	5 000 000
Roads Infrastructure & Management	CSRM General Stormwater projects	EFF	1 EFF: 2	2 100 000	0	0
Roads Infrastructure & Management	CSRM General Stormwater projects	EFF	1 EFF	0	3 000 000	0
Roads Infrastructure & Management	CSRM General Stormwater projects	EFF	1 EFF: 2	0	0	3 000 000
Roads Infrastructure & Management	Rehabilitation - Minor Roads	EFF	1 EFF: 2	4 000 000	0	0
Roads Infrastructure & Management	Rehabilitation - Minor Roads	EFF	1 EFF	0	5 000 000	0
Roads Infrastructure & Management	Rehabilitation - Minor Roads	EFF	1 EFF	0	0	8 000 000
Roads Infrastructure & Management	Upgrade Rds_South Fork, Strand	EFF	1 EFF: 2	1 700 000	0	1 700 000
Roads Infrastructure & Management	Upgrade Rds_South Fork, Strand	EFF	1 EFF	0	1 700 000	0
Roads Infrastructure & Management	Unmade Roads: Residential	EFF	1 EFF: 2	3 000 000	0	0
Roads Infrastructure & Management	Unmade Roads: Residential	EFF	1 EFF	0	5 000 000	0
Roads Infrastructure & Management	Unmade Roads: Residential	EFF	1 EFF	0	0	5 000 000

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Roads Infrastructure & Management	Metro Roads: Reconstruction	EFF	1 EFF: 2	2 000 000	0	0
Roads Infrastructure & Management	Metro Roads: Reconstruction	EFF	1 EFF	0	2 000 000	0
Roads Infrastructure & Management	Metro Roads: Reconstruction	EFF	1 EFF	0	0	63 787 906
Roads Infrastructure & Management	Metro Roads: Reconstruction	EFF	1 EFF: 2	6 500 000	0	0
Roads Infrastructure & Management	Metro Roads: Reconstruction	EFF	1 EFF	0	33 000 000	0
Roads Infrastructure & Management	Metro Roads: Reconstruction	EFF	1 EFF: 2	21 260 000	0	0
Roads Infrastructure & Management	Metro Roads: Reconstruction	EFF	1 EFF: 2	0	0	2 000 000
Roads Infrastructure & Management	Metro Roads: Reconstruction	EFF	1 EFF	0	32 679 323	0
Roads Infrastructure & Management	Metro Roads: Reconstruction	EFF	1 EFF: 2	0	0	20 000 000
Roads Infrastructure & Management	Metro Roads: Reconstruction	EFF	1 EFF	0	10 000 000	0
Roads Infrastructure & Management	Metro Roads: Reconstruction	EFF	1 EFF: 2	6 717 000	0	0
Roads Infrastructure & Management	Pedestrianisation - Low Income Areas	CGD	4 NT USDG	100 000	0	0
Roads Infrastructure &	Pedestrianisation - Low Income Areas	CGD	4 NT USDG	0	100 000	0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Management						
Roads Infrastructure & Management	Pedestrianisation - Low Income Areas	CGD	4 NT USDG	0	0	100 000
Roads Infrastructure & Management	Stormwater Rehabilitation/Improvements	CGD	4 NT USDG	5 000 000	0	0
Roads Infrastructure & Management	Stormwater Rehabilitation/Improvements	CGD	4 NT USDG	5 000 000	0	0
Roads Infrastructure & Management	Stormwater Rehabilitation/Improvements	CGD	4 NT USDG	0	5 000 000	0
Roads Infrastructure & Management	Stormwater Rehabilitation/Improvements	CGD	4 NT USDG	0	0	10 000 000
Roads Infrastructure & Management	Vlakteplaas Bulk Roads & S/water	CGD	4 NT USDG	7 000 000	3 000 000	0
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	0	24 000 000	2 000 000
Roads Infrastructure & Management	Roads: Rehabilitation	EFF	1 EFF: 2	11 500 000	0	0
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	18 000 000	5 000 000	0
Roads Infrastructure & Management	Roads: Rehabilitation	EFF	1 EFF	0	10 000 000	0
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	35 000 000	20 000 000	0
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	5 500 000	0	0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Roads Infrastructure & Management	Roads: Rehabilitation	EFF	1 EFF: 2	13 000 000	0	0
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	0	0	20 000 000
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	0	20 000 000	0
Roads Infrastructure & Management	Roads: Rehabilitation	EFF	1 EFF: 2	50 000 000	0	0
Roads Infrastructure & Management	Roads: Rehabilitation	EFF	1 EFF	0	4 000 000	0
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	5 000 000	12 500 000	20 000 000
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	0	10 000 000	0
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	0	10 000 000	0
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	10 000 000	0	0
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	24 000 000	7 000 000	0
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	0	20 000 000	0
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	8 000 000	0	0
Roads Infrastructure &	Roads: Rehabilitation	CGD	4 NT USDG	0	19 740 000	0

DEPARTMENT	INITIATIVE DESCRIPTION	MAJOR FUND	FUND SOURCE DESCRIPTION	APPROVED BUDGET 2019/20 (R)	APPROVED BUDGET 2020/21 (R)	PROPOSED BUDGET 2021/22 (R)
Management						
Roads Infrastructure & Management	Roads: Rehabilitation	CGD	4 NT USDG	0	0	8 000 000
Roads Infrastructure & Management	Guard Rails & Fencing	EFF	1 EFF: 2	1 000 000	0	0
Roads Infrastructure & Management	Guard Rails & Fencing	EFF	1 EFF	0	1 000 000	0
Roads Infrastructure & Management	Guard Rails & Fencing	EFF	1 EFF: 2	0	0	1 000 000
Transport Planning	Mfuleni Urban Node	CGD	4 NT USDG	0	0	6 800 000

APPENDIX 2 – ABBREVIATIONS AND ACRONYMS

ABBREVIATION OR ACRONYM	DESCRIPTION
ACSA	Airports Company South Africa
AFC	Automated Fare Collection
APTMS	Automated Public Transport Management System
BEPP	Built Environment Performance Plan
BICL	Bulk Infrastructure Contribution Levy
BMS	Bridge Management System
BRT	Bus Rapid Transit
CBD	Central Business District
CCTV	Closed Circuit Television
CITP	Comprehensive Integrated Transport Plan
CLDP	Catalytic Land Development Programme
CRR	Capital Replacement Revenue
DAR	Dial-a-Ride
DG	Dangerous Goods
DoE	Department of Education
DORA	Division of Revenue Act
DoT	Department of Transport
DTPW	Department of Transport and Public Works
EAN	Equivalent Accident Number
EMME	Equilibre Multimodal, Multimodal Equilibrium
ETD	Education Training and Development
FMS	Freeway Management System
FY	Financial Year
GABS	Golden Arrow Bus Services
GGP	Gross Geographic Product
GIS	Geographic Information Systems
ICT	Information Communication and Technology
IDP	Integrated Development Plan
IIMS	Integrated Information Management System
IPC	Intermodal Planning Committee

ABBREVIATION OR ACRONYM	DESCRIPTION
IPTN	Integrated Public Transport Network
IRT	Integrated Rapid Transit
ITP	Integrated Transport Plan
ITS	Intelligent Transport System
LDT	Long Distance Transport
LMS	Load Management System
LTAB	Land Transport Advisory Board
MBT	Minibus-taxi
ME	Municipal Entity
MEC	Member of Executive Council
MENA	Middle East and North Africa
MLTF	Municipal Land Transport Fund
MoA	Memorandum of Action
MoU	Memorandum of Understanding
MRE	Municipal Regulatory Entity
MSE	Metro South East
MTEF	Medium Term Expenditure Framework
NATMAP	National Master Plan 2050
NDOT	National Department of Transport
NDPG	Neighbourhood Development Partnership Grant
NGO	Non-Governmental Organisation
NHTS	National Household Travel Survey
NLTA	National Land Transport Act (No. 5 of 2009)
NLTAB	National Land Transport Amendment Bill
NLTTA	National Land and Transport Transition Act (No. 22 of 2000)
NMT	Non-motorised Transport
NPA	National Ports Authority
NPTR	National Public Transport Record
NRTA	National Road Traffic Act (no. 93 of 1996)
OL	Operating licence
OLAS	Operating Licence Administration System

ABBREVIATION OR ACRONYM	DESCRIPTION
OLP	Operating Licences Plan
OLS	Operating Licence Strategy
ORIO	Dutch Development Grant
P&R	Park-and-ride
PLTF	Provincial Land Transport Framework
PMS	Pavement Management System
PMT	Project Management Team
PRASA	Passenger Rail Agency of South Africa
PRE	Provincial Regulatory Entity
PRoW	Public Right of Way
PSDF	Provincial Spatial Development Framework
PT	Public transport
PTI	Public transport interchange
PTP	Public Transport Plan
PTNG	Public Transport Network Grant
PTOG	Public Transport Operating Grant
RAG	Road Access Guidelines
RAS	Registration Information System
RTC	Regional Taxi Company
SANRAL	South African National Roads Agency Limited
SANS	South Africa National Standards
SAPS	South African Police Service
SDF	Spatial Development Framework
SOP	Standard Operating Procedure
STATSSA	Statistic South Africa
TA	Transport Authority
TAMS	Transport Authority Information Management System
TAZ	Travel Analysis Zone
TDI	Transport Development Index
TDM	Travel Demand Management
TEU	Transport Enforcement Unit

ABBREVIATION OR ACRONYM	DESCRIPTION
TFR	Transnet Freight Rail
TI	Transport Interchange
TMC	Transport Management Centre
TOC	Transport Operating Company
TOD	Transit oriented development
TRUP	Two Rivers Urban Park
TRS	Transport Reporting System
TSM	Transport System Management
UA	Universal access
UATP	Africa Chapter of UITP
UDI	Urban Development Index
USDG	Urban Settlements Development Grant
VOC	Vehicle Operating Company
WIM	Weight-in-motion
WCDE	Western Cape Department of Education
WCG	Western Cape Government

APPENDIX 3 – LIST OF ANNEXURES

Appendix 3 is the list of annexures to this CITP. These can be found on the TCT website http//www.TCT.gov.za at the URLs provided.

NO	DESCRIPTION	URL
1.	Land Transport Advisory Board Terms of Reference	https://www.tct.gov.za/en/about-us/governance-structure/land-transport-advisory-board/
2.	Intermodal Planning Committee Terms of Reference	https://www.tct.gov.za/en/about-us/governance-structure/intermodal-planning-committee/
3.	Transport Development Index 2015	https://www.tct.gov.za/en/resources/indices/indices/
4.	PRASA – TDA Memorandum of Action 2015	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/
5.	Road Safety Strategy 2013	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
6.	TDA – Safety & Security Directorate Memorandum of Understanding 2015	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/
7.	IPTN 2032 Network Plan 2014	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
8.	IPTN Operational Plan 2032	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
9.	Traffic Calming Policy, 2016	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
10.	Universal Access Policy 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
11.	Metered Taxi Strategy 2014	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
12.	Memorandum of Understanding: Western Cape Department of Public Works and Transport for Cape Town 2014	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/
13.	Memorandum of Understanding: Western Cape Department of Public Works, Transport for Cape Town and Golden	https://www.tct.gov.za/en/resources/governance-regulation/governance-regulation/

NO	DESCRIPTION	URL
	Arrow Bus Services 2014	
14.	Fare Management Policy for Contracted Road Based Public Transport as amended 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
15.	Category 4 and 5 Roads Minimum Standards 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
16.	Minibus Taxi Transformation Plan 2015	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
17.	Phase 1A, 1B and N2 Express Business Plan Review 2015	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
18.	Operating Licence Strategy 2013	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
19.	Parking Policy 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
20.	Development Charges Policy 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
21.	Security Huts Policy 2014	https://www.tct.gov.za/en/resources/policies-and-standards/policies-and-standards/
22.	Freight Management Strategy 2016	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
23.	Transit Oriented Development: From Planning to Implementation	https://www.tct.gov.za/en/resources/strategies-plans-and-frameworks/strategies-and-plans/
24.	Scholar Transport Guide 2016	https://www.tct.gov.za/en/resources/information-guides/information-guides/
25.	Congestion Management Strategy for Cape Town: Roads within a Sustainable Transport System	Should be approved during June/ July cycle of meeting
26.	IPTN Business Plan 2017	
27.	Rail Business Plan	https://tdacontenthubfunctions.azurewebsites.net/Document/1386

APPENDIX 4 – MEC APPROVAL LETTER

Western Cape Government

MINISTRY OF TRANSPORT AND PUBLIC WORKS

The Executive Mayor
City of Cape Town
Podium Block
Civic Centre
12 Hertzog Boulevard
CAPE TOWN
8001

(**For attention:** Mayor Patricia De Lille)

APPROVAL OF THE COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP) FOR THE CITY OF CAPE TOWN BY THE MEC IN TERMS OF SECTION 36(4) (A) TO (H) OF THE NATIONAL LAND TRANSPORT ACT (NLTA), 2009 (ACT NO 5 OF 2009)

Correspondence directed to my Department from the Commissioner of Transport for Cape Town has reference.

Please be advised that the review of the CITP of the City of Cape Town has been approved in terms of Section 36(4) (a) to (h) taking cognisance of Section 32 and 36(1) of the National Land Transport Act (Act 5 of 2009).

The Department of Transport and Public Works (DTPW) notes the City's request for continued support in terms of exploring potential additional revenue sources, and would welcome opportunities to engage in this regard. It should however be noted that no financial commitment will be made by the DTPW, other than those for which agreements are already in place.

The DTPW notes that the following statement is not approved (page 154 of the CITP):

> *"A process to resolve the assignment of roads within Cape Town to ensure clarity of the Road Authority status of these roads has recently been concluded. A key issue with this*

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transfer, historically, has been the funding of the maintenance of these roads as the previous funding allocation from the Regional Services Council (RSC) levies is no longer in existence and a new source has yet to be established. In the meantime, an agreement has been reached with Western Cape Government for it to transfer these assets and to assist with the logistics costs of the transfer."

The DTPW has confirmed that there is no agreement with respect to the logistical-cost to transfer roads to the City of Cape Town or the Transport and Urban Development Authority (TDA). Further, it is unclear around the rational of total length of road to be taken over, including the estimated value thereof. It is also unclear whether the City of Cape Town now accepts that all previously named divisional roads are now streets as there is no other correspondence formalising this. Section 66 (3) of the Ordinance only waives the formal deproclamation.

Further, the CITP states that:

"The transfer of the abovementioned roads will therefore require an additional level of funding, the strategy for which will be determined based on the volume of provincial traffic currently using the roads under the City's jurisdiction and the results of its PMS investigations."

The DTPW requires that the latter part of this statement is amended to note that the funding strategy should be determined by TDA in co-operation with relevant transport stakeholders instead of being based on provincial traffic volumes and PMS investigations.

The DTPW is not committing to provide funding over a five-year period to support the assignment of rail. Funding has only been allocated for one year to support safety and security interventions and this was not in response to the City's Rail Business Plan.

The DTPW would like to thank the City of Cape Town and the Transport and Urban Development Authority for its work in the development of this CITP. The DTPW looks forward to continuing to partner with the City in working towards a sustainable city that enables citizens to access affordable and safe transportation options.

Kind regards

D GRANT
MINISTER OF TRANSPORT AND PUBLIC WORKS
DATE 30 April 2018