

COMPREHENSIVE INTEGRATED TRANSPORT PLAN 2018 – 2023



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Comprehensive Integrated Transport Plan 2018 - 2023

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EXECUTIVE SUMMARY

Introduction

In this new Comprehensive Integrated Transport Plan (CITP) for 2018 to 2023, the City of Cape Town (the City) sets out how it will build on the progress it has made in delivering integrated, intermodal and interoperable transport in Cape Town. Taking each component in turn:

- **Integrated:** the City's delivery of integrated transport is based on the IPTN Network Plan 2032. "Integrated", however, should not just be confined to transport but should also mean the integration of transport with land use. For the City, this means the use of transit-oriented development (TOD) to bring about the spatial transformation of Cape Town itself as well as the building of sustainable communities
- **Intermodal:** intermodal transport cannot be delivered in Cape Town unless all functions and modes are under the jurisdiction of a single authority. To this end, the City is continuing to pursue the assignments of the Contracting Authority and the Municipal Regulatory Entity (MRE) functions respectively. The City also acknowledges that although rail is considered to be the "backbone" of its transport system, it is currently in crisis. The City is therefore considering how to deal with this crisis in Cape Town.
- **Interoperable:** in order to achieve an interoperable transport system (the ability of a transport system to work with another without special effort on the part of the commuter), the City will be undertaking further work on the delivery of integrated ticketing and timetables.

In this CITP, the City explores in detail how it will build on its progress towards achieving integrated transport. In particular, it explains why the full benefits of integrated transport will not be enjoyed without the severe problems in rail being addressed, given the importance of this transport mode in Cape Town.

As mentioned above, integrated transport also needs to be viewed through the much broader perspective of how the City intends to use transport to change the spatial form of Cape Town itself as well as to build sustainable communities. This means that the City does not see integrated transport as its only goal. Instead, it regards transport as the key driver for addressing Cape Town's spatial reality, with all its urban inefficiencies and social inequality.

In this way, a step change will be achieved by prioritising the right development in the right locations, along major road and rail corridors in Cape Town. This approach, coupled with a focus on public transport (PT), non-motorised transport (NMT) and Travel Demand Management (TDM) will reduce travel times and costs, as well as deliver important environmental benefits. This CITP therefore sets out the City's ambitious but deliverable plans for transport within the wider context of its drive to create an equal society based on integrated communities, economic inclusion and access to opportunities in Cape Town.

Background

The City's approach to integrated transport

Since its establishment in December 2013, the City's then transport authority, Transport for Cape Town (TCT), has been pursuing a Transport Vision of 1. The Vision of 1 is focused on achieving integrated transport for the City through:

- One Plan
- One Governance Structure
- One Management System
- One Network
- One Contracting Authority
- One Regulatory Entity
- One Enforcement System
- One Ticket and Timetable
- One Brand

In determining its approach to integrated transport, the City used the following documents:

- IPTN Network Plan 2032, as approved in 2014
- IPTN Operational Plan 2015
- IPTN Implementation Plan 2017
- IPTN Business Plan 2017 (see Annexures listed in Appendix 2)

The City also took into account business considerations and how it might capitalise on new emerging technologies so as to ensure long-term financial and fiscal sustainability.

The City's approach to integrated transport is to adopt multi-modalism. The key modes are passenger rail, bus rapid transit (BRT), quality bus services (being conventional bus services enhanced by modernising features and integration with the wider network and minibus-taxis. These modes will together form part of an integrated transport solution. These modes will also be complemented by improved provision for NMT recognising that providing the public transport system that the City and its inhabitants can afford means including walking and cycling as fully recognised modes of transport. All modes will be bolstered by smart phone technological innovations and related technologies which are set to revolutionise PT in the coming decades and will result in a "new generation" of service offerings.

The City's approach to TOD

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 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, March 2016 (please see the Annexures listed in Appendix 2).

In order to give effect to this scale of TOD in Cape Town, the City needed it to be driven at both an institutional and governance level. As a result, it extended the functions of its then Transport Authority, TCT, to include all of urban development (urban planning, human settlements and urban sustainability) alongside integrated transport. TCT was then established as the City's Transport and Urban Development Authority and its name changed accordingly to TDA Cape Town. This was effected by means of the Constitution of the Transport and Urban Development Authority for Cape Town Amendment By-law, No. 7716 of 2016 (TDA By-law 2017).

Chapter 12 (Transit Oriented Development) sets out in more detail how the City plans to use TOD to bring about spatial transformation and to build sustainable communities.

The City's approach to rail

The transport system in Cape Town is highly dependent on rail as its backbone but the serious decline in service has forced many passengers onto the road network, leading to gridlock during the peak periods. The National Rail Policy Green Paper of 2015 proposed that municipalities should take over the operational subsidies and enter into service level agreements with the Passenger Rail Agency of South Africa (PRASA). Subsequently, a National Rail Policy Draft White Paper was released in June 2017. The Draft White Paper acknowledges that around the world, urban rail generally has always been a local government function. The Draft White Paper sets out a route map for the full assignment of the urban rail function to metropolitan municipalities commencing with the enactment of the National Rail Policy in 2019 and the completion of such assignments by 2025, with all other rail revitalisation projects completed by 2050. While the City acknowledges this approach, it is currently considering whether other strategies are necessary in order to address the situation.

The City cannot deliver integrated, intermodal and interoperable transport in Cape Town without an effective rail component. Furthermore, rail is not just the backbone of the transport system but also of Cape Town's spatial form transformation strategy as detailed in the Municipal Spatial Development Framework Review. As such, the intensification and densification of land use along rail corridors is also a key part of the City's TOD Strategic Framework.

The City, in response to the rail crisis, as well as within the context of achieving integrated transport, has developed a draft business plan for its approach to rail. The approach taken by the City is in line with the methodology of the draft White Paper but is advancing the process quicker due to the fact that it has been concluded that as a result of the rail crisis the City cannot wait for 2025. The business plan, which has been forwarded to Council for approval, has three prongs:

- to expedite the memorandum of Action (MoA) that TCT signed with PRASA – in accordance with the MoA, to jointly determine with PRASA at least three key interventions that will assist in addressing the immediate crisis, with safety and security being the top priority;
- to fast track the assignment of the rail function to the City – this will include the development of the rail implementation plan which will unpack the 16 functional components of rail – this implementation plan has to be approved by Council to give effect to the assignment; and
- to explore alternative rail solutions where appropriate.

The status quo

Cape Town's previous CITP covered the period 2013 to 2018. A full review of this Plan was undertaken in 2016. However, in order to incorporate the direction provided by the new term-of-office Integrated Development Plan (2017 to 2022) and organisational changes in the City as well as its spatial transformation agenda, this new five-year term CITP covers the period 2018 to 2023 and incorporates a review required for the 2017/2018 period in terms of the City's action programme and budgets and is in compliance with the DOT's minimum requirements for the preparation of ITP's.

Over the period of the previous CITP, TCT (now TDA) has made significant progress in achieving its Transport Vision of 1, as set out in Table A 1.

Table A 1: Progress towards TCT's Transport Vision of 1

	Progress during 2013 - 2017
One Plan	TCT's CITP 2013 to 2018 provided TCT with its functional mandate. It also set out how TCT would move towards achieving TCT's nine long-term objectives (referred to below). The CITP represented the "One Plan" and provided a focus for TCT in achieving integrated, interoperable and intermodal transport for the benefit of the citizens of and visitors to the city. TCT also developed a long-term strategy to guide the delivery of the One Plan within the context of a Transport Authority (referred to below). In addition, TCT developed its Transport Development Index (TDI). The TDI is a quantitative data-driven tool for ascertaining the baseline of the state of transport in Cape Town and to accurately benchmark service delivery.
One Governance Structure	The establishment of TCT as the City of Cape Town's Transport Authority through the Constitution of TCT By-law, No 7208 of 6 December 2013 (TCT By-law), laid the foundation for the establishment of a unified governance structure across TCT's nine functions. This structure enabled TCT to concentrate on a significant improvement in the performance of these functions. It also facilitated a strong focus on investment in integrated transport for the City.
One Management System	TCT has progressed the establishment of a uniform information management system and a functional management system for its eight departments. The Transport Authority Management System (TAMS), which uses the data of the TDI as a base, is being rolled out. The TDI has developed a unified baseline and related standards against which service delivery must perform so as to reduce the costs of particular transport user groups' "Access Priorities". These Access Priorities reflect the fact that different transport user groups are affected by different priorities be they direct costs; indirect costs such as flexibility, safety, reliability, crime or congestion; or incidental costs.
One Network	TCT achieved significant progress in delivering an integrated road and stormwater network. This network comprises infrastructure, facilities, street furniture and systems. TCT's focus throughout this period has been on enabling this network to be well maintained towards an acceptable, uniform standard and so that the facilities provide safe, reliable, efficient and effective access for all transport users.

	Progress during 2013 - 2017
One Contracting Authority	There have been delays in the assignment of the Contracting Authority function to TCT. The issues holding up the assignment were only resolved in late 2016, resulting in assignment from the 2017/18 financial year (FY). In the interim, TCT has set up systems and mechanisms to enable a smooth transition into a single contracting authority that has a performance-driven approach under a single brand and a single ticketing system.
One Regulatory Entity	There have been delays in the assignment of the MRE function to TCT. The issues holding up the assignment were only resolved in late 2016, resulting in assignment from the 2017/18 FY. In the interim, TCT has developed a new approach to metered taxis, e-hailing and tuk-tuks. Further, TCT has developed a minibus-taxi transformation model which it is in the process of piloting.
One Enforcement System	TCT has worked with the City's Safety and Security Directorate to establish the Transport Enforcement Unit (TEU). There have been delays in establishing the TEU, as well as in the establishment of the enforcement intelligence component under TCT due to certain financial and administrative constraints which have only recently been unblocked.
One Ticket and Timetable	TCT introduced the myconnect card on its MyCiTi BRT service. TCT has explored various technologies for achieving a single ticket and timetable for the transport network. TCT worked with national government to relax the relevant regulations so as to enable integration of timetabling and ticketing across transport modes. TCT also signed a MoA with PRASA with a key action of progressing integrated ticketing with rail.
One Brand	TCT established its master brand which is aligned to the City's brand. TCT's brand was rolled out with a view to enabling unified transportation direction, information management, regulation and control.

TCT has also made significant progress in implementing its Long-Term Strategy which it adopted three years ago. TCT's Long-Term Strategy is set out in Table A 2.

Table A 2: TCT's Long Term Strategy

Strategy	Timeline	Description
A	3 year	Consolidation of the TCT transport model with a focus on the implementation of TOD in integrated transport and urban development
B	5 year	Consolidation of the investment management strategy under the Municipal Land Transport Fund (MLTF)
C	10 year	Rollout of the integrated road and rail methodology with the focus on one brand and ticket, and one integrated timetable
D	15 year	Ensure that the costs of key user groups' "Access Priorities" are halved. These 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

As part of the explanation of the status quo in Cape Town, a review of progress in implementing TCT's Long-Term Strategy, three years into the 15 year Strategy, is set out in Figure A 1.

Figure A 1: TCT's Long Term Strategy - Progress Review

<p>Strategy A - Governance:</p> <ul style="list-style-type: none"> TCT established as a member of UITP/UATP plus chair of the Organising Authorities Committee (Transport Authorities) Africa Platform TDI developed Established and operates the Land Transport Advisory Board (LTAB) and the Intermodal Planning Committee (IPC) inclusive of seven sub-committees TOD Strategic Framework adopted TCT website inclusive of performance monitoring tool for MyCiTi vehicle operators created TCT app created Substantial progress in obtaining the assignments of the MRE and Contracting Authority Memorandum of Understanding signed with Safety and Security Directorate to establish the Transport Enforcement Unit 	<p>Strategy B - Finance:</p> <ul style="list-style-type: none"> TCT progressed the establishment of a MLTF Secured R750m over a five-year period for congestion relief infrastructure interventions Completed the Development Plan and in the process of compiling the Implementation Plan to secure the ORIO funding Secured a funding mechanism related to the release of abandoned road schemes, the revenue from which will be earmarked for road maintenance
<p>Strategy C - Integrated Transport:</p> <ul style="list-style-type: none"> Phase 1A, Phase 1B and N2 Express for MyCiTi rolled out The first EMV fare management system in the world with paperless revenue collection (myconnect) introduced The Wallacedene and Nomzamo Public Transport Interchanges (PTIs) (fully green facilities) developed and operational Metered Taxi Strategy inclusive of e-hailing adopted Minibus-taxi Transformation Model established and business planning process for the first pilot commenced Training and capacitation of the N2 Express minibus-taxi industry in relation to running and managing a Vehicle Operating Company as a business progressed Tendering of Tuk-Tuk contracts issued MoA with PRASA signed 	<p>Strategy D - Access Priorities:</p> <ul style="list-style-type: none"> Major progress on TCT's Concrete Roads Programme (Gugulethu, Bonteheuwel, Manenberg, Hanover Park and Bishop Lavis) Womens' Road Maintenance Teams established to date 11 electric buses for the City procured Research undertaken for the Assessment of a Bicycle Manufacturing Plant for Cape Town

The transport trends in Cape Town

This CIP has been prepared at a time when the City faces many challenges both in terms of transport and the City's spatial form. At the same time, there are significant opportunities to use this CIP as a driver of change to address these challenges head on. The CIP recognises three key transport trends in Cape Town that need to be addressed if these opportunities are to be realised:

- the deterioration of the rail service in Cape Town, with its resultant steep decrease in usage and increase in road usage
- the increasingly unsustainable cost of transport for low-income households, as revealed by the City's TDI
- the growing disjuncture between transport and land use in Cape Town

The next section explores these three trends in more detail.

Trends in rail

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 the ever increasing demand for passenger and commuter travel. The last train sets were purchased in the 1980s but have technology from the 1950s. The average age of the current coaches is over 40 years. A summary of the key problems is as follows:

- very poor levels of reliability, punctuality and service predictability
- a reduced and operationally ineffective trainset fleet due to fleet losses arising from arson, vandalism and a lack of spares
- vandalism to the rail infrastructure, such as cable theft, which often leads to severe delays or cancellations and consequently a loss of confidence in the service
- informal household encroachment onto PRASA property (e.g. informal dwellings at Bellville were removed twice during August 2016 alone), 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 and lack of off-peak services, ticketing and irregular timetables)
- the inability to support economic activity through the provision of reliable rail services
- limited access to socio economic opportunities for the rural and urban poor

All these issues have become more acute in Cape Town over the last twelve months. Rail passenger numbers have fallen by a further 30% during that period. Inevitably, the vast majority of passengers have shifted to the road network leading to serious gridlock in peak periods. Peak congestions periods have in the last year increased, in some instances, to five hours from two and a half to four hours previously. This level of inefficiency carries with it a very significant economic cost and is simply not sustainable for any city.

Trends shown by the TDI

While recognising the importance of the information disclosed by the Transport Register set out in Chapter 3, the City also has access to the data and findings revealed by its Transport Development Index (TDI) tool. The TDI is now in its second generation.

The TDI quantifies the costs of key user groups' Access Priorities. These Access Priorities are the priorities of different user groups broken down into direct costs (such as the price of a ticket) or indirect costs (such as flexibility, safety, reliability, crime or congestion). A key challenge for TDA is how it can progressively reduce the cost of these Access Priorities for all user groups in Cape Town.

The purpose of the TDI is to create an index against which the City's service delivery can be measured. By using real data in this way, the City can evaluate the effectiveness of its service delivery interventions to the various transport user groups across income brackets and geography. The granularity of this approach enables the City to make much more nuanced, data-driven interventions than would otherwise be the case. It also allows the transport trends in the area to be identified and for transport planning to be adapted accordingly.

The TDI not only quantifies the cost of user access for person trips and freight trips but also introduces an overall mobility index for comparing Cape Town's transport system with other major cities in the world.

In short, the TDI measures:

- person trips by:
 - PT users
 - private car users
 - NMT users
- freight trips
- competitiveness.

The purpose of the competitiveness component is to compare Cape Town by reference to transport efficiency and attractiveness with 84 other cities worldwide.

The Refinement of the TDI - Generation 2.0 Cape Town is an Annexure listed in Appendix 2.

TDI findings

The TDI findings across the measures of person trips, freight trips and competitiveness are set out below.

Person trips

Some of the most striking results are:

- contrary to the original assumption of 80% (which the City had been using for over a decade), 95% of the PT user group is in the low to low-medium income groups
- the average direct transport cost for the low income PT user group is estimated at 43.1% of the monthly household income. The national objective is 10% (National Land Strategic Framework 2015)
- in many cases, the highest cost of Access Priorities are the indirect costs as opposed to direct costs. Indirect costs include the availability of PT, congestion and safety.

The TDI disclosed the following key Access Priorities:

- flexibility and safety
- direct costs relating to ticket fares, particularly among PT users in the low-income group
- congestion, particularly for high-income private transport users.

Figure A 2 provides a summary of the people user group per income group segment and per mode.

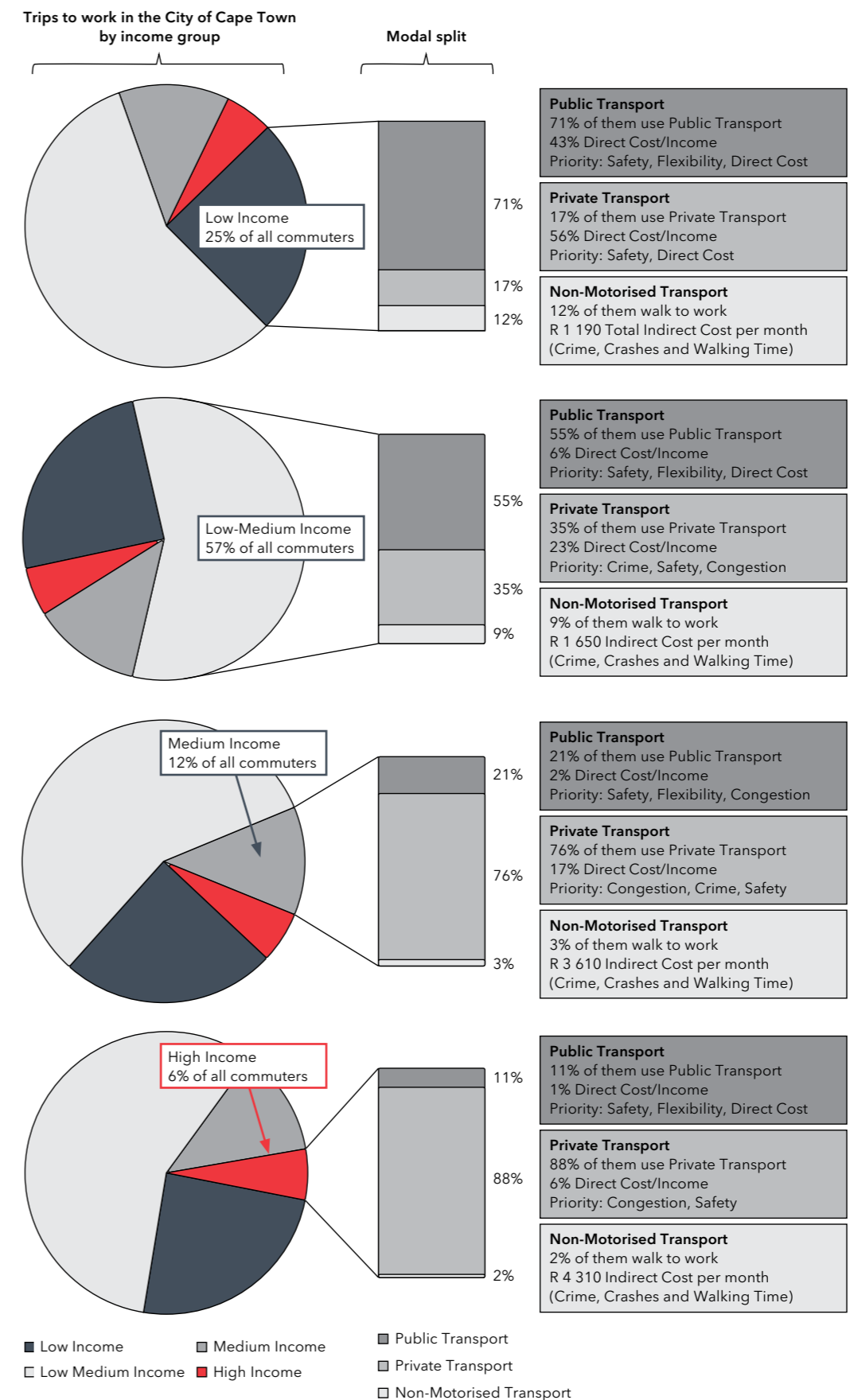


Figure A 2: Summary of the people user group per income group segment and per mode

Freight

The TDI quantifies the direct costs to transporters and users of moving freight in Cape Town, as well as the associated indirect costs. The results of the TDI for freight are summarised in Table A 3.

Table A 3: TDI Freight Indices 2016 (2016 Rand per annum)

Direct Cost to Transporters	ROAD	• Direct (fuel, wages, etc.)	R 3 212 million
	ROAD	• Crime	R 29 million
	ROAD	• Congestion (time and fuel)	R 212 million
Cost to the User	RAIL	• Direct (to the user)	R 27 million
Cost to the City	ROAD	• Roadway Capex & Maintenance (Impact on city)	R 693 million
	ROAD	• Safety (Impact on citizens)	R 578 million
Indirect Costs to Others	ROAD	• Safety (Trucks only; excl. property damage)	R 362 million
	RAIL/ROAD	• Total Rail Tonnage p.a. to Total Road Tonnage p.a.	0.34%
OVERALL INDICES	RAIL/ROAD	• Rail Cost per Ton to Road Cost per Ton	229%
		• Total Direct Cost to City Gross Geographic Product (GGP) - ROAD	7.44%
		• Total Direct Cost to City Gross Geographic Product (GGP) - RAIL	0.11%

The main costs for the transporters are fuel, driver costs (wages) and maintenance and repairs. These operational direct costs were analysed on a local scale (trips within the Cape Town metropolitan area and among different freight zones) and on a national level (to/from elsewhere in South Africa). The freight moved within Cape Town amounts to 91.3 million tons each year, resulting in an annual direct cost of R2 500 million for the transporters. The difference in cost between intra- national and intra- metropolitan and freight moved within Cape Town, is relatively large (see Table A 3).

Competitiveness

At the same time as applying the TDI, the City also assessed how its transport system compared to other cities round the world across a series of criteria.

To do this, it used the Future of Urban Mobility (FUM) Index by A.D. Little. The FUM gave the City an overall score of 37.0 points. This score ranked the City as 73rd out of 85 cities worldwide and shows a slightly "below average" performance. Within Africa, the City ranks 4 out of 6, with Kinshasa leading with 39.4, followed by Cairo (37.4) and Lagos (37.1).

On a national level, Cape Town scores 2 points better than Johannesburg (35.0).

Figure A 3 indicates Cape Town's individual scores for each of the 19 sub-indices and compares the performance to other participating African cities.

	Cape Town	Jo'burg (for comparison)	Rank of Cape Town in Africa (out of 6)	African average ¹	Abs. value best city Africa	Best city in Africa		
Maturity	Fin. Attack of PT (cost of 5km PT/5km car)	1,85	3,10	3	1,95	0,19	Addis Ababa	+
	Share of PT in modal Split	23%	4%	2	14%	43%	Cairo	
	Share of zero-emission modes in modal split [%]	14%	30%	6	44%	70%	Kinshasa	
	Roads density (Deviation from Optimum)[km/km ²]	3,5	1,1	5	1,9	0,3	Kinshasa	
	Cycle path network density (km/km ²)	312	0	1	0	312	Cape Town	
	Urban agglomeration density [citizens/km ²]	4,7	1,4	5	8,9	15,7	Kinshasa	
	Smart card penetration [cards/capita]	0,13	0,01	1	0,02	0,13	Cape Town	
	Bike sharing performance [bikes/capita]	0	0	-	0	0	n/a	-
	Car sharing performance [cars/capita]	0	0	-	0	0	n/a	
	Frequency of the busiest PT line [times/day]	117	63	4	148	287	Cairo	
Performance	Strategy of public sector (0 to 10 scale)	8	8	1	5	8	Jo'burg, CT	-
	Transport related CO2 emissions [kg/capita]	3,120	1,553	6	702	55	Addis Ababa	
	Annual average NO2 concentration [mcg/m3]	16	31	1	49	16	Cape Town	
	Annual average PM10 concentration [mcg/m3]	25	66	1	93	25	Cape Town	
	Traffic related fatalities per 1 million citizens	162	154	6	93	25	Kinshasa	
	Dynamics of share PT in modal split [%]	-31%	33%	6	31%	79%	Addis Ababa	
	Dynamics zero-emission modes in modal split [%]	76%	-3%	1	-8%	76%	Cape Town	
	Mean travel time to work [minutes]	46,0	36,7	2	50,0	36,7	Jo'burg	
	Density of vehicles registered [vehicles/capita]	0,25	0,24	6	0,12	0,03	Lagos	

Cape Town vs. Johannesburg: ■ better performing city ■ worse performing city

Figure A 3: Comparing Cape Town's Future Urban Mobility score with those of other African cities

Summary of TDI findings on transport trends and the link with urban development trends

The TDI clearly highlights the high direct and indirect transport costs for many of Cape Town's citizens, and most notably for the low-income groups that live well outside the city centre. Reconnecting people to economic opportunities and forging sustainable connections across communities are integral to the efficiency and sustainability of Cape Town. The transport system is vital in this process.

The findings highlight the vast inequality between income groups. The cost of transport for low-income households is not sustainable. This gap is going to increase without intervention from the public sector.

In addition, these issues are accentuated by the trend of an increasing disjunction between transport and land use. Cape Town's built environment is characterised by low densities, long distances between residential areas and workplaces and historical disparities with the majority of low-income residents living far from work opportunities and spending a significant percentage of their income on transport. Tackling this disjunction is central to the rationale for City's establishment of TDA with its wider mandate and the adoption of the TOD strategy. TDA's mission for the social, economic and spatial transformation of Cape Town is described in the next section.

TDA's transport objectives

Overview

Before turning to TDA's transport objectives, it is important to begin with TDA's Mission for the social, economic and spatial transformation of Cape Town. TDA's Mission is, in turn, supported by TDA's new Integrated Transport Vision. This is for "an efficient, integrated transport system for all - implemented sustainably". As explained in the paragraph below on TDA's interventions, this Integrated Transport Vision replaces TDA's Transport Vision of 1.

In order to achieve this Integrated Transport Vision, TDA has nine Transport Objectives and is implementing a Long-Term Strategy for Integrated Transport.

This is illustrated in Figure A 4

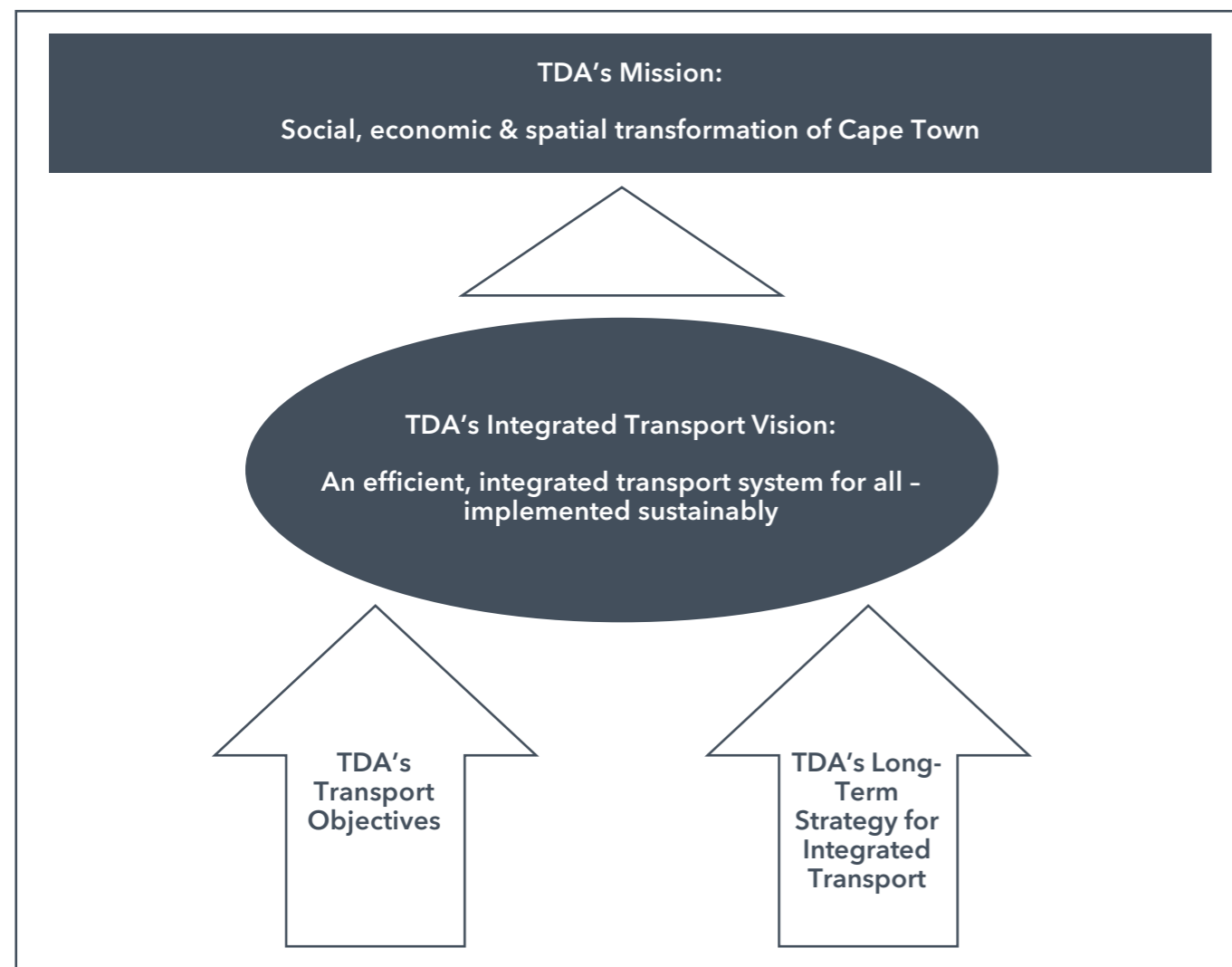


Figure A 4: Hierarchy of TDA's Mission, Integrated Transport Vision, Transport Objectives and Long-Term Strategy for Integrated Transport

The next section describes each of these aspects in more detail.

TDA's Mission

As mentioned above, this CIPF focuses on the implementation of integrated transport. The City recognises that in order to do this successfully, it must look at integrated transport and its relationship with urban development, as well as the spatial manifestation of integrated transport in Cape Town.

As such, TDA's Integrated Transport Vision (which is described below) sits firmly within the TDA's Mission:

"Bringing about the social, economic and spatial transformation of Cape Town, as well as reversing the effects of apartheid on the built environment, by:

- ensuring excellence in service delivery
- implementing dense and transit-oriented urban growth and development
- building integrated communities.

TDA's Integrated Transport Vision

In Table A 4, the seven elements of TDA's integrated transport vision are unpacked.

Table A 4: TDA'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
Sustainably	The transport system is environmentally friendly and can be maintained so that it is fiscally and financially sustainable over the long term

TDA will progress all of the interventions referred to in Table A-6 as part of its achievement of its Integrated Transport Vision.

TDA's Transport Objectives

TDA's nine Transport Objectives are set out in Table A 5.

Table A 5: TDA's 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 PT 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 so as to facilitate safety and security on the PT network and related facilities for the benefit of all
7	Comprehensive communication and stakeholder management under the banner of TDA so as 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 largest asset of the City
9	Fully functional and user friendly systems on the intermodal network

A new Long-Term Strategy for TDA

In order to meet its mandate, TDA is building on TCT's former Long-Term Strategy (see Table A 2). While the timeline for each of the four strategies, A to D, started at the same time in 2013, the Long-Term Strategy as a whole comprises both long- and short-term activities.

Having reviewed progress against TCT's original Long-Term Strategy, the next step is to decide whether the actions under that Strategy that remain to be implemented should be carried forward into TDA's new Long-Term Strategy. This was the subject of stakeholder consultation as described further in Chapter 14 (Stakeholder Consultation). In the light of that consultation, a new Long-Term Strategy was developed as set out in Figure A 5.

<p>Strategy A - Governance:</p> <p>TDA will build on the TCT 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 so as to allow for the development of additional governance tools. As a result of the stakeholder consultation process, the City is also addressing the following:</p> <ul style="list-style-type: none"> Review the terms of reference and mandate of the LTAB and IPC in order to strengthen the relationship with neighbouring municipalities and other authorities – this should also take into account the urban development aspects. Further strengthen the working partnerships between the City (TDA) and South African National Roads Agency Limited (SANRAL), PRASA, the Airports Company South Africa (ACSA), Transnet and Province Strengthen the sharing of information that will assist in performance-oriented service delivery 	<p>Strategy B - Finance:</p> <p>TDA will continue with the MLTF and explore how to extend it to incorporate urban development funding and related financial mechanisms (e.g. related to TOD). Strategy B remains but its timeline will extend for a further 13 years (and so become a total of 15 years) to allow for the realisation of these innovative investment-oriented mechanisms. As a result of the stakeholder consultation process, the City is also addressing the following:</p> <ul style="list-style-type: none"> Investigate a fuel levy for Public Transport (PT) and road improvement investment – this should be ring-fenced under the MLTF with specific annual deliverables over a ten-year period Investigate and implement opportunities for land value capture Investigate the use the general municipal valuation processes to determine a portion of revenue that can be channelled to the MLTF for those properties along the road and rail IPTN Explore opportunities for advertising on PT assets Revisit the development contributions policy and introduce mechanisms that facilitate PT and TOD-related investment Explore the mechanism to allocate a proportion of the revenue collected from traffic fines to the MLTF Explore the hiring out of MyCiTi buses during off-peak periods
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<p>Strategy C - Integrated Transport:</p> <p>TDA will continue with the implementation of integrated transport and accordingly Strategy C remains with a revised timeline of ten years from 2017. As a result of the stakeholder consultation process, the City is also addressing the following:</p> <ul style="list-style-type: none"> Place a stronger emphasis on PT law enforcement interventions Expedite the development and implementation of an integrated ticket across road and rail PT systems Explore fare discounts for users or destinations, as well as to facilitate employers providing PT employee benefit schemes Explore the use of cell phones as a payment mechanism and the integration of fare payment systems with new generation technologies Update the current TCT app to show real time information as well as report on congestion etc. Increase PT driver training and explore an incentives mechanism to encourage good driving Work with partners such as Western Cape Education to develop interventions that improve scholar transport Intervene in rail services to seek to address safety, reliability, availability, security and cleanliness Explore alternative rail technology, such as light rail and monorail Provide more NMT facilities at interchanges (bike racks, Park and Ride (P&R), bike share including e-bikes) Explore the opportunity to leverage e-hailing technologies and the related network to increase access to PT, incentivise its use, reduce congestion and reduce overall cost to the wider transport system 	<p>Strategy D - Access Priorities:</p> <p>Strategy D remains. As a result of the stakeholder consultation process, the City is also addressing the following:</p> <ul style="list-style-type: none"> Scale up the City's congestion strategy (which covers infrastructure, operation, behaviour) as set out in Chapter 8 (TDM Strategy) As part of the congestion alleviation interventions, explore business related interventions (carpooling) and how to influence online shopping With ACSA, explore a Park and Ride scheme utilising available car parking at the airport coupled with MyCiTi services As determined in the TDI, explore and implement more safety-related interventions for the NMT user group as set out in Chapter 9 (NMT Plan) Explore the provision of more business express services on the rail network
<p>Strategy E - Built Environment:</p>	<p>Following stakeholder consultation, the City has decided to add a fifth strategy (Strategy E - Built Environment). This Strategy will determine the mechanisms for the implementation of TOD. In particular, the Strategy will focus on the "T" of the TOD Strategic Framework.</p> <p>As a result of the stakeholder consultation process, the City is addressing the following:</p> <ul style="list-style-type: none"> Develop an Urban Development Index (UDI)(based on the TDI) Establish the transport related mechanisms to give effect to the five TOD catalytic projects as referred to in Chapter 12 (TOD) As specifically suggested in the stakeholder consultation process, add a sixth TOD catalytic project which relates to the airport precinct, including the airport and surrounds, Symphony, Swartklip and Nolungile Develop regulatory tools that will enable TOD, the development around stations (rail and BRT), mixed land use and densification so as to address the financial viability of the transport mechanism Determine TDA's carbon footprint along with mitigation projects that will achieve operational efficiencies, source additional funding and address the environmental agenda of Cape Town

Figure A 5: TDA's Long-Term Strategy

TDA's Mission, its Integrated Transport Vision and its Long-Term Strategy for Integrated Transport sit behind the City's plans for implementing the IPTN 2032. Further detail on how the City plans to implement the IPTN 2032 is set out in the next section.

The IPTN 2032

As mentioned above, the City's approach to integrated transport in its IPTN 2032 is multi-modal. The key modes are passenger rail, BRT, quality bus and minibus-taxi. These modes will be complemented by improved NMT provision.

Rail and BRT are the trunk routes serving higher densities, quality bus services act as core scheduled feeders and direct services where appropriate and minibus-taxi will be integrated into the network acting as the finer grain, on-demand services where densities are low.

Since the approval of the IPTN 2032 in 2014, TDA has been considering whether its plans for the PT network should be adapted to ensure financial and fiscal sustainability and to address other business considerations such as the emergence of new technologies.

For example, the IPTN 2032 Operations Plan 2015 proposed a set of rail and BRT trunk routes that would be supported by "indicative feeders". TDA is currently considering whether to provide the trunk routes as specified but not constrain itself with feeder routes in any particular location.

The implementation of Phase 1 and the N2 Express has highlighted the high infrastructure and operational costs of BRT, the lower than anticipated fare revenue and the importance of demand patterns for improving financial sustainability. TDA is considering a greater role for non-BRT services such as minibus-taxi and quality bus services to incorporate and benefit from the comparative strength of alternative public transport modes. This would be on the basis that the current shortcomings of the minibus-taxi industry are addressed.

The flexible nature of minibus-taxi services means that they can provide services on non-trunk routes more cost effectively. Also, minibus-taxi are very well placed to provide a new generation of on-demand and demand responsive services which are expected to become a growing feature of the network as new smartphone e-hailing technologies become increasingly prevalent. In light of these factors, the IPTN Business Plan assumes an improved minibus-taxi system playing a significant role in the overall public transport system. This role and associated actions will be developed in partnership with the MBT industry through its membership of the taxi subcommittee of the Intermodal Planning Committee.

All of the above plans are captured in TDA's Public Transport Plan (PTP) (please see Appendix 3). The IPTN Business Plan also acknowledges that access is not achieved by enhancing mobility alone, but also by making changes to the patterns of demand. This will be achieved over the long term through changes in the urban form based on the TOD principles and the implementation of related projects, as well as through the introduction of a range of TDM measures.

TDA's proposed interventions

Overview

TDA's proposed interventions fall into three categories:

- those needed to achieve TDA's Integrated Transport Vision
- its proposals to address the current crisis in rail in Cape Town
- the proposed implementation of TOD

These are explored further below.

Interventions to achieve TDA's Integrated Transport Vision

Table A-6 sets out the interventions TDA proposes to make in order to progress towards its Integrated Transport Vision. As stated above, this vision is:

"an efficient, integrated transport system for all - implemented sustainably".

Table A-6 also demonstrates the natural progression from the City's previous transport vision, the Transport Vision of 1, to the Integrated Transport Vision. The Transport Vision of 1 provided TDA with an important focus as it progressed towards unified structures, systems and services. Now that so much has been achieved, TDA can move on and sharpen its focus on the delivery of integrated transport itself. Although the Transport Vision of 1 has now been superseded, the unified structures, systems and services created as part of that prior vision remain crucial in TDA working towards its Integrated Transport Vision, as shown in Table A-6.

Table A-6: Interventions to achieve TDA's Integrated Transport Vision

Element of Transport Vision of One	Proposed interventions	Corresponding element of Integrated Transport Vision
One Plan	TDA will continue to have "One Plan" as part of its Integrated Transport Vision. Given TDA's 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	TDA was established through the TDA By-law 2017. As was the case with TCT, this By-law creates a foundation for a unified governance structure for TDA by adding the new functions of urban development, human settlements and urban sustainability. TDA will implement this governance structure in order to facilitate optimal service delivery.	Efficient
One Management System	TDA will continue the implementation of TAMS as well as add to it so as to have a uniform information management system to reflect the extended mandate of TDA. TDA will further explore the interrelationship between integrated transport and urban development, so as to allow TDA to facilitate data driven service delivery and continue to find ways to reduce the costs of particular transport user groups' Access Priorities. The intent is also to extend the TDI to encompass urban development components (e.g. the creation of an UDI).	Implemented
One Network	TDA will continue to develop and manage the integrated transport network and related facilities. TDA 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. TDA 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
One Contracting Authority	TDA will ensure the rollout of One Contracting Authority, in accordance with TCT's original Transport Vision of 1 and in so doing expedite related unified PT infrastructure and facilities across Cape Town.	Transport
One Regulatory Entity	TDA will ensure the rollout of the MRE for Cape Town, in accordance with TDA's original Transport Vision of 1, coupled with the new economic approach for the minibus-taxi industry.	Transport

Element of Transport Vision of One	Proposed interventions	Corresponding element of Integrated Transport Vision
One Enforcement System	TDA 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, TDA, along with the Safety and Security Directorate, is exploring a partnership with the PRASA in order to address the compounding enforcement problems on the rail network.	System
One Ticket and Timetable	TDA will continue to work to identify the appropriate technical solution for achieving a single ticket and timetable for the transport network. TDA 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 to TDA of the Contracting Authority function. This will include the deployment of Card Vending Machines (CVM) across Cape Town.	Integrated
One Brand	TDA's brand, which builds on TCT's former brand, will be rolled out to support transportation direction, information management, regulation and control. This will include the introduction of a unified way finding system throughout Cape Town. TDA's brand will also be used to market the use of NMT with a view to reducing Cape Town's carbon footprint and promoting the health benefits of walking and cycling. It should be noted that the rollout of the TDA brand will be incremental on replacement of old branding materials and when there are new initiatives.	Sustainably

TDA's interventions in relation to rail

These include:

- TDA's proposals to address the current crisis in rail in Cape Town
- the implementation of the projects referred to in the TOD Strategic Framework that relate to rail such as the Blue Downs Rail Link and the Airport Rail Link for example

TDA's TOD interventions

TOD is an approach to development that focuses land uses around a transit station or within a transit corridor. It is typically characterised by:

- its strategic location around PT
- transportation choices that promote PT and NMT
- a mix of land uses
- moderate to high density
- pedestrian orientation/connectivity
- reduced parking
- high quality design, including of public space

In other words, TOD uses transport as a catalyst for developing the built form of a city to improve the way that people and goods are moved as well as reducing the need to travel. This will make a city more efficient and, importantly, promote both economic development and social equality.

The City recognised the spatial transformation potential of TOD and so adopted its TOD Strategic Framework.

In order to make TOD a reality in Cape Town, the City has committed that all its land use planning decisions and public investment will be directed from a comprehensive TOD perspective. This means that:

- new development in Cape Town will be strategically located around PT
- new development will have an appropriate mix of land uses and be located in the right areas
- the high quality of public space will promote the use of PT and NMT
- the City will deploy its strategically located land holdings and partner the private sector to lead by example to achieve TOD

The purpose of applying TOD to Cape Town is to make it more consolidated and compact and, in doing so, to improve its operational efficiencies. These efficiencies include both connectivity and the resulting promotion of socio-economic benefits. The City's approach is to identify corridors that together form a compact urban core. The focus of service delivery investment should therefore be within this urban core.

This investment, however, will only be effective if the access within the urban core is improved. To achieve this, the City has identified three integration zones that overlay the urban core. The result is that Cape Town will be compacted, services will be optimised and development, employment and human settlements will benefit accordingly. This approach is explored further below and shown in Figure A 6.

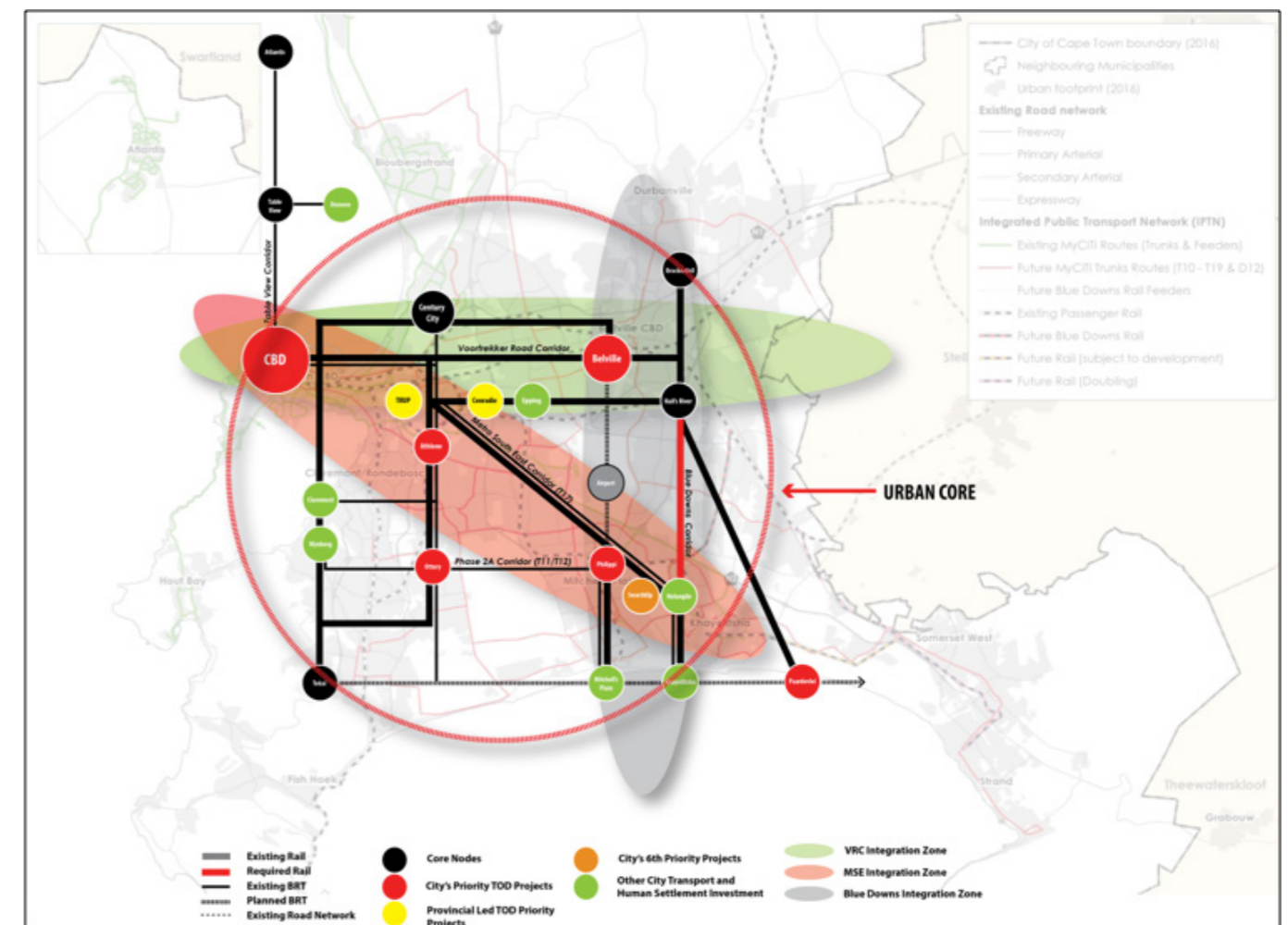


Figure A 6: Proposed corridors, integration zones and precincts

In order to address Cape Town's spatial constraints, the first stage of the rollout of the IPTN was to introduce a BRT service (MyCiTi) from the Central Business District (CBD) up the West Coast corridor past Dunoon and Table View to Atlantis. This has improved access for this part of the population as well as released land for suitably intensified development. This is especially the case around the BRT stations and as far as Century City.

At the same time, BRT was rolled out as the N2 Express service from Khayelitsha and Mitchells Plain along the N2 Highway to the CBD. Although this service has only been in operation for two years, it has become increasingly pressurised because of the need for more PT and the progressive collapse of the rail service.

As a result, there is now the need to release the economic development potential of the Metro South East (MSE) corridor, as well as the residential opportunities of the Voortrekker Road corridor. This has naturally led to MSE and Voortrekker Road being identified as the first two integration zones for Cape Town.

The City is also to invest in the infrastructure that will release the Khayelitsha - Century City corridor. This is in order to promote a more sustainable and development-focused corridor than the N2 Express. By addressing the development and human settlement potential of the corridor in this way, investment across the central diagonal can be consolidated.

The next stage is to invest in the Phase 2A corridor from Khayelitsha and Mitchells Plain through Philippi (a core interchange hub) to Claremont and Wynberg. This corridor has been selected based on a range of criteria which identified the corridor as the highest priority for the next phase of the MyCiTi rollout as described in the IPTN Implementation Plan.

As stated above, the City had identified two integration zones: the MSE corridor and the Voortrekker Road corridor. The City has now decided to add a third integration zone: the North/South corridor. This includes the proposed BRT (Symphony Way) and rail (Blue Downs) rights of way. This zone has experienced significant growth but the lack of access within the zone means that the densities and intensities are very low.

PRASA, the lead investor for this third integration zone, has made an initial commitment to construct this 10 km connection. As this will form the last line of the development of Cape Town's urban core, this investment now needs to be expedited so that the lack of access can be addressed. Without this, the City's development on TOD principles will be significantly hindered.

The three integration zones, Metro South East (MSE), Voortrekker Road and Blue Downs/Symphony Way, are shown in Figure A 6 with the urban core overlaid. Cape Town's TOD priority development precincts are shown in red. These are where the TOD catalytic projects are located. The lower-order priority precincts are shown in green. The nodes are shown in black.

TDA's TOD catalytic projects

Within the structure outlined above, TDA is proposing to implement a series of TOD catalytic projects as referred to above:

- the Foreshore Freeway Precinct
- Bellville TOD Catalytic Project
- Philippi East MyCiTi Transfer Interchange TOD Catalytic Project
- Athlone Power Station Redevelopment TOD Catalytic Project
- Paardevlei TOD Catalytic Project
- The Airport Precinct Catalytic Project (Aerotropolis)

Projects

In addition to the TOD catalytic projects mentioned above, the following section sets out the projects that the City is to undertake during the period of this CIP:

NAME OF PROPOSAL, PROJECT OR PROGRAMME	SUMMARY OF PROPOSAL, PROJECT OR PROGRAMME
Metro South East Biodiversity offsets	Purchase of equipment
MyCiTi Bus System	Vehicle acquisition, depot construction, control centre and fare collection
TOD Priority projects	Paardevelei project: stormwater, N2 & R44 upgrades, soil remediation
Environmental Management	Local environmental and heritage projects
Human settlements projects	Bulk roads for housing, informal settlements upgrades
Housing projects	ACSA Symphony Way housing project
Roads Projects	Infrastructure construction, maintenance and congestion relief projects
Non-motorised transport	Various NMT projects
Public Realm Upgrades	Public Spaces at Informal Settlements, Imizamu Yethu sporting precinct seven projects
Public Transport Infrastructure	Upgrades to PTIs, facilities and systems management
Stormwater and Coastal Management	Various projects & rehabilitation of coastal structures
Traffic Calming	Citywide projects, road signs
Network Management	Traffic signals and systems upgrades

1 INTRODUCTION

1.1 The area covered by this CITP

The area covered by this CITP is the geographical jurisdiction of the City together with its Functional Area. Its Functional Area is the area of the City, together with the areas of such other municipalities with whom the City has a transport planning relationship. The Functional Area is shown in Figure 1 1.

1.2 Entity responsible for the preparation of this CITP

In order to incorporate the direction provided by the new term of office Integrated Development Plan (2017 to 2022) and organisational changes in the City as well as its spatial transformation agenda, this new five-year term CITP covers the period 2018 to 2023 and incorporates a review required for the 2017/2018 period in terms of the City's action programme and budgets. It has been drafted in accordance with the Minimum Requirements for the Preparation of Integrated Transport Plans as Gazetted (no. 40174) on 29 July 2016.

1.3 Requirements made by the MEC

On 23 November 2016, the City's 2016 review of its 2013 to 2018 CITP was approved by the Provincial Minister: Transport and Public Works. In the letter of approval, the Department of Transport and Public Works noted the adoption by the City of its TOD Strategic Framework, March 2016.

The approval of the CITP was subject to certain conditions. Table 1 1 sets out the details of these conditions, together with the City's response.

Table 1 1: Response to MEC requirements

MEC requirements	Response
Further engagements are required in terms of the notion of a 30% allocation of the equitable share to the City of Cape Town for road maintenance on municipal roads as conditions exist on the spending of the equitable share	<p>The following observations are made and the following actions intended:</p> <ul style="list-style-type: none"> • Unlike provincial government, the equitable share assigned to local government does not have a dedicated apportionment to road and stormwater maintenance. The City has, however, motivated for the apportionment of additional funding related to the equitable share calculation (urbanisation) for allocation to road maintenance. So far, no response has been received. • The City, together with Province, has started a process to explore potential additional revenue sources such as a fuel levy and congestion charging. The success of both of these processes will depend on a supportive partnership between spheres of government.
That further engagements take place on the RSC roads in terms of section 26 of the Road Ordinance (19 of 1976) and that the statement on page 136 of the CITP, pertaining to "...along with the funding sources...", be removed	This has been noted and actioned.
That the City of Cape Town engages with the municipalities within the functional region on future planning	The City welcomed the requirement to engage on future planning with municipalities within the functional region. This process commenced under the auspices of the LTAB and IPC. The recommendations related to the N2, Stellenbosch arterial and R300 have been the first of such future planning engagements. The City now requests Province to provide a mechanism for enabling such engagements to take effect in the future budgeting of Province. It is recommended that the Built Environment Performance Plan (BEPP) engagements be one such forum.

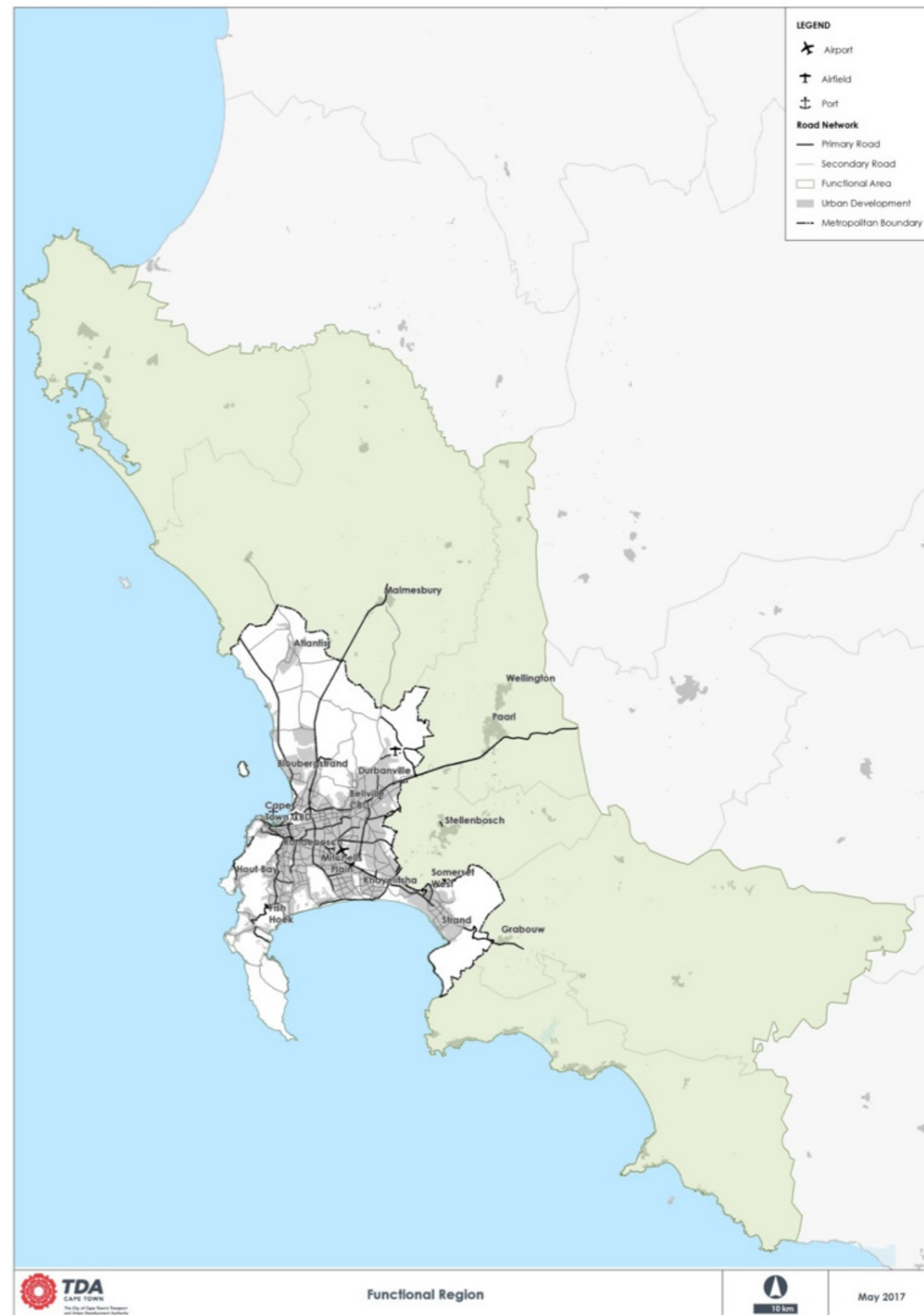


Figure 1 1: Functional Region of the City

MEC requirements	Response
That a way forward be derived for rail challenges	The City is developing a methodology to address these challenges. In light of the draft White Paper that supports the assignment plan of urban rail to municipalities, the City is developing a business plan that seeks to explore ways to achieve such an assignment efficiently and effectively and on a fast-track basis.
That the Department will only commit to funding where there are existing arrangements in place between the Department and the City of Cape Town	Noted.
That subsequent CITPs be compliant in terms of the Minimum Requirements for the Preparation of Integrated Transport Plans as Gazetted (no. 40174) on 29 July 2016	This CITP is compliant with the Minimum Requirements.

1.4 The status of this CITP and the period over which it is to be implemented

This is a new CITP that will be implemented during the period 2018 to 2023.

1.5 Institutional and organisational arrangements affecting the functioning of the City as a transport planning authority

Transport planning was one of the functions of the City's Transport Authority, TCT. In 2016, the City made a strategic decision to extend the functions of TCT to include urban development (urban planning, human settlements and urban sustainability) alongside integrated transport and for TDA to become the City's transport and urban development authority. This was effected by the TDA By-law 2017.

The rationale for the City's decision to extend TDA's powers was the adoption by the City of its TOD Strategic Framework 2016 which was based on the comprehensive TOD land use model. The City has determined that for the period covered by this CITP, all its service delivery and interventions in relation to the built environment must be on the basis of TOD with the focus being on them being transit-led.

1.6 Liaison and communication mechanisms available to co-ordinate the transport planning task with the City's other responsibilities and those of other stakeholders

The functional structure of TDA is the key liaison and communication mechanism to ensure that the transport planning task is aligned with the City's other responsibilities and those of other stakeholders. Now that the City has brought integrated transport and urban development together under TDA in order to deliver TOD, TDA's functional structure maximises the level of liaison and communication across the whole lifecycle of transport and urban development.

The specific functions of TDA, as set out in the TDA By-law 2017, are as follows:

- transport planning authority
- contracting authority
- MRE
- TDA business management
- investment management
- enforcement
- liaison, communication and stakeholder management
- infrastructure management
- network operations management
- urban planning
- human settlements
- urban sustainability

Each of TDA's functions is briefly described below.

1.6.1 Transport planning authority

The transport planning authority function focuses on the core components in the integrated transport management process:

- the medium to long term plan and related policies, sector plans and strategies – principally the CITP and all 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 MRE function on the delivery of the City's IPTN 2032 and will comment on applications for operating licences.

The transport planning authority will also respond to all land use applications that have a potential impact on transport or traffic.

1.6.2 Contracting authority

The City is pursuing the assignment of the Contracting Authority function which relates to scheduled contracted bus services. On assignment, the contracting authority will manage all vehicle operator contracts.

1.6.3 MRE

The City has applied for the assignment of the MRE function in order to establish proactive regulatory management of PT. Upon assignment, the MRE will be responsible for the management of operating licences.

1.6.4 Investment management

The investment management function will establish and run the MLTF. The MLTF will be used for the financial management of all of TDA's functions, as well as for its transport investment activities.

1.6.5 Enforcement

This function is responsible for the enforcement of the vehicle operating licence provisions of the National Land Transport Act, Act 5 of 2009 (NLTA) and National Road Traffic Act, Act 93 of 1996 (NRTA), as well as for safety on the PT network.

1.6.6 Liaison, communication and stakeholder management

This function is responsible for all external and internal communication in relation to TDA's functions. Communication with the public on transport matters is undertaken through the TIC. In particular, this function is responsible for the activities of the IPC and LTAB. The terms of reference of the IPC and LTAB are being extended to include stakeholders relevant to urban development to support TDA's delivery of TOD.

1.6.7 Infrastructure management

The infrastructure management function is responsible for the construction and maintenance of all transport and urban development infrastructure and related facilities. It also maintains a supporting asset register. This function also deals with fleet and asset management.

1.6.8 Network operations management

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

1.6.9 Urban planning

This function is responsible for the City's urban planning processes including the duties of the Municipal Planning Tribunal. This includes the development, management and review of the City's Spatial Development Framework (SDF).

1.6.10 Human settlements

This function is responsible for all aspects of the City's human settlements plans.

1.6.11 Urban sustainability

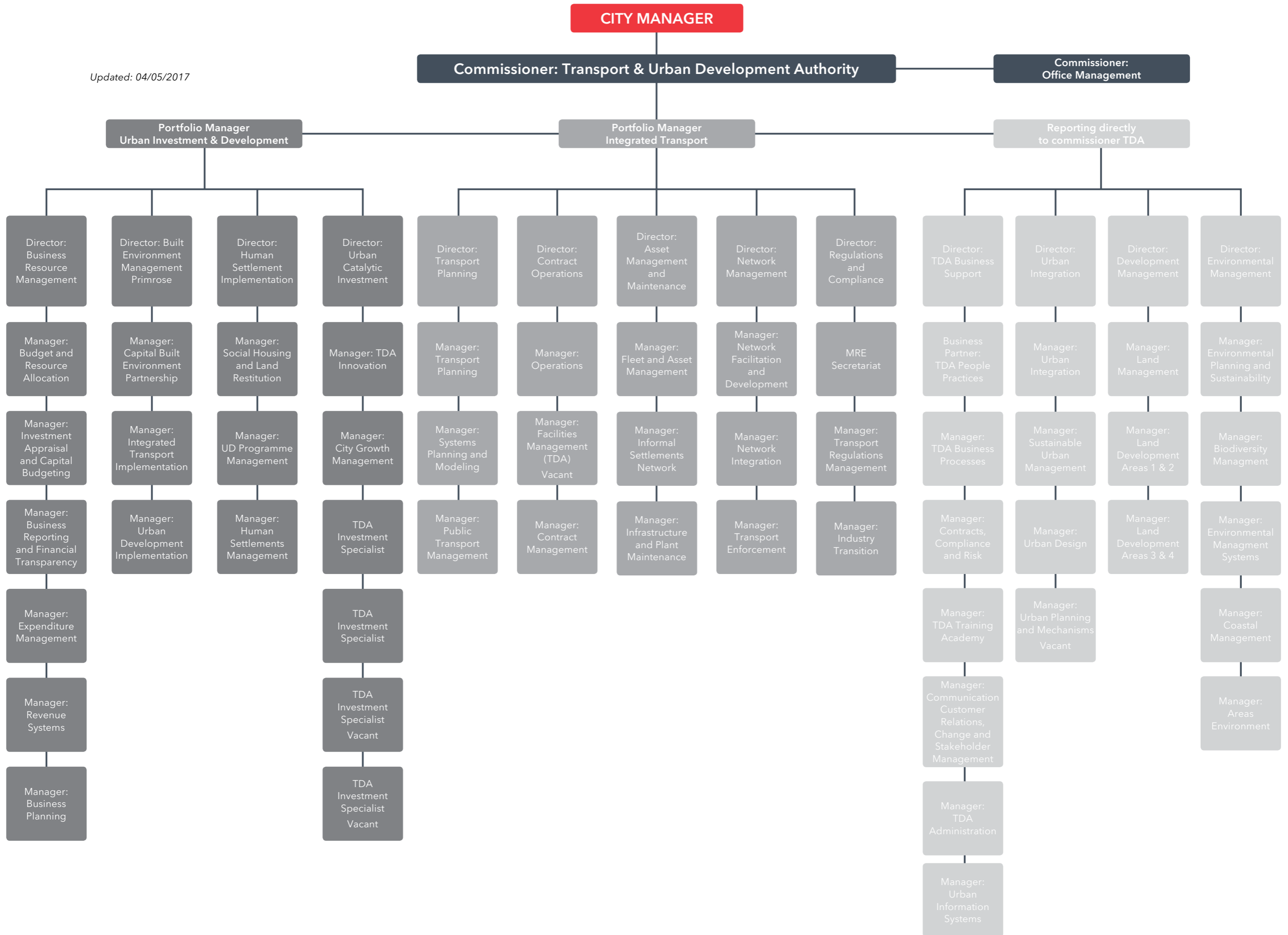
This function is responsible for all aspects of the City's urban sustainability strategy. It also covers management of TDA's carbon footprint across both its transport and urban development activities.

1.6.12 TDA business management

This function coordinates, monitors and manages TDA's operational mandate across both transport and urban development. This includes the management and monitoring of both TDA's and its operators' performance, compliance management, the training academy and change management.

An organogram showing TDA's organisational structure is set out in Figure 1 2.

Updated: 04/05/2017



2 TRANSPORT VISION AND OBJECTIVES

2.1 Introduction

TDA's Mission

TDA's Mission is the social, economic and spatial transformation of Cape Town. TDA's new Integrated Transport Vision is a key component of this Mission, recognising the transformative potential of the City's comprehensive TOD strategy.

This Integrated Transport Vision is for:

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

The Integrated Transport Vision replaces TDA's Transport Vision of 1.

In order to achieve its Integrated Transport Vision, TDA has nine Transport Objectives and is implementing a Long-Term Strategy as detailed in the following sections.

2.2 The Transport Vision of 1

Since its establishment in December 2013, TCT has been pursuing a Transport Vision of 1. The Vision of 1 has been focused on achieving integrated transport for Cape Town through:

- One Plan
- One Governance Structure
- One Management System
- One Network
- One Contracting Authority
- One Regulatory Entity
- One Enforcement System
- One Ticket and Timetable
- One Brand

Over this period, TCT has made significant progress in achieving this Vision of 1, as set out in Table 2 1.

Table 2 1: Progress towards TDA/ TCT's Transport Vision of 1

	Progress during 2013 - 2017
One Plan	TCT's CIP 2013 to 2018 provided TCT with its functional mandate. It also set out how TCT would move towards achieving TCT's nine long-term Objectives (referred to below). The CIP represented the "One Plan" and provided a focus for TCT in achieving integrated, interoperable and intermodal transport for the benefit of the citizens of and visitors to Cape Town. TCT also developed a long-term strategy to guide the delivery of the One Plan within the context of a Transport Authority (referred to below). In addition, TCT developed its TDI. The TDI is a quantitative data-driven tool for ascertaining the baseline of the state of transport in Cape Town and to accurately benchmark service delivery.
One Governance Structure	The establishment of TCT as the City of Cape Town's Transport Authority through the Constitution of TCT By-law, laid the foundation for the establishment of a unified governance structure across TCT's nine functions. This structure enabled TCT to concentrate on a significant improvement in the performance of these functions. It also facilitated a strong focus on investment in integrated transport for Cape Town.
One Management System	TCT has progressed the establishment of a uniform information management system and a functional management system for its eight departments. The TAMS, which uses the data of the TDI as a base, is being rolled out. The TDI has developed a unified baseline and related standards against which service delivery must perform so as to reduce the costs of particular transport user groups' "Access Priorities". These Access Priorities reflect the fact that different transport user groups are affected by different priorities be they direct costs; indirect costs such as flexibility, safety, reliability, crime or congestion; or incidental costs.
One Network	TCT achieved significant progress in delivering an integrated road and stormwater network. This network comprises infrastructure, facilities, street furniture and systems. TCT's focus throughout this period has been on enabling this network to be well maintained towards an acceptable, uniform standard and so that the facilities provide safe, reliable, efficient and effective access for all transport users.
One Contracting Authority	There have been delays in the assignment of the Contracting Authority function to TCT. The issues holding up the assignment were only resolved in late 2016, resulting in assignment from the 2017/18 FY. In the interim, TCT has set up systems and mechanisms to enable a smooth transition into a single contracting authority that has a performance-driven approach under a single brand and a single ticketing system.
One Regulatory Entity	There have been delays in the assignment of the MRE function to TCT. The issues holding up the assignment were only resolved in late 2016, resulting in assignment from the 2017/18 FY. In the interim, TCT has developed a new approach to metered taxis, e-hailing and tuk-tuks. Further, TCT has developed a minibus-taxi transformation model which it is in the process of piloting.
One Enforcement System	TCT has worked with the City's Safety and Security Directorate to establish the TEU. There have been delays in establishing the TEU, as well as in the establishment of the enforcement intelligence component under TCT due to certain financial and administrative constraints which have only recently been unblocked.
One Ticket and Timetable	TCT introduced the myconnect card on its MyCiTi BRT service. TCT has explored various technologies for achieving a single ticket and timetable for the transport network. TCT worked with National Government to relax the relevant regulations so as to enable integration of timetabling and ticketing across transport modes. TCT also signed a MoA with PRASA with a key action of progressing integrated ticketing with rail.
One Brand	TCT established its master brand which is aligned to the City's brand. TCT's brand was rolled out with a view to enabling unified transportation direction, information management, regulation and control.

2.3 TDA and its Integrated Transport Vision

In order to deliver the benefits of TOD, the City decided during the course of 2016 to focus on the interrelationship between integrated transport and urban development. To this end, in January 2017 the City established TDA as a combined transport and urban development authority. Urban development includes urban planning, human settlements and urban sustainability.

Against this new backdrop, integrated transport has two meanings:

- the integration of, and synergy between, modes of transport, the ticketing system 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 in delivering TCT's Vision of 1, TDA developed a new Integrated Transport Vision. As stated above, this is:

“an efficient, integrated transport system for all – implemented sustainably”

In Table 2 2, the seven elements of TDA's Integrated Transport Vision are unpacked. This includes relevant comments from the consultation that TDA carried out with stakeholders.

Table 2 2: TDA'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
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 TCT with an important focus as it progressed towards unified structures, systems and services. Now that so much has been achieved, TDA can move on and sharpen its focus on the delivery of integrated transport itself, and its relationship to land use. Although the Transport Vision of 1 has now been superseded, the unified structures, systems and services created as part of that prior vision remain crucial in TDA working towards an efficient, integrated transport system for all – implemented sustainably, as shown in Table 2 3.

Table 2 3: Natural 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	TDA will continue to have “One Plan” as part of its Integrated Transport Vision. Given TDA's 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	TDA was established through the TDA By-law 2017. As was the case with TCT, this By-law creates a foundation for a unified governance structure for TDA by adding the new functions of urban development, human settlements and urban sustainability. TDA will implement this governance structure in order to facilitate optimal service delivery.	Efficient
One Management System	TDA will continue the implementation of TAMS as well as add to it so as to have a uniform information management system to reflect the extended mandate of TDA. TDA will further explore the interrelationship between integrated transport and urban development, so as to allow TDA to facilitate data-driven service delivery and continue to find ways to reduce the costs of particular transport user groups' Access Priorities. The intent is also to extend the TDI to encompass urban development components (e.g. the creation of an UDI).	Implemented
One Network	TDA will continue to develop and manage the integrated transport network and related facilities. TDA 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. TDA 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
One Contracting Authority	TDA will ensure the rollout of One Contracting Authority, in accordance with TCT's original Transport Vision of 1 and in so doing expedite related unified PT infrastructure and facilities across Cape Town.	Transport
One Regulatory Entity	TDA will ensure the rollout of the MRE for Cape Town, in accordance with TCT's original Transport Vision of 1, coupled with the new economic approach for the minibus-taxi industry.	Transport
One Enforcement System	TDA 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, TDA, along with the Safety and Security Directorate, is exploring a partnership with the PRASA in order to address the compounding enforcement problems on the rail network.	System

Element of Transport Vision of 1	Proposed interventions	Corresponding element of Integrated Transport Vision
One Ticket and Timetable	<p>TDA will continue to work to identify the appropriate technical solution for achieving a single ticket and timetable for the transport network. TDA will also continue to work with PRASA under the MoA in order to progress integrated ticketing for scheduled road and rail PT.</p> <p>The first task will, however, be to extend the myconnect card across all scheduled road-based PT upon assignment to TDA of the Contracting Authority function. This will include the deployment of CVMs across Cape Town.</p>	Integrated
One Brand	TDA's brand, which builds on TCT's former brand, will be rolled out to support transportation direction, information management, regulation and control. This will include the introduction of a unified way finding system throughout Cape Town. TDA's brand will also be used to market the use of NMT with a view to reducing Cape Town's carbon footprint and promoting the health benefits of walking and cycling. It should be noted that the rollout of the TDA brand will be incremental on replacement of old branding materials and when there are new initiatives.	Sustainably

2.4 Policy framework

TDA's Integrated Transport Vision is formulated within the framework of the White Paper on National Transport Policy, 1996, revised in 2015, and other approved national and provincial transport and transport-related policies and strategies, as well as relevant local policies and strategies, as set out in Table 2.4.

Table 2.4: Framework of national, provincial and local policies and strategies

Policies and strategies	Relevance to TDA's Integrated Transport Vision
National Development Plan	<p>Policy and Planning Priorities</p> <ul style="list-style-type: none"> Increase investment in PT Devolve transport management to municipal government Provide incentives for PT use and solutions
National Transport Master Plan (NATMAP) 2050	<p>Demographic Forecasts</p> <ul style="list-style-type: none"> Promote densification and infill development along PT corridors to reduce driving time to work <p>Energy and Transport</p> <ul style="list-style-type: none"> Create an energy awareness programme Promote fuel efficiency measures Promote NMT Plan for new long-term transportation infrastructure

Policies and strategies	Relevance to TDA's Integrated Transport Vision		
National Transport Strategic Plan	<p>To maximise transport's contribution to economic and social development by providing integrated transport operations and infrastructure:</p> <ul style="list-style-type: none"> 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 to improve the efficiency and coordination of investments in the built environment		
Provincial Land Transport Framework (PLTF)	<ul style="list-style-type: none"> Focuses on an efficient, accessible and integrated multimodal PT system Use NMT as a pivotal part of transport planning Promote a sustainable transport system 		
City of Cape Town IDP 2017-2022	<table border="0"> <tr> <td style="vertical-align: top;"> Pillar 1 - Opportunity City Pillar 2 - Safe City Pillar 3 - Caring City Pillar 4 - Inclusive City Pillar 5 - Well-run City </td> <td style="vertical-align: top;"> 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 </td> </tr> </table>	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
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Policies and strategies	Relevance to TDA's Integrated Transport Vision
One Cape 2040	<p>Hard infrastructure</p> <ul style="list-style-type: none"> Provide urban PT systems that ensure improved access to all while mitigating the risk of oil price increases Develop port and freight routes <p>Soft Infrastructure</p> <ul style="list-style-type: none"> Focus funding on the support of growth and innovation of all scales of enterprise <p>Spatial framework</p> <ul style="list-style-type: none"> Promote high density, compact environments as the most sustainable urban form
Built Environment Performance Plan	<ul style="list-style-type: none"> 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 Spatial Development Framework	<ul style="list-style-type: none"> Structure Cape Town on a more location-efficient basis through spatial targeting and by intensifying land use in support of TOD
City of Cape Town Social Development Strategy	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 PT and consolidate integration process Promote energy diversification and efficiency
City of Cape Town TOD Strategic Framework	<ul style="list-style-type: none"> Promote comprehensive TOD model to address spatial inequality, improve PT affordability, and arrest sprawl, through the integration of PT and land uses
The Municipal Infrastructure Investment Framework	<ul style="list-style-type: none"> Analyse the City's infrastructure investment and allocate resources on a sustainable basis

2.5 TDA's Objectives

In order to achieve its Integrated Transport Vision, TDA is pursuing the nine key transport objectives first established by TCT. These are set out in Table 2 5.

Table 2 5: TDA's 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 PT 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 so as to facilitate safety and security on the PT network and related facilities for the benefit of all
7	Comprehensive communication and stakeholder management under the banner of TDA so as 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 largest asset of the City
9	Fully functional and user friendly systems on the intermodal network

2.6 A new Long-term Strategy for TDA

In order to meet its mandate, TDA is building on TCT's former Long-Term Strategy. TCT's former Long-Term Strategy is shown in Table 2 6. While the timeline for each of the four strategies, A to D, started at the same time in 2013, the Long-Term Strategy as a whole comprises both long- and near-term activities.

Table 2 6: TDA's Long-Term Strategy Description

Strategy	Timeline	Description
A	Three year	Consolidation of the TCT 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
C	Ten year	Roll-out 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. These 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

Having reviewed progress against TCT's original Long-Term Strategy, the next step is to decide whether the actions under that Strategy that remain to be implemented should be carried forward into TDA's new Long-Term Strategy. This was the subject of stakeholder consultation. In the light of that consultation, a new Long-Term Strategy was developed and this is set out in Figure 2-1.

<p>Strategy A - Governance:</p> <p>TDA will build on the TCT 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 so as to allow for the development of additional governance tools. As a result of the stakeholder consultation process, the City is also addressing the following:</p> <ul style="list-style-type: none"> • Review the terms of reference and mandate of the LTAB and IPC in order to strengthen the relationship with neighbouring municipalities and other authorities – this should also take into account the urban development aspects. • Further strengthen the working partnerships between the City (TDA) and SANRAL, PRASA, ACSA, Transnet and Province • Strengthen the sharing of information that will assist in performance-oriented service delivery 	<p>Strategy B - Finance:</p> <p>TDA will continue with the MLTF and explore how to extend it to incorporate urban development funding and related financial mechanisms (e.g. related to TOD). Strategy B remains but its timeline will extend for a further thirteen years (and so become a total of fifteen years) to allow for the realisation of these innovative investment oriented mechanisms. As a result of the stakeholder consultation process, the City is also addressing the following:</p> <ul style="list-style-type: none"> • Investigate a fuel levy for PT and road improvement investment – this should be ring-fenced under the MLTF with specific annual deliverables over a ten-year period • Investigate and implement opportunities for land value capture • Investigate the use the general municipal valuation processes to determine a portion of revenue that can be channelled to the MLTF for those properties along the IPTN corridors • Explore opportunities for advertising on PT assets • Revisit the development contributions policy and introduce mechanisms that facilitate PT and TOD related investment • Explore the mechanism to allocate a proportion of the revenue collected from traffic fines to the MLTF • Explore the hiring out of MyCiTi buses during off-peak periods 		
		<p>Strategy C - Integrated Transport:</p> <p>TDA will continue with the implementation of integrated transport and accordingly Strategy C remains with a revised timeline of ten years from 2017. As a result of the stakeholder consultation process, the City is also addressing the following:</p> <ul style="list-style-type: none"> • Place a stronger emphasis on PT law enforcement interventions • Expedite the development and implementation of an integrated ticket and timetables across road and rail PT systems • Explore fare discounts for users or destinations, as well as to facilitate employers providing PT employee benefit schemes • Explore the use of cell phones as a payment mechanism and the integration of fare payment systems with new generation technologies • Update the current TCT app to show real time information as well as report on congestion etc. • Increase PT driver training and explore an incentives mechanism to encourage good driving • Work with partners such as Western Cape Education to develop interventions that improve scholar transport • Intervene in rail services to seek to address safety, reliability, availability, security and cleanliness • Explore alternative rail technology, such as light rail and monorail • Provide more NMT facilities at interchanges (bike racks, P&R, bike share including e-bikes) • Explore the opportunity to leverage e-hailing technologies and the related network to increase access to PT, incentivise its use, reduce congestion and reduce overall cost to the wider transport system 	<p>Strategy D - Access Priorities:</p> <p>Strategy D remains. As a result of the stakeholder consultation process, the City is also addressing the following:</p> <ul style="list-style-type: none"> • Scale up the City's congestion strategy (which covers infrastructure, operation, behaviour) as set out in Chapter 8 (TDM Strategy) • As part of the congestion alleviation interventions, explore business related interventions (carpooling) and how to influence online shopping • With ACSA, explore a Park and Ride scheme utilising available car parking at the airport coupled with MyCiTi services • As determined in the TDI, explore and implement more safety-related interventions for the NMT user group as set out in Chapter 9 (NMT Plan) • Explore the provision of more business express services on the rail network
		<p>Strategy E - Built Environment:</p> <p>Following stakeholder consultation, the City has decided to add a fifth strategy (Strategy E - Built Environment). This Strategy will determine the mechanisms for the implementation of TOD. In particular, the Strategy will focus on the "T" of the TOD Strategic Framework.</p> <p>As a result of the stakeholder consultation process, the City is addressing the following:</p> <ul style="list-style-type: none"> • Develop an UDI (based on the TDI) • Establish the transport related mechanisms to give effect to the five TOD catalytic projects as referred to in Chapter 12 (TOD) • As specifically suggested in the stakeholder consultation process, add a sixth TOD catalytic project which relates to the airport precinct, including the airport and surrounds, Symphony, Swartklip and Nolungile • Develop regulatory tools that will enable TOD, the development around stations (rail and BRT), mixed land use and densification so as to address the financial viability of the transport mechanism • Determine TDA's carbon footprint along with mitigation projects that will achieve operational efficiencies, source additional funding and address the environmental agenda of Cape Town. 	

Figure 2 1: TDA's new Long Term Strategy

3 TRANSPORT REGISTER

As part of preparing this CIP, the City has compiled a Transport Register in accordance with the Minimum Requirements of Annexure 1 of the Minimum Requirements for the Preparation of Integrated Transport Plans, 2016 (Government Notice No. 40174).

This Chapter contains a summary description and analysis of the results of the Transport Register based on the data collected for its preparation.

3.1 Demographic and socio-economic information

The population and profile of Cape Town by income, age, education and car ownership is set out at Table 3 1.

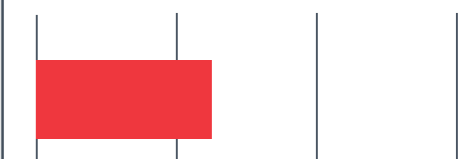






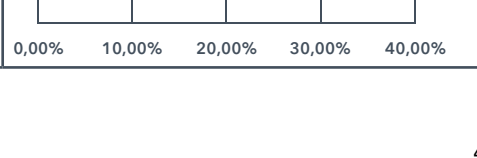
Over the past two decades, Cape Town has experienced significant urbanisation, expanding some 62% during this period. There is evidence to suggest that the growth rate is decelerating from a compound growth rate of 3.3% from 2000 to 2010 to an anticipated rate of 1.4% between 2010 and 2020. The 2017 population for Cape Town is estimated to be some 4.04 million people which is envisaged to reach approximately 4.5 million in the early 2030's. This is based on the City's base projection but there is uncertainty regarding the population projections due primarily to the nature and extent of in-migration, both internally from within South Africa as well as trans-nationally.

Education remains one of the key avenues through which the state is involved in the economy. In preparing individuals for future engagement in the labour market, policy choices and decisions in the sphere of education play a critical role in determining the extent to which future economic and poverty reduction plans can be realised. In 2011, 46.4% of adults older than 20 years in Cape Town had a Grade 12 or higher level of education with 1.8% having had no formal education. Of the population 15 years and older 1.3% were totally illiterate and 7.2% were functionally illiterate. The 2016 community survey indicates that 49% of the Cape Town population has attained a level of education of Grade 12 or higher. This represents an increase from 2011 to 2016 of 2.5%.

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

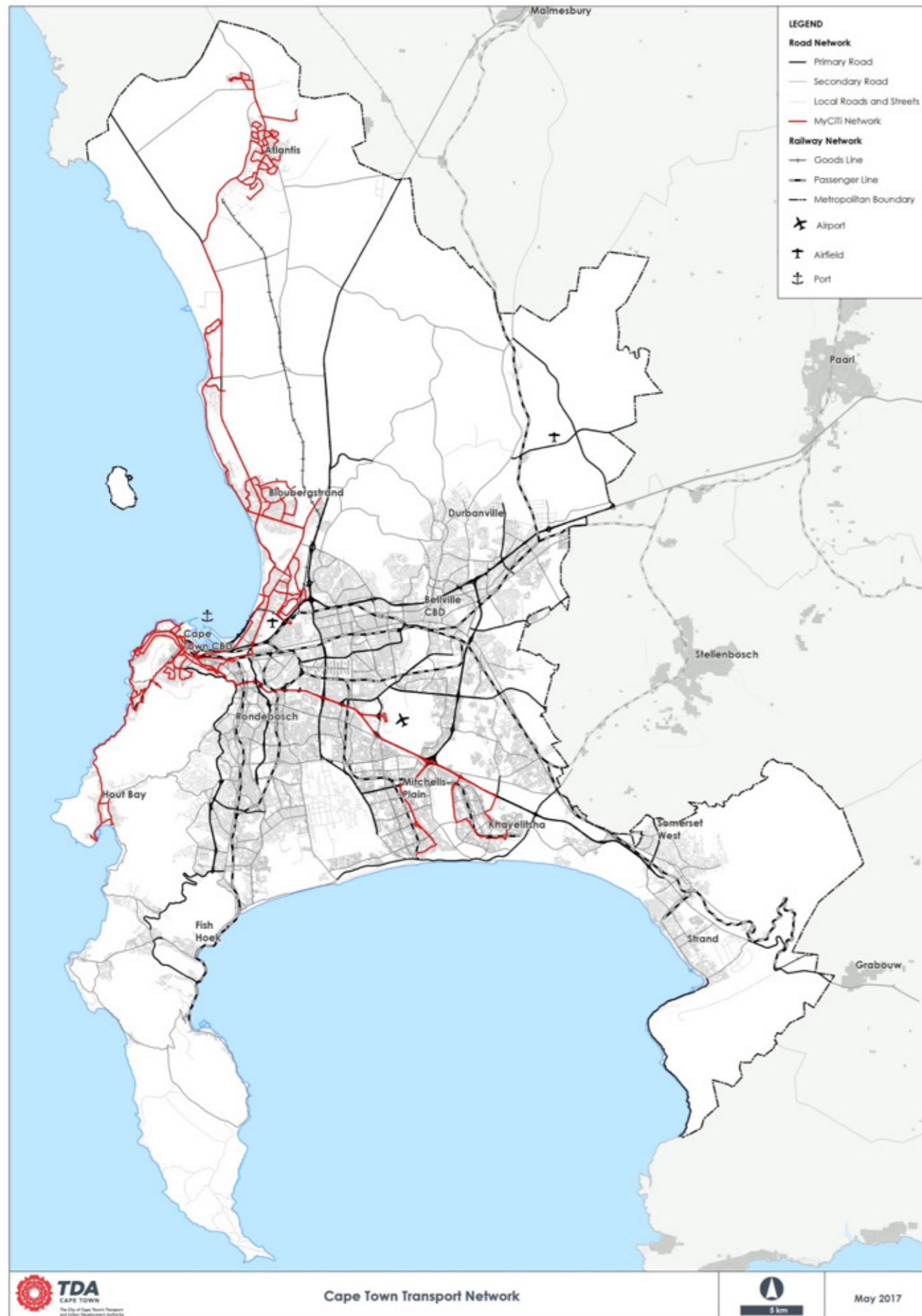
Information as at June 2016

Source: TDI - Generation 2.0 and the Population Projections from the City, DI&GIS Department, using StatsSA 2016 Community Survey data.

Population and profile			
Total Population (number)		4 004 793	
Population profile by income*	Low income R0 - R4 000 monthly	25%	
	Low middle income R4 001 - R31 600 monthly	57%	
	High middle income R31 601 - R63 200 monthly	12%	
	High income R63 201 monthly or more	6%	
Total Population (number)		4 004 793	0,00% 20,00% 40,00% 60,00%
Population profile by age	0 - 19 years (Dependent Youth)	26%	
	20 - 34 years (Working Age Youth)	35%	
	35 - 64 years (Working Age Adults)	33%	
	65 - 85+ years	6%	
Total Population (number)		4 004 793	0,00% 10,00% 20,00% 30,00% 40,00%

3.2 General overview of transportation system

The Transport Network for the city is shown in Figure 3 1.



Modal split

The modal split between private, PT (by mode) and NMT modes for work, education and other trips made during a typical weekday morning peak period is set out at Table 3 2. The data has been derived from the 2015 IPTN EMM model run. The National Department of Transport has a goal of 20%:80% (private transport: PT) ratio split. Cape Town, still has a long way to go to achieve this goal.

Table 3 2: Modal split between private, public transport (by mode) and NMT

Source: 2015 IPTN Model based on 2013 AM peak period demand

Typical Weekday Morning Peak Period					
Private	Public				NMT
	Rail	Contracted bus	BRT	Minibus-taxi	
	18%	6%	2%	12%	
53%	38%				9%

Levels of satisfaction

The levels of satisfaction with the different aspects of the transport system and different modes of transport in Cape Town, including costs, availability and accessibility, safety and the reliability of PT services, are set out in Table 3 3 to Table 3 6.

The levels of satisfaction for passengers on contracted bus services are based primarily on the Cape Town Household Travel Survey which did not incorporate questions concerning the level of satisfaction of the cost of each PT mode nor the associated travel times of each mode.

Figure 3 1: Cape Town's Transport Network

Table 3 3: Passenger Rail - Levels of satisfaction with different aspects of the rail system

Source: Customer Satisfaction Survey PRASA - 2015

Levels of satisfaction - Rail						
	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied	(Average across all modes)
Travel times	Not Available					
Costs	2%	12%	46%	29%	10%	
Availability and accessibility	35%	32%	26%	4%	1%	
Safety	15%	26%	42%	13%	2%	
Reliability	37%	32%	24%	4%	1%	

Table 3 4: Levels of satisfaction with Contracted Bus Services (GABS & Sibanye)

Source: Cape Town Household Travel Survey, 2013

Levels of satisfaction - Contracted Bus Services (GABS and Sibanye)				
Satisfaction Criteria	Dissatisfied	Neutral	Satisfied	(Ave. across all modes)
Travel times	Not Available			
Costs	Not Available			
Comfort	19%	69%	12%	
Security	17%	68%	15%	
Safety	16%	69%	15%	
Reliability	14%	67%	19%	
Appearance	12%	70%	18%	
Accessibility	16%	65%	19%	
Convenience	11%	61%	27%	

* The City is not able to take responsibility for the veracity of this information

Table 3 5: Levels of satisfaction with different aspects of the BRT System (MyCiTi)

Source: MyCiTi Benchmark Study, March 2017

Levels of satisfaction - BRT System (MyCiTi)	
Satisfaction Criteria	Mean Score (out of 10)
Travel times (arriving at your destination on time)	9.2
Costs (bus fare charged)	9.2
Comfort (comfort of the ride)	9.3
Security (feeling safe while waiting for the bus)	9.3
Safety (feeling safe when on the bus)	9.4
Reliability (on-time arrival/departure of the Bus)	7.5
Appearance (overall appearance of the bus)	9.3
Accessibility (ease of getting on/off the bus)	9.3
Convenience (ease of travelling with parcels/luggage/personal belongings)	9.1

Table 3 6: Levels of satisfaction with different aspects of the minibus-taxi system

Source: Cape Town Household Travel Survey, 2013

Levels of satisfaction - Minibus-Taxi System				
Satisfaction Criteria	Dissatisfied	Neutral	Satisfied	(Average across all modes)
Travel times	Not Available			
Costs	Not Available			
Comfort	56%	35%	9%	
Security	66%	27%	6%	
Safety	74%	21%	5%	
Reliability	45%	37%	18%	
Appearance	47%	43%	10%	
Accessibility	32%	35%	33%	
Convenience	34%	40%	25%	

A 2017 benchmark study on the current MyCiTi system was performed to measure the performance of the system from a customer satisfaction and brand perspective, and to understand barriers to use which need to be addressed.

The objective was to gauge the perceptions of users and non-users of the system and the perceptions amongst the 15-35 age group.

Overall, MyCiTi users rate the service extremely highly across all aspects. The only aspect below the desired 8 out of 10 mark is on time arrival and departure.

A comparison of these data suggests that the MyCiTi system enjoys the highest level of customer satisfaction among the main modes of PT in Cape Town, with high scores for comfort, security and appearance. Conversely, there is a high level of dissatisfaction towards the minibus-taxi system with particular regard to the comfort, security and safety provided by the industry.

Average travel time to work and education

The average travel time to work and education, across all transport modes, based on the results of the Cape Town Household Travel Survey is set out in Table 3 7.

Participants were asked the average departure time from home as well as arrival at their respective destination. As such, the times calculated below represent the stated average total travel time for single journeys, for all modes used in multi-mode trips, and waiting times associated with boarding and alighting.

Looking at trip speeds and the travel distances in the morning across Cape Town from the survey, a fairly consistent picture emerges. Residents from Mitchells Plain and Khayelitsha face both the longest and the slowest work trips. This data highlights the ongoing legacy of apartheid and the travel barriers faced daily by residents in the South East of Cape Town. Breaking down the data into roughly equal income class groups shows a fairly consistent picture for 'travel time budgets' across income groups, with education trips on average of around 30 minutes, regardless of class. Work trips are between 50 and 60 minutes.

Table 3 7: Average travel time to work and education

Source: Cape Town Household Travel Survey, 2013.

	Average total travel time (minutes)		
	Low Income	Middle Income	High Income
To work	53	57	52
To education	31	31	33

Average travel time for PT

The average travel time for PT trips to work is set out in Table 3 8. Persons travelling by contracted bus have the longest average travel time (63 minutes), followed by train travel (59 minutes). MyCiTi travel has the shortest average travel time (45 minutes), followed by minibus-taxis (53 minutes). These times are clearly influenced by the distances travelled in terms of speed. Rail and minibuses are the fastest modes and MyCiTi is the slowest. According to the travel survey, passengers travelling by train and bus leave earlier (47% and 49% between 06:00 and 07:00 respectively), than those travelling by other modes.

Table 3 8: Average travel time for PT trips to work

Source: EMME model 2015 update

Average travel time for PT trips to work		
Mode	Minutes	Average Distance (km)
Rail	59	23
Contracted bus (GABS, Sibanye)	63	19
BRT (MyCiTi)	45	9
Minibus-taxi	53	19

Average walking times to PT

The average walking times to PT by mode is set out in Table 3 9. The only available source of data for average walking times to PT is the 2013 NHTS data. Changes to the Minimum Requirements is grounds for the inclusion, in future Cape Town Household Travel Surveys, of questions from which average walking times to PT can be derived.

The NHTS indicates that for the Western Cape, the most accessible mode of PT in terms of average walking times to boarding point are minibus-taxis. The nature of the minibus-taxi system contributes to this as taxis do not use dedicated boarding points along routes but rather stop along their route.

Table 3 9: Average walking times to PT by mode

Source: NHTS Provincial Report - STATSSA 2014 (for the Western Cape)

Average walking times to PT	
Mode	Minutes
Rail	1 - 15 minutes 44% 16 - 30 minutes 40% >30 minutes 16%
Bus	Up to 5 minutes 62% 6 - 10 minutes 21% 11 - 15 minutes 10% >15 minutes 8%
Minibus-taxi	Up to 5 minutes 61% 6 - 10 minutes 23% 11 - 15 minutes 8% >15 minutes 8%

Estimation of the percentage of individuals spending more than 10% of their monthly income on transport

The City measures the costs of key user groups' Access Priorities in the TDI tool. These Access Priorities are the priorities of different user groups broken down into direct costs (such as the price of a ticket) or indirect costs (such as time, flexibility, safety, reliability, crime or congestion).

The findings of the TDI show that the average ratio of direct transport cost versus income for the low income PT user group is estimated at 43.1% of the monthly household income. This is much higher than the national norm of 10% as stated in the White Paper on National Transport Policy

The low income group is estimated to be 25% of the population in Cape Town. This means that the individuals spending more than 10% of their monthly income on transport are 25%.

Main transport problems

The City's main transport problems towards which the policies, strategies and projects in this CITP will be addressed are:

- the deterioration of the rail service in Cape Town, with its resultant steep decrease in usage and increase in road usage
- although rail has historically carried the highest volume of PT trips into Cape Town this market share has, as of 2014, been sharply decreasing due to vandalism of both rolling stock as well as fixed control infrastructure, reducing the operational capacity of the service, the extent of which has increased road-bound congestion towards the city centre
- the lack of integration between transport and land use in Cape Town
- the highest residential densities still persist in the MSE, Atlantis and Wallacedene. These are also the poorest communities with arguably the worst access to PT, especially quality services
- the increasingly unsustainable cost of transport for low-income households, as revealed by the City's TDI
- the average ratio of direct transport cost versus income for the low income PT user group is estimated at 43.1% of the monthly household income. This is much higher than the national norm of 10% as stated in the White Paper on National Transport Policy
- the low income group is estimated to be 25% of the population in Cape Town and spend more than 10% of their monthly income on transport
- the number of trips generated in Cape Town is a function of the number of households. Transport planning must therefore accommodate for a growth rate higher than that of the population traditionally transport planning assumed a proportional growth in all modes. However, this plan must consider the total person trips and determine an appropriate and desirable modal split to meet the demand
- a rapidly growing population is typically seen as a threat to the ability of the City to provide quality services, as it places strain on the City's resources. However, it could also hold an opportunity if the growth is accompanied by gains in skilled people
- Cape Town has a higher proportion of economically active population (46%) than greater South Africa (37%). While still facing the threat of large unemployment, the threat is smaller than in most other South African cities
- a monthly household income of R7 000 is generally regarded as the point when a household could afford a car (and that households purchase a car at the earliest possible time to improve their ability to obtain a better job or retain their current one). The City therefore needs to ensure that existing and new phases of PT are designed to discourage this modal shift and also to benefit the majority of the population
- non-social residential development continues to be driven by the availability of land to accommodate the private car, and not by the availability of transport. This means that the trend of sprawl, that gained momentum over the past four or five decades with the rising popularity of the private car, continues unabated despite policy and legislative changes that aims to reverse this trend
- it is believed that the low levels of service of the PT system creates a significant barrier to commercial development around transit, since the market for choice land uses also choose to continue favouring car-based development in the absence of competitive alternative transport
- the City does not have a model to estimate latent demand for transport services at present, and should investigate the impact from this to inform future demand

3.3 Description of the regular, daily PT system

A safe and efficient road and rail network is an essential enabler of sustainable development in both urban and rural areas in the Cape Town metropolitan area. Economic growth and development requires the support of an effective and efficient public, private and freight transport system.

The regular, daily PT system is summarised below.

3.3.1 Passenger rail

Rail network

A plan indicating Cape Town and the City's Functional Area railway stations including the designation of lines is set out in Figure 3 2.

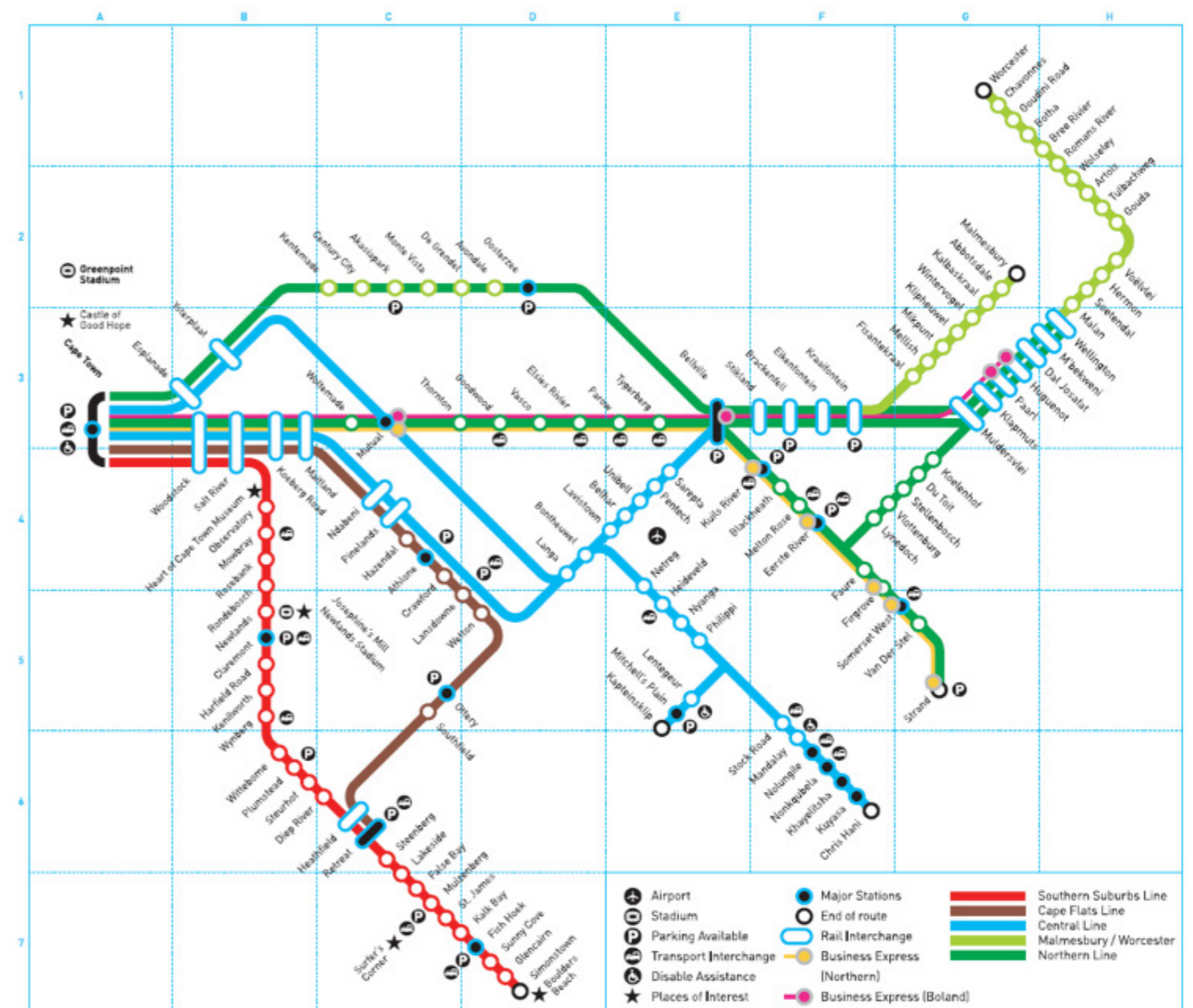


Figure 3 2: Plan indicating passenger railway stations and lines

Source: PRASA, (2017)

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

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

Operational capacity

The rail capacity in Cape Town is shown in Table 3 10.

Table 3 10: Estimated operational rail capacity

Source: PRASA, 2017 (Western Cape train operations, adjusted passenger flow from ticket sales based on 2012 census for line allocation)

Unit Type	No	
Train sets (A)	Required: 88	Available: 72
Coaches (B)	12 coaches per sets	
Average Fleet Coach Capacity (Crush capacity) (C)	401	
Trips per peak / train set (D)	2.5	
Total rail capacity per hour	1 058 640	

* The 88 train sets is based on the full allocation in 2017, however the historic targeted allocation has reached 100 train sets
 * Currently 72 sets in operation, with 51 of these train sets running short i.e. without the full complement of coaches (12 to eight depending on train set configuration)
 * The estimated crush capacity is based on a functional service with full train allocation and 12 coach train set configuration. The 401 per coach is a weighted average of the fleet based on a crush capacity of nine passengers per m2
 * Trips per peak are based on current infrastructure
 * Calculated based on the assumptions stated in notes nine to 12 above

Rail utilisation

Details of rail utilisation in Cape Town are shown in Table 3 11.

Table 3 11: Railway passenger boarding per line for the whole day and morning peak periods

Source: PRASA, 2017 (Western Cape Train Operations, adjusted passenger flow from ticket sales based on 2012 census for line allocation)

LINES	PASSENGERS BOARDING BOTH DIRECTIONS					
	Morning Peak Period					
	Capacity			Utilisation		
	Passenger Capacity per train	Frequency of trains towards CTN	Total Service Capacity	Number of passengers carried during peak period towards CTN	Capacity Utilisation ⁷	
1	CTN-CHRIS HANI	2 611	19 (+4 Sarepta)	49 600	33 282	67%
2	CTN-KAPTEINSKLIP	2 611	16 (+2 Sarepta)	41 768	30 003	72%
3	CTN-SAREPTA	2 611	See note 8	See note 8	See note 8	See note 8
4	CTN-KRAAIFONTEIN	2 508	3 (+3 Monte Vista)	15 048	11 724	78%
5	CTN-MULDERSVLEI	2 508	7 (+3 of Monte Vista)	17 556	10 570	60%
6	CTN-STRAND	2 508	13	32 604	12 698	39%
7	CTN-WELLINGTON	2 508	8	22 572	15 221	67%
8	CTN - Monte Vista	2 508	6	See note 3	See note 3	Included in Northern Lines (Kraaifontein) and Muldersvlei
10	CTN-HEATHFIELD	1 616	11	17 776	8 777	49%
11	CTN-SIMON'S TOWN	1 716	16	27 456	18 080	66%
TOTAL			99	224 380	140 355	63%

* The Passenger capacity per train is based on a planning capacity of 4 passengers per m2
 * Information from ticket sales 2015/16 allocated to lines as per 2012 census as well as percentage people traveling to Cape Town in the morning peak. The Sarepta line's passenger information is not separate in the census and therefore allocated to the other central lines pro-rata
 * Monte Vista line services included in Kraaifontein & Wellington services

Table 3 12: Daily passenger boardings and train set availability

Source: Rail Census 2012; Tickets Sales 2013 - 2015 as basis with added factor of fare evasion; 2016 from Metrorail press release (19 January, 2017), 2017 projected value

Year	All Day Passenger Boarding's	Trainsets		
		Running	Spare	Total
2000	675 607	90	4	94
2004	621 285	85	5	90
2007	635 046	81	6	87
2012	621 833	86	5	91
2013	635 832	88	1	89
2014	608 533	86	0	86
2015	575 845	84	0	84
2016	454 000	82	0	82
2017	360 000	72	0	72

The comparison of daily rail volumes (passenger boardings) from 2012/13 to 2016/17 indicated a slight increase from 2012 to 2013, followed by a rapid and accelerated decline from 2014 to 2017 (assuming the projected values are accurate). The decline in the number of passengers corresponded to a decline in the amount of running train sets. The number of daily passenger boardings declined by 43% from 2013 to 2017 from 636 000 to 360 000. The decrease in passenger numbers and subsequent modal shift towards road-based public and private transportation has increased road-based congestion towards the city centre.

Despite the 88 full sets required to operate the Western Cape Metrorail services, the average availability of train sets has reduced from 82 sets for January 2016 to 72 sets for January 2017 with average train sets running short for January 2017 amounting to 51 sets. As a result of this the on-time train performance, although increasing from 70.5% for January 2016 to 72.9% for January 2017, remains well below the targeted norm of 86%.

The marked decline in the number of available train sets has been due to continued vandalism and burning of coaches. This, coupled with a lack of investment and maintenance, long-term vandalism of key control infrastructure and arson and community protests in PRASA and TFR domains, causing regular shutdowns and delays, has fuelled customer dissatisfaction and contributed to the sharp decline in patronage across the system. Figure 3 3 shows the Metrorail daily passenger boarding and the total number of train sets.

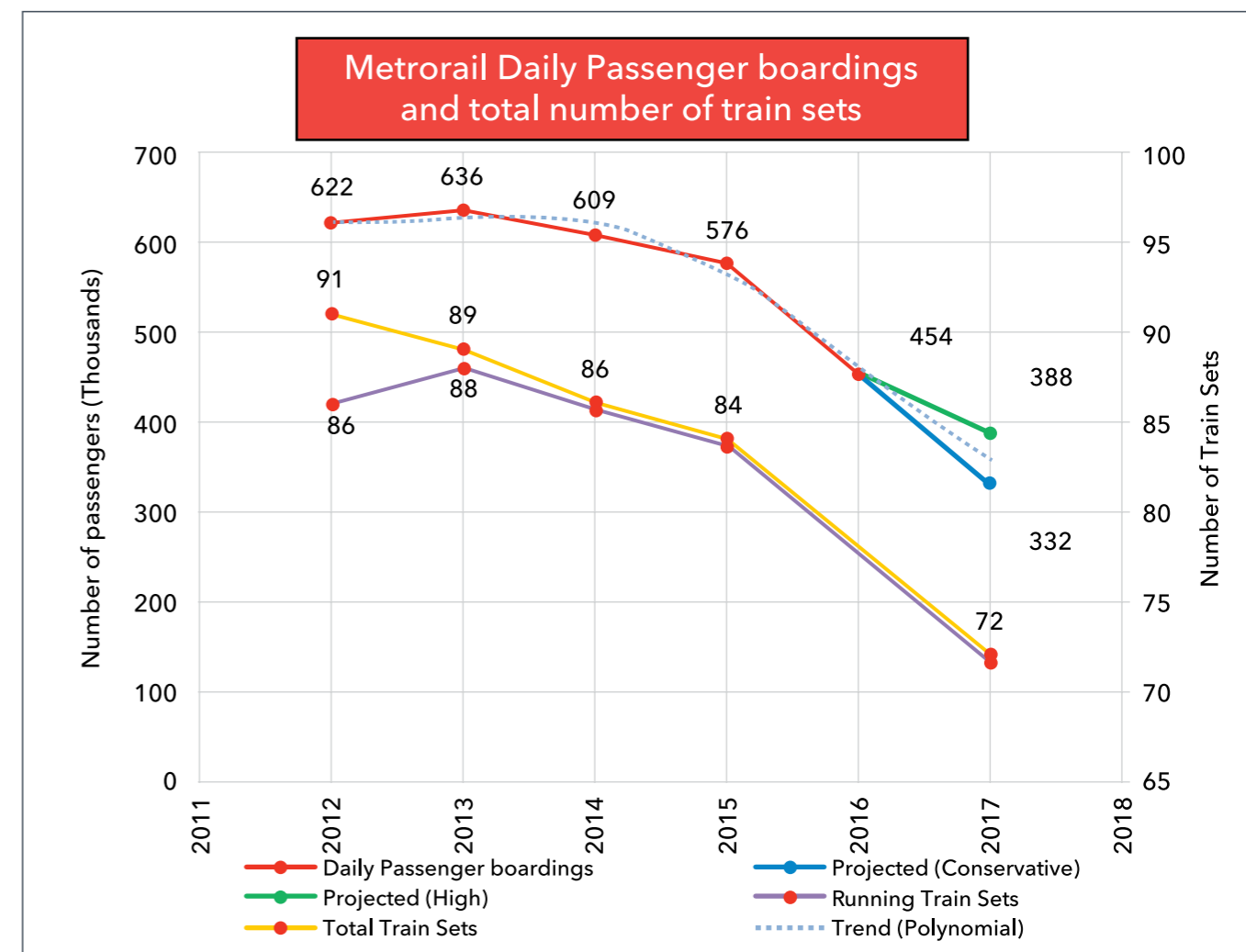


Figure 3 3: Metrorail daily passenger boardings and available train sets

Source: Rail Census 2012; Tickets Sales 2013 - 2015 as basis with added factor of fare evasion ; 2016 from Metrorail press release (19 January, 2017), 2017 projected value

3.3.2 Road-based PT including IPTN, BRT, bus and minibus-taxi infrastructure

The following summarises the road-based PT in Cape Town.

PT facilities and interchanges

PT facilities within Cape Town are currently defined as any facility providing commuters with a single form of PT access, (e.g. rail station, minibus-taxi rank, MyCiTi station, GABS station, long distance rank, P&R etc.). PT facilities can be further classified as official where infrastructure/formal designation exists and unofficial in the absence thereof.

Table 3 13 shows a sample of the road-based PT facilities within Cape Town as per the TRS system. The table is illustrative. A full list is available on request. Table 3 4 shows the categories of PT facilities across Cape Town

* The calculated number of daily passengers from ticket sales has been adjusted by 10% upwards to allow for fare evasion
 * Calculated using Metrorail press release (19 January, 2017) in which it was stated that the number of passengers using the system in Cape Town equated to 10.9 million a month
 * Information received: Metrorail Western Cape Monthly Report January 2017
 * Projected from 2014 to 2017 using 2016 as a reference point
 * Trainsets running short i.e. without full complement of coaches (normally 12)

* The calculated number of daily passengers from ticket sales has been adjusted by 10% upwards to allow for fare evasion

Table 3 13: Listing of road-based Public Transport facilities (Sample)

Source: Transportation Reporting System (TRS), 2016

No.	Facility Name	TRS Code	Physical Location	Mode	Type of Service	Holding/ Loading/ Combined	Formal or informal (F/I)	On-street/ off-street	No. of bays (formal only)
1	Woodbridge	10902	Corner of Loxton Road and R27, Woodbridge	MyCiTi	Commuter	Loading	F	On-Street	Not available
2	Woodstock	10201	Woodstock Station	MyCiTi	Commuter	Loading	F	On-Street	Not available
3	Woodstock	10202	Woodstock Station	MyCiTi	Commuter	Loading	F	On-Street	Not available
4	Zoarvlei	10701	Milner Street, Zoarvlei	MyCiTi	Commuter	Loading	F	On-Street	Not available
5	Zoarvlei	10702	Milner Street, Zoarvlei	MyCiTi	Commuter	Loading	F	On-Street	Not available
6	Somerset West	GABS021	Church Street, Somerset West	Bus Service	Commuter	Loading	F	Off-Street	Not available
7	Tygerberg	GABS022	Corner of West Street and Railway Street, Parow East	Bus Service	Commuter	Loading	F	Off-Street	Not available
8	Village 3	GABS023	Mitchells Plain Town Centre	Bus Service	Commuter	Loading	F	Off-Street	Not available
9	Waterfront	GABS024	E Pier Road, V&A Waterfront	Bus Service	Commuter	Loading	F	Off-Street	Not available
10	Wynberg	GABS025	Cnr of Mosque Road and Mosque Way, Wynberg	Bus Service	Commuter	Loading	F	Off-Street	Not available
11	Parklands (Sunningdale)	MBT250	Sandown Road East, Sunningdale	Minibus	Commuter	Combined	F	On-Street	Not available
12	Cape Town (Strand Street)	MBT290	Strand Street ,Cape Town	Minibus	Commuter	Combined	I	On-Street	Not available
13	Westlake	MBT261	Bell Crescent, Westlake	Minibus	Commuter	Combined	I	Not available	Not available
14	Cape Town (Adderley Street - Woolworths)	MBT206	Cnr of Castle Street and Adderley Street, Cape Town	Minibus	Commuter	Combined	I	On-Street	Not available
15	Fish Hoek PTI	MBT059	Beach Road	Minibus	Commuter	Combined	F	Off-Street	3 lanes
16	Ocean View	MBT145	Cnr Andries Avenue, Alpha Way	Minibus	Commuter	Combined	I	On-Street	Not available
17	Bloekombos	MBT023	Sam Njokozela Avenue	Minibus	Commuter	Combined	F	Off-Street	5
18	Masiphumelele (Site 5)	MBT112	Cnr Pokela Road, Tambo Road	Minibus	Commuter	Combined	I	Off-Street	Not available
19	Philippi East Informal Taxi	LND182	Ntloyiya Road Philippi	LD Minibus	Long Distance	Combined	I	On-Street	Not available
20	Langa Informal	LND011	Cnr of Washington Street and Johnson Mgevela, Street Langa	LD Minibus	Long Distance	Combined	I	Off-Street	Not available
21	Cape Town Station Deck Long Distance Taxi	LND184	Cape Town Station Deck	LD Minibus	Long Distance	Combined	F	Off-Street	Not available
22	Dunoon Long Distance Taxi Rank	LND134	Cnr of Dumani Road and Potsdam Road, Dunoon	LD Minibus	Long Distance	Combined	F	Off-Street	Not available
23	Vrygrond Long Distance Taxi Rank	LND135	Berg Street, Vrygrond	LD Minibus	Long Distance	Combined	F	Off-Street	Not available

Public Transport Interchange (PTIs)

PTIs are classified as being an operational area surrounding several official PT facilities which are close enough for commuters to change modes effectively. The current distinction between mode specific interchanges will no longer be used for the multi-modal, integrated and interoperable PT system. For instance, a rail station would be part of a PTI where passengers can transfer to other PT modes.

TDA currently manages and maintains 60 PTIs throughout Cape Town. These range in size from very large (e.g. the Cape Town Station Deck) to very small (e.g. London Road, Ocean View). Each of the interchanges is of a different size and handles a different number of passengers and therefore requires different levels of management and funding. Figure 3 4 shows the location of the managed PTIs.

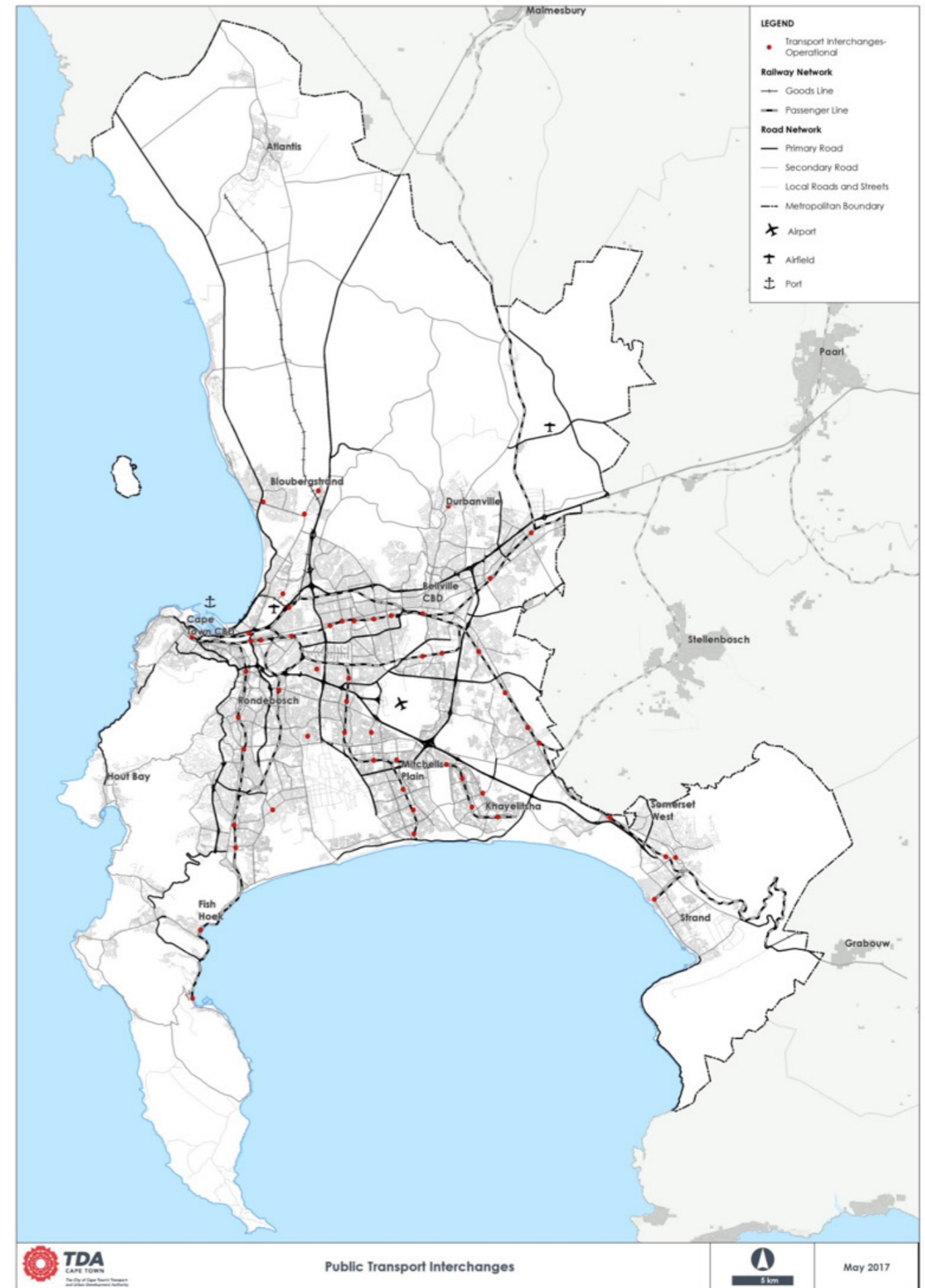


Figure 3 4: Public Transport Interchanges

Table 3 14: Number of PT facilities and PTIs across Cape Town

Source: TRS, 2017

Total number of PT Facilities			
Type	Total	Within PTIs	As Stand-alone
MyCiTi stations	42	7	35
Rail stations	96	43	53
Minibus-taxi ranks (official)	120	63	57
Minibus-taxi ranks (unofficial)	65	11	54
Metered taxi ranks	42	4	38
GABS bus station	30	21	9
Long distance ranks	18	14	4
P&R areas	113	44	69

Table 3 15: Categories of PT facilities across Cape Town

Source: TRS, 2017

Categories of PT facilities across Cape Town				
Category No.	No. of Facilities	Example of Facilities	Facility Categorisation	Level of Management
1	15	Bellville, Cape Town, Mitchells Plain, Nyanga, Joe Gqabi	Off-street facilities processing more than 20 000 passengers per day, formal transport operations	On-going management, establish structures, manage daily operations, cleaning and security services
2	18	Koeberg, Fish Hoek, Mfuleni, Nonkqubela	Off-street facilities processing between 20 000 and 3 000 passengers per day, formal transport operations	Part-time management, establish structures, report on operational activities, cleaning and security services
3	14	Dunoon, Potsdam, Elsiesrivier, Blackheath	Off-street facilities processing less than 3 000 passengers per day, formal and informal transport operations	Part-time management, weekly visits, establish contact with stakeholders, cleaning and security services
4	18	Unibell, Bonteheuwel, Strand	On-street facilities processing more than 1 000 passengers per day, Informal transport operations	Monthly visits to monitor activities, respond to queries, informal transport operations
5	70	Century City, N1-Shopping mall, Tygerberg, Edgemoed	On-street facilities processing less than 1 000 passengers per day, informal transport operations, including facilities on privately owned land	Facilities visited on an ad-hoc basis, respond to specific queries (e.g. maintenance requests)

MyCiTi Stations

The main MyCiTi stations are located along the trunk routes and are typically in the median adjacent to the dedicated lanes. These stations allow boarding on both sides and are sheltered. Security personnel and ticketing officers are also usually present. Feeder stations are located along the feeder routes and are either sheltered waiting areas (around 57%) or totem pole style stops. Stations on the Phase 1A trunk route are configured for high floor buses, while feeder routes have low floor buses with kerbside boarding. However, TDA has decided that all future stations on new trunk routes will have low floor platforms that allow for low floor boarding. Figure 3 5 shows the operational routes as well as relative location of stations and bus stops.

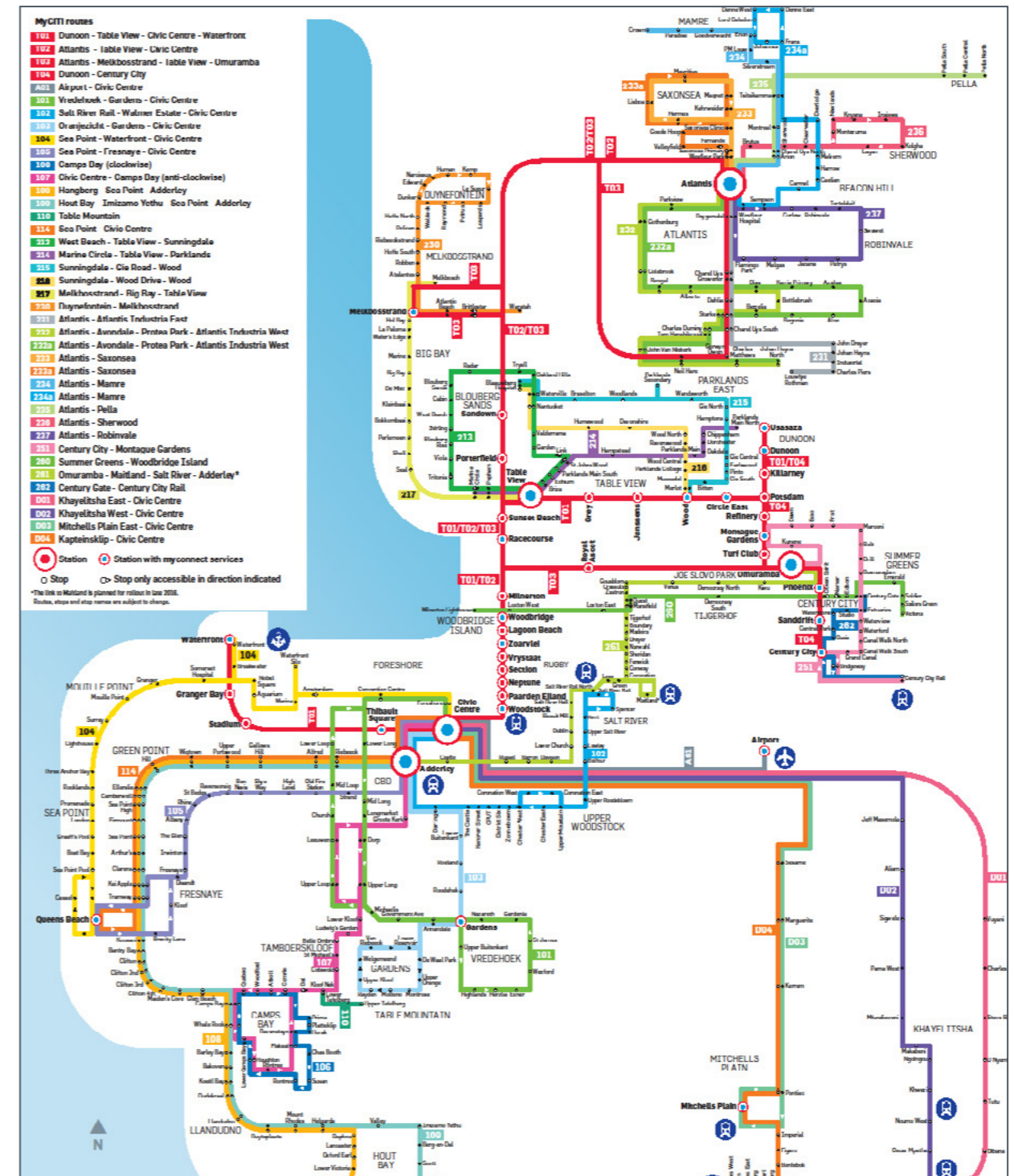


Figure 3 5: MyCiTi operational routes, bus stops and trunk stations

3.3.3 Road-based routes per mode and per major operator

Table 3 16 contains a sample of the full set of road-based routes per mode and operator (e.g. bus operating company, or taxi association, in Cape Town).

Table 3 16: Road-base PT route descriptions– all day (sample)

Source: TRS, 2017

No.	Mode**	Route Code	Origin	Destination
1	Minibus	524	FISH HOEK	OCEAN VIEW
From taxi rank at Fish Hoek Railway Station Fish Hoek, left into Main Road, right into Kommetjie Road, left into Milky Way, right into Gemini Road, left into Draco Road, right into Pollux Way, left into Arries Lane to Taxi rank at the corner of Alpha Road and Arries Lane Ocean View and return along the same route.				
2	Minibus	533	OCEAN VIEW	SUN VALLEY
From taxi rank at the corner of Alpha Road and Aries Lane Ocean View, right into Pollux Way, left into Draco Road, right into Gemini Road, left into Milky Way, right into Kommetjie Road, left into Noordhoek Main Road, left into Buller Louw Drive, right into Pick 'n Pay Centre Sun Valley and return along the same route.				
3	Minibus	172	BLOEKOMBOS	WALLACEDENE - BELLVILLE
From taxi rank in Bloekombos in Old Paarl Road, right into Voortrekker Road, right into Station Street, left into 12th Avenue till the station, left into Mark Street till 9th Avenue, left into Kerk Street, right into Voortrekker Road, left into Botfontein Road, left into Boesak Street, right into Laboheme Road, right into Botfontein Road, into Van Riebeeck Road, Brighton Road, Langberg Road till Durbanville, left into Wellington till Nuwe Street, Durbanville return with Wellington, right with Langeberg Road, Brighton Road, van Riebeeck Road, right into Van der Merwe Street, left into Petunia Street, right with Aanblom Street, left into Van der Merwe Street, right into Rembrandt Street, left into Milton Road, right into Milner Street, right into Graaf Street, right into Van der Merwe straight into Frans Conradie Avenue, left into Okavango, right with Old Paarl Road, Bellville, right Voortrekker Road, left into Modderdam Road, right into Belrail Road till taxi rank in Bellville railway station and return along the same route.				
4	Minibus	E14	MASIPHUMELELE (SITE 5)	FISH HOEK
From taxi rank in Masiphumelele, into Pokela Road, left into Kommetjie Road, left into Main Road Fish Hoek, right into De Waal Road, into taxi rank at Fish Hoek and return as follows: into Station Road, left into Main Road, right into Kommetjie Road, right into Pokela Road to taxi rank in Masiphumelele.				

No.	Mode**	Route Code	Origin	Destination
5	MyCiTi	101F	CIVIC CENTRE	WEXFORD
Civic Centre Station, u-turn on busway, continue Hertzog Boulevard, right D F Malan Street, left Table Bay Boulevard, left Hereengracht, right Walter Sisulu Avenue, left Lower Long Street, continue Long Street, left Orange Street, continue Annandale Road, continue Mill Street, left Mill Street off ramp, Gardens Station, right Maynard Street, right Mill Street, left Upper Buitenkant Street, continue Highlands Avenue, left Exner Avenue, right Davenport Road, left St James Street, left Derry Street, right Noordelik Avenue, left Gardenia Avenue, right Derry Street, continue Upper Mill Street, continue Mill Street, Gardens Station, Continue Mill Street, continue Annandale Road, continue Orange Street, continue Buitensingel, right Loop Street, continue Lower Long Street, right Walter Sisulu Avenue, left Hereengracht, right Table Bay Boulevard, right D F Malan Street, left Hertzog Boulevard, Civic Centre Station.				
6	MyCiTi	102F	CIVIC CENTRE	SALT RIVER
Civic Centre Station, continue Hertzog Boulevard, left Heerengracht, continue Adderley Street, left Darling Street, continue Keizersgracht, continue Chester Road, left Coronation Road, right Upper Mountain Road, left Rhodes Avenue, left Upper Roodebloem Road, continue Roodebloem Road, right Victoria Road, left Salt River Road, right Albert Road via Salt River circle, left Spencer Road, left Foundry Road, Salt River Station.				
7	MyCiTi	102R	SALT RIVER	CIVIC CENTRE
Salt River Station, continue Foundry Road, exit Voortrekker Road, continue Salt River Road via Salt River circle, right Victoria Road, left Roodebloem Road, continue Upper Roodebloem Road, right Rhodes Avenue, right Upper Mountain Road, left Chester Road, continue Keizersgracht, continue Darling Street, right Adderley Street, continue Heerengracht, right Hertzog Boulevard, u-turn on busway, Civic Centre Station.				
8	Bus Service (GABS)	AAA6	CITY GOLDEN ACRE C LANE	SEA POINT
Radius based permit				
9	Bus Service	AAA7	SEA POINT	CITY GOLDEN ACRE
Radius based permit				
10	Bus Service	AAE0	CITY GOLDEN ACRE C LANE	SOMERSET HOSP
Radius based permit				
11	Bus Service	ADA0	BELLVILLE B LANE	CITY GOLDEN ACRE
Radius based permit				

* All the routes are available on request.

Table 3 17: Route as identified by facility

Source: TRS, 2017

No.	Mode*	Origin Rank/Terminus		Destination Rank/Terminus		Route Code	Route Distance (km)	Trip Time (One Way)**	Turnaround Time (Cycle Time)***
		Name	Code	Name	Code				
1	Minibus	FISH HOEK	MBT059	OCEAN VIEW	MBT145	524	12 km	-	32 min
2	Minibus	OCEAN VIEW	MBT145	SUN VALLEY	MBT176	533	8.4 km	-	30 min
3	Minibus	BLOEKOMBOS	MBT023	WALLACEDENE - BELLVILLE	MBT019	172	13.2 km	-	41 min
4	Minibus	MASIPHUMELELE (SITE 5)	MBT112	FISH HOEK	MBT059	E14	5.5 km	-	33 min
5	BRT	CIVIC CENTRE	101	WEXFORD	1230	101F	5.8 km	27	60 min
6	BRT	WEXFORD	1230	CIVIC CENTRE	101	101R	5.8 km	27	60 min
7	BRT	CIVIC CENTRE	101	SALT RIVER	1268	102	6.8 km	30	60 min
8	BRT	SALT RIVER	1268	CIVIC CENTRE	101	102	6.9 km	30	60 min
9	Bus Service	CITY GOLDEN ACRE C LANE	N/A	SEA POINT	N/A	AAA6	6.2 km	23	N/A
10	Bus Service	SEA POINT	N/A	CITY GOLDEN ACRE C LANE	N/A	AAA7	6.5 km	28	N/A
11	Bus Service	CITY GOLDEN ACRE C LANE	N/A	SOMERSET HOSP	N/A	AAE0	3.9 km	10	N/A

Summary of road based routes

Table 3 17 identifies certain information, including distances and trip times, between origin and destination facilities on the routes set out above. There are currently 3 500 legal minibus-taxi routes within the City of Cape Town.

Figure 3 5 shows the MyCiTi bus services operational routes. Phase 1 operations as well as N2 Express operations as at January 2017 consists of 87 individual routes as shown in the aforementioned figure.

As at January 2017 Golden Arrow Bus Services operated on over 3 400 unique routes. 600 of these routes are positional only while 741 of these are engage routes (not available to the general public). The remaining 2 000 are active commuter routes.

3.3.4 Summary and analysis of the fare systems (structure, levels, fare collection systems and concessions) of different services in Cape Town

The following tables show the fare structures and levels for the major modes of transport in Cape Town.

MyCiTi

The MyCiTi system employs a distance-based fare structure backed by a “tap-on, tap-off” card system. The contactless card system (myconnect) automatically calculates distance travelled and subtracts the relevant fare (based on the products available) from the funds available on the card at the point of disembarking. myconnect 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 web site.

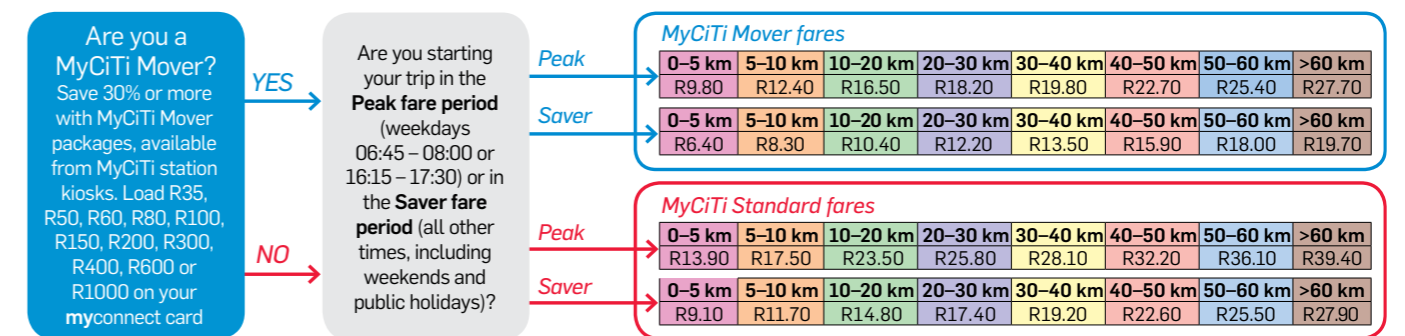
The fares charged vary depending on the time of travel, distance travelled and package purchased. Peak travel is 30% more expensive than travel during off-peak period (peak periods are categorised as being on weekdays between 06:45-08:00 and 16:15-17:30). Travel on weekends and public holidays are considered off-peak travel and are charged as such, the rationale being to incentivise passengers to travel in the off-peak period. The following fare products are available:

- Mover – These are bulk packages which are available in amounts of R35, R50, R60, R80, R100, R150, R200, R300, R400, R600 and R1 000 and represent a 30% saving over conventional fares
- Standard – Variable amounts can be loaded as a standard product which can be used to pay for purchases at any locations accepting conventional debit cards
- Day Pass – Load a one-day, three-day, or seven-day pass and enjoy unlimited travel anywhere, at anytime of the day. One-day, three-day and seven-day packages cost R94, R234 and R514 respectively
- Monthly Pass – Unlimited travel for one month from the date of activation. Currently sold for R780
- One-day, three-day and seven-day off-peak package – Off-peak travel packages offering 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 R39, R110 and R206 respectively
- An indigent transport fare is currently under consideration for 2017/ 18.

Figure 3 6 illustrates the MyCiTi distance based fare structure.

The MyCiTi system also employs a penalty system. Penalties are directly deducted from the remaining balance on myconnect cards. The penalty for the first three offences is R10 and all subsequent offences are charged at R25 (R114 if your journey connects with the Airport). Penalties are incurred on the following actions:

- not tapping on or off at the start or end of your journey
- tapping on or off at the incorrect validator
- tapping on or off while having insufficient funds remaining on your card to pay for a journey



For journeys linking with the Airport station, add R73 (Standard) or R52.10 (Mover).

Figure 3 6: MyCiTi distance based fare structure, 2017

* All the routes are available on request.

Minibus-taxis

The Minibus-taxis employ a post-boarding, cash only, ticketless fare system. Fares are either collected by drivers or their assistants, usually en route after commencing the trip. Some services are now offering electronic payment methods. These are changing and evolving over time. Table 3 18 shows a sample of the minibus-taxi fares per route.

Table 3 18: Minibus-taxi fares per route (sample)

Source: TRS, 2016

No.	Route code	Mode	Operator (taxi association or bus company name)	Route origin	Route destination	Route distance	Single trip fare	Date
1.	524	MINIBUS TAXI	FISH HOEK - OCEAN VIEW TA	FISH HOEK	OCEAN VIEW	12 km	R 7.00	2015/11/25
2.	533	MINIBUS TAXI	OCEAN VALLEY TA	OCEAN VIEW	SUN VALLEY	8.4 km	R 7.00	2015/11/25
3.	172	MINIBUS TAXI	BLOEKOMBOS - WALLACEDENE TA	BLOEKOMBOS	WALLACEDENE - BELLVILLE	13.2 km	R 9.00	2015/11/18
4.	E14	MINIBUS TAXI	MASIPHUMELELE TA	MASIPHUMELELE (SITE 5)	FISH HOEK	5.5 km	R 7.00	2015/11/25

A full list of fares per route is available on the TRS for 2016.

Metrorail

Table 3 19 shows the fare levels and structure employed by Metrorail in the Western Cape region. Tickets are bought via cash only at selected stations. Metrorail uses a distance based fare structure and different rates for their Metro and Metro Plus services. Single, Return, Weekly and Monthly tickets can be purchased. Metrorail fares do not exceed between R10,50 and R23,50 for a single Metro Plus ticket and are between R250 and R500 for a monthly Metro Plus Ticket.

Table 3 19: Metrorail Fares per route

Source: www.metrorail.co.za (accessed 27 February 2017)

Km Zone	Single		Weekly		Monthly	
	MetroPlus	Metro	MetroPlus	Metro	MetroPlus	Metro
1-10	R10,50	R7,50	R80,00	R47,00	R250,00	R140,00
Century City, Claremont, Esplanade, Hazendal, Kentemede, Koeberg Road, Maitland, Mowbray, Mutual, Ndabeni, Newlands, Observatory, Paarden Eiland, Pinelands, Rondebosch, Rosebank, Salt River, Thornton, Woltemade, Woodstock, Ysterplaat						
11-19	R11,50	R8,00	R90,00	R50,00	R280,00	R150,00
Acacia Park, Athlone, Avondale, Belhar, Bellville, Bonteheuwel, Crawford, De Grendel, Diep River, Elsies River, Goodwood, Harfield Road, Heathfield, Heideveld, Kenilworth, Langa, Lansdowne, Lavistown, Lavistown, Monte Vista, Netreg, Oosterzee, Ottery, Parow, Plumstead, Retreat, Steurhof, Tygerberg, Vasco, Wetton, Wittebome, Wynberg						
21-30	R13,50	R9,00	R110,00	R59,00	R340,00	R175,00

Km Zone	Single		Weekly		Monthly	
	MetroPlus	Metro	MetroPlus	Metro	MetroPlus	Metro
Blackheath, Brackenfell, Clovelly, Eikenfontein, False Bay, Fish Hoek, Kalk Bay, Kuils River, Lakeside, Lentegeur, Mitchells Plain, Mandalay, Muizenberg, Nolungile, Nyanga, Pentech, Philippi, Serapta, Southfield, St James, Steenberg, Stikland, Stock Road, Unibell						
31-40	R16,50	R10,00	R135,00	R65,00	R420,00	R190,00
Chris Hani, Eerste River, Faure, Fisantekraal, Glencairn, Kapteinsklip, Khayelitsha, Kraaifontein, Kuyasa, Lynedoch, Melton Rose, Nonkqubela, Simons Town, Sunny Cove						
41-135	R19,50	R13,00	R160,00	R80,00	R500,00	R250,00
Abbotsdale, Artois, Dal Josafat, Du Toit, Firgrove, Gouda, Hermon, Huguenot, Kalbaskraal, Klipmuts, Klipheuwel, Koelenhof, Malan, Malmesbury, Mbekweni, Mellish, Milkpunt, Muldersvlei, Paarl, Soetendal, Somerset West, Stellenbosch, Strand, Tulbaghweg, Van Der Stel, Vlottenburg, Voelvrei, Wellington, Wintervogel, Wolseley.						
136-200	R23,50	R18,00	R195,00	R115,00	R605,00	R360,00
Worcester						

Golden Arrow Bus Services

Table 3 20 shows the fares for routes of the Golden Arrow Bus Service. This list is a sample of the full list. The fares vary depending on the distance travelled, per single trip, and by payment using cash or clipcard.

Table 3 20: Golden Arrow Fares per route

Source: www.getgometro.com (accessed 27 February 2017)

Route	Clipcard	Cash Per Trip	Route	Clipcard	Cash Per Trip
Atlantis to Cape Town	R20.60	R39.40	Cape Town to Wynberg	R10.05	R16.00
Atlantis to Koeberg/Melkbos	R11.10	R25.50	Darling to Cape Town	R22.30	R49.10
Bellville to Cape Town	R11.10	R24.00	Dassenberg to Atlantis	R12.10	R18.50
Bellville to Hanover Park	R11.80	R23.70	Durbanville to Cape Town	R12.10	R28.30
Bellville to Welgemoed	R6.90	R8.90	Elsies River to Century City	R11.10	R19.90
Blue Downs to Claremont/ Rondebosch	R12.85	R27.50	Elsies River to Tygerberg Hospital	R7.30	R10.20
Blue Downs to Cape Town	R13.60	R28.30	Hanover Park to Maitland	R9.30	R16.90

Route	Clipcard	Cash Per Trip	Route	Clipcard	Cash Per Trip
Blue Downs to Wynberg	R12.85	R27.50	Hout Bay to Cape Town	R10.20	R20.30
Bothasig to Cape Town	R10.95	R20.20	Khayelitsha to Cape Town	R12.85	R28.50
Cape Town to Heideveld	R11.10	R16.00	Kloof Nek to Cape Town	R5.90	R7.80
Cape Town to Langa	R10.95	R19.00	Pensioners	R5.30	Nil
Cape Town to Mitchells Plain	R12.85	R28.30	Scholars	R15.15	Nil
Cape Town to Strandfontein	R12.10	R27.50	Not available	N/A	N/A

Fare structures and levels, including discount types and concessionary fares for each operator

Fare collection systems

The following is a summary and analysis of the fare systems of different services in Cape Town. Ticketing systems are currently disparate and not integrated, with each service using its own revenue collection system. A summary of the systems used by the different modes is provided in Table 3 21.

Table 3 21: Ticketing systems used by different PT modes

Operator	TICKETING SYSTEM		
	Cash	Card or Prepaid	
		Fare Based on	Description
MyCiTi	No	Trunk or feeder	Prepaid, rechargeable my connect card which is EMV compliant
GABS	Yes	Route specific	Monthly and 10-trip GABS clip card
Rail	Yes	Distance by Class: Metro, MetroPlus or Business Express	Monthly and weekly Metrorail ticket
Minibus Taxi	Yes	Distance	"Tap-i fare", a smartcard used along some taxi routes

Summary and analysis of the fare systems

Lower income users show a tendency to buy daily tickets as individual cash flows allows. A road-based PT Fare Policy was introduced in early 2013 to govern fare structures going forward. Despite the fragmentation referred to above, Cape Town is the first city in South Africa to introduce EMV compliant PT cards that can be used to travel on the MyCiTi services. This Automated Fare Collection (AFC) system was developed and implemented on the first phase of MyCiTi. The AFC system is in the early stages of development. It has many operational features and others will be introduced over time. It is a distance-based fare system, as opposed to flat fares or zone-based.

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

Section 3.3.1 contains details of the passenger rail service capacity and capacity utilisation in the peak period.

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

In Table 3 22 is a summary and analysis of the road-based PT service capacity and capacity utilisation per route in the peak period for Cape Town. This is derived from the detailed data collated for the Transport Register through a combination of analysing the timetables (in the case of scheduled services) or carrying out surveys (in the case of unscheduled services).

MyCiTi

Table 3 22: MyCiTi supply and utilisation in the peak period (06:00 - 09:00)

Source: MyCiTi data, 2017

Route Direction code	Direction	Mode (Bus Type)	No. of vehicle trips	Average Vehicle Capacity**	Service Capacity	No. of passengers	Average Utilisation of Peak Period***	Time of survey (am or pm)
101F	CIVIC CENTRE - WEXFORD	9m	16	45	720	181	25%	AM (06:00 - 09:00)
101R	WEXFORD - CIVIC CENTRE	9m	15	45	675	155	23%	AM (06:00 - 09:00)
102F	CIVIC CENTRE - SALT RIVER	9m	17	45	765	610	80%	AM (06:00 - 09:00)
102R	SALT RIVER - CIVIC CENTRE	9m	16	45	720	406	56%	AM (06:00 - 09:00)
103F	CIVIC CENTRE - UPPER KLOOF	9m	21	45	945	567	60%	AM (06:00 - 09:00)
103R	UPPER KLOOF - CIVIC CENTRE	9m	20	45	900	161	18%	AM (06:00 - 09:00)
104F	CIVIC CENTRE - QUEENS BEACH	9m	9	45	405	202	50%	AM (06:00 - 09:00)
104R	QUEENS BEACH - CIVIC CENTRE	9m	7	45	315	96	30%	AM (06:00 - 09:00)
105F	CIVIC CENTRE - QUEENS BEACH	9m	17	45	765	587	77%	AM (06:00 - 09:00)
105R	QUEENS BEACH - CIVIC CENTRE	9m	14	45	630	181	29%	AM (06:00 - 09:00)
106CW	CAMPS BAY TO CAMPS BAY (CLOCKWISE)	9m	15	45	675	95	14%	AM (06:00 - 09:00)
107F	CIVIC CENTRE - CAMPS BAY	9m	34	45	1 530	1,469	96%	AM (06:00 - 09:00)

Route Direction code	Direction	Mode (Bus Type)	No. of vehicle trips	Average Vehicle Capacity**	Service Capacity	No. of passengers	Average Utilisation of Peak Period***	Time of survey (am or pm)
107R	CAMPS BAY - CIVIC CENTRE	9m	31	45	1 395	334	24%	AM (06:00 - 09:00)
108F	ADDERLEY - SEA POINT - HANGBERG - HOUT BAY	9m	12	45	540	437	81%	AM (06:00 - 09:00)
108R	HOUT BAY - HANGBERG - SEA POINT - ADDERLEY	9m	12	45	540	433	80%	AM (06:00 - 09:00)
109F	ADDERLEY - SEA POINT - IMIZAMO YETHU - HOUT BAY	9m	17	45	765	569	74%	AM (06:00 - 09:00)
109R	HOUT BAY - IMIZAMO YETHU - SEA POINT - ADDERLEY	9m	18	45	810	652	80%	AM (06:00 - 09:00)
114F	CIVIC CENTRE - QUEENS BEACH	9m	22	45	990	855	86%	AM (06:00 - 09:00)
114R	QUEENS BEACH - CIVIC CENTRE	9m	19	45	855	241	28%	AM (06:00 - 09:00)
213ACW	WEST BEACH - TABLE VIEW - SUNNINGDALE	9m	7	45	315	166	53%	AM (06:00 - 09:00)
213CW	SUNNINGDALE - TABLE VIEW - WEST BEACH	9m	8	45	360	225	63%	AM (06:00 - 09:00)
214F	TABLE VIEW - PARKLANDS	9m	28	45	1 260	373	30%	AM (06:00 - 09:00)
214R	PARKLANDS - TABLE VIEW	9m	28	45	1 260	969	77%	AM (06:00 - 09:00)
215F	SUNNINGDALE - GIE ROAD - WOOD	9m	15	45	675	535	79%	AM (06:00 - 09:00)
215R	WOOD - GIE ROAD - SUNNINGDALE	9m	15	45	675	236	35%	AM (06:00 - 09:00)

Route Direction code	Direction	Mode (Bus Type)	No. of vehicle trips	Average Vehicle Capacity**	Service Capacity	No. of passengers	Average Utilisation of Peak Period***	Time of survey (am or pm)
216F	SUNNINGDALE - WOOD DRIVE - WOOD	9m	18	45	810	408	50%	AM (06:00 - 09:00)
216R	WOOD - WOOD DRIVE - SUNNINGDALE	9m	15	45	675	171	25%	AM (06:00 - 09:00)
217F	TABLE VIEW - BIG BAY - MELKBOSSTRAND	9m	12	45	540	523	97%	AM (06:00 - 09:00)
217R	MELKBOSSTRAND - BIG BAY - TABLE VIEW	9m	12	45	540	505	94%	AM (06:00 - 09:00)
230F	MELKBOSSTRAND - DUYNEFONTEIN	9m	17	45	765	260	34%	AM (06:00 - 09:00)
230R	DUYNEFONTEIN - MELKBOSSTRAND	9m	17	45	765	167	22%	AM (06:00 - 09:00)
231F	ATLANTIS - ATLANTIS IND EAST	9m	13	45	585	313	54%	AM (06:00 - 09:00)
231R	ATLANTIS IND EAST - ATLANTIS	9m	11	45	495	123	25%	AM (06:00 - 09:00)
232F	ATLANTIS - AVONDALE - PROTEA PARK - ATLANTIS IND WEST	9m	15	45	675	228	34%	AM (06:00 - 09:00)
232R	ATLANTIS IND WEST - PROTEA PARK - AVONDALE - ATLANTIS	9m	15	45	675	353	52%	AM (06:00 - 09:00)
233F	ATLANTIS - SAXONSEA	9m	18	45	810	95	12%	AM (06:00 - 09:00)
233R	SAXONSEA - ATLANTIS	9m	18	45	810	376	46%	AM (06:00 - 09:00)
234F	ATLANTIS - MAMRE	9m	8	45	360	84	23%	AM (06:00 - 09:00)
234R	MAMRE - ATLANTIS	9m/12m	9/2	45/84	573	413	72%	AM (06:00 - 09:00)

Route Direction code	Direction	Mode (Bus Type)	No. of vehicle trips	Average Vehicle Capacity**	Service Capacity	No. of passengers	Average Utilisation of Peak Period***	Time of survey (am or pm)
235F	ATLANTIS - PELLA	9m	6	45	270	9	3%	AM (06:00 - 09:00)
235R	PELLA - ATLANTIS	9m/12m	5/3	45/72	441	212	48%	AM (06:00 - 09:00)
236F	ATLANTIS - SHERWOOD	9m	15	45	675	47	7%	AM (06:00 - 09:00)
236R	SHERWOOD - ATLANTIS	9m	15	45	675	369	55%	AM (06:00 - 09:00)
237ACW	ATLANTIS - ROBINVALE	9m	4	45	180	76	42%	AM (06:00 - 09:00)
237CW	ATLANTIS - ROBINVALE	9m	5	45	225	241	107%	AM (06:00 - 09:00)
251F	CENTURY CITY - MONTAGUE GARDENS	9m	18	45	810	309	38%	AM (06:00 - 09:00)
251R	MONTAGUE GARDENS - CENTURY CITY	9m	20	45	900	284	32%	AM (06:00 - 09:00)
260F	SUMMER GREENS - WOODBRIDGE ISLAND	9m	18	45	810	204	25%	AM (06:00 - 09:00)
260R	WOODBRIDGE ISLAND - SUMMER GREENS	9m	18	45	810	35	4%	AM (06:00 - 09:00)
261F	ADDERLEY - OMURUMBA	9m	11	45	495	321	65%	AM (06:00 - 09:00)
261R	OMURAMBA - ADDERLEY	9m	12	45	540	406	75%	AM (06:00 - 09:00)
262F	CENTURY CITY - CENTURY GATE	9m	9	45	405	197	49%	AM (06:00 - 09:00)
262R	CENTURY GATE - CENTURY CITY	9m	9	45	405	80	20%	AM (06:00 - 09:00)
A01F	CIVIC CENTRE - AIRPORT	12m	6	72	432	40	9%	AM (06:00 - 09:00)
A01R	AIRPORT - CIVIC CENTRE	12m	6	72	432	25	6%	AM (06:00 - 09:00)

Route Direction code	Direction	Mode (Bus Type)	No. of vehicle trips	Average Vehicle Capacity**	Service Capacity	No. of passengers	Average Utilisation of Peak Period***	Time of survey (am or pm)
D01F	CIVIC CENTRE - KHAYELITSHA	18m	14	116	1 624	111	7%	AM (06:00 - 09:00)
D01R	KHAYELITSHA - CIVIC CENTRE	18m	18	116	2 088	1 376	66%	AM (06:00 - 09:00)
D02F	CIVIC CENTRE - KHAYELITSHA WEST	18m	15	116	1 740	184	11%	AM (06:00 - 09:00)
D02R	KHAYELITSHA WEST - CIVIC CENTRE	18m	18	116	2 088	1 507	72%	AM (06:00 - 09:00)
D03F	CIVIC CENTRE - MITCHELLS PLAIN	18m	5	116	580	103	18%	AM (06:00 - 09:00)
D03R	MITCHELLS PLAIN - CIVIC CENTRE	18m	8	116	928	508	55%	AM (06:00 - 09:00)
D04F	CIVIC CENTRE - KAPTEINSKLIP	18m	9	116	1 044	88	8%	AM (06:00 - 09:00)
D04R	KAPTEINSKLIP - CIVIC CENTRE	18m	13	116	1 508	717	48%	AM (06:00 - 09:00)
T01F	WATERFRONT - CIVIC CENTRE - TABLE VIEW - DUNOON	18m	27	116	3 132	1 923	61%	AM (06:00 - 09:00)
T01R	DUNOON - TABLE VIEW - CIVIC CENTRE - WATERFRONT	18m	47	116	5 452	4 206	77%	AM (06:00 - 09:00)
T02R	ATLANTIS - TABLE VIEW - CIVIC CENTRE	12m	14	84	1 176	1 971	168%	AM (06:00 - 09:00)
T03F	ATLANTIS - OMURAMBA	12m	29	84	2 436	3,030	124%	AM (06:00 - 09:00)
T03R	OMURAMBA - ATLANTIS	12m	20	84	1 680	1 256	75%	AM (06:00 - 09:00)
T04F	CENTURY CITY - DUNOON	12m	19	74	1 406	563	40%	AM (06:00 - 09:00)
T04R	DUNOON - CENTURY CITY	12m	20	74	1 480	1 009	68%	AM (06:00 - 09:00)

Bus - Golden Arrow

Table 3 23 shows the capacity and indicative utilisation of the 20 GABS routes with the highest passenger volumes. The overall indicative utilisation of the provided services (as opposed to theoretical bus capacity) for these routes was calculated to be 70%. The average individual bus capacity used in the calculation varied between 91 and 110 passengers per trip.

Table 3 23: Golden Arrow Bus Service supply and utilisation in the peak period

Source: TRS, 2016

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

Minibus-taxi

The minibus-taxi system presents a unique challenge when considering the effective utilisation of the available fleet. Traditionally the utilisation would be a function of the potential vehicle capacity versus the total passenger demand. The potential capacity would in turn be a function of the available vehicles and cycle time of each route and the passenger demand would vary along a route, with the highest level usually occurring in a single direction for a very short portion of a route. The flexible nature of the operations and lack of scheduling enables operators to delay departures until the taxis are full, or depart with empty taxis with the knowledge that further passengers will be picked up en- route, limiting the effectiveness of rank counts. There is also a tendency for taxi operators to have multiple route authorisations associated with one permit (numbered routes, radius, chartered) making it difficult to determine the total number of vehicles operating on each route. The complex nature of operations means that setting up stationary en-route counts can be problematic.

Table 3 24: Minibus-taxi vehicle supply and utilisation in peak period

Source: TRS, 2016

Origin	Unique Vehicles	Trips	Total Passenger Departures	Total Capacity	Utilisation at Rank Departure	Start	Finish
MBT011 - ATLANTIS (WESFLEUR)	503	683	9 351	11 611	81%	7:15	8:15
MBT013 - BELGRAVIA RD	348	559	7 264	9 503	76%	6:45	7:45
MBT016 - BELHAR STATION	210	438	4 175	7 446	56%	7:15	8:15
MBT019 - BELLVILLE STATION	130	277	3 839	4 709	82%	7:00	8:00
MBT021 - BLACKHEATH STATION	95	244	3 479	4 148	84%	7:15	8:15
MBT023 - BLOEKOMBOS	55	252	3 458	4 284	81%	7:15	8:15
MBT024 - BONTEHEUWEL TOWN CENTRE	124	341	3 230	5 797	56%	6:30	7:30
MBT028 - BRIDGETOWN	120	275	3 225	4 675	69%	7:00	8:00
MBT032 - CAPE TOWN (CORPORATION)	133	446	3 102	7 582	41%	7:15	8:15
MBT033 - CAPE TOWN (HEERENGRACHT)	167	533	2 928	9 061	32%	7:30	8:30
MBT034 - CAPE TOWN (PLEIN STREET)	74	181	2 696	3 077	88%	7:00	8:00
MBT039 - CHARLESVILLE	57	206	2 679	3 502	76%	7:30	8:30
MBT042 - CROSSROADS	86	204	2 427	3 468	70%	6:15	7:15
MBT045 - DELFT (LEIDEN)	72	179	2 346	3 043	77%	6:15	7:15
MBT047 - DELFT (SUBURBAN BLISS) EAST	128	419	2 322	7 123	33%	6:15	7:15
MBT049 - DELFT (VOORBRUG)	126	190	2 068	3 230	64%	7:30	8:30
MBT050 - DEVON PARK	41	240	1 955	4 080	48%	8:00	9:00
MBT051 - DUNOON	176	344	1 914	5 848	33%	6:00	7:00
MBT052 - DURBANVILLE	83	383	1 818	6 511	28%	7:30	8:30
MBT058 - FISANTEKRAAL	121	250	1 786	4 250	42%	7:15	8:15

Table 3 24 shows the total number of minibus vehicles, total passenger departures and subsequently the utilisation of the capacity of departure from each rank within Cape Town for the a.m. peak hour (for the 20 busiest ranks within Cape Town). Many of these values are low because of operational reasons (turnaround to pick up passengers at destination) and because of some of the reasons stated above. In general because of its demand-based operational nature, it is well understood that the industry operates at capacity. The average utilisation using this method was determined to be 61% of the provided capacity (which must be seen as an underestimate). From this it can be concluded that there is a fairly high level of utilisation of taxis in Cape Town.

Long distance minibus-taxis and buses

Table 3 25 shows the number of vehicles and passengers departing from various long distance bus ranks in Cape Town. Passenger and vehicle counts were performed in December 2016 for the majority of ranks for a full week of operation and during the Easter period.

A bus capacity of 60 passengers was assumed for the calculation of utilisation.

Table 3 25: Long distance bus vehicle supply and utilisation

Source: TRS, 2016

Rank	Survey date	No of vehicles	No of pax	Avg pax per vehicle	Assumed vehicle capacity	Utilisation
LND005 - Cape Town	Dec-11	51	2 523	49	60	82%
LND014 - Philippi Joe Gqabi Long Distance Bus	Dec-16	112	2 298	23	60	38%
LND028 - Cape Town Station Long Distance Bus	Dec-16	102	2 269	22	60	37%
LND028 - Cape Town Station Long Distance Bus March	Mar-16	79	1 771	18	60	30%
LND137 - Bellville Mabel Street Long Distance Bus	Feb-17	37	1127	28	60	47%
LND006 - Cape Town (Old Marine Drive)	Dec-16	33	817	25	60	42%
LND004 - Bellville (Carl Cronje Drive)	Dec-10	17	689	40	60	67%
LND006 - Cape Town (Old Marine Drive)	Mar-16	36	684	20	60	33%
LND001 - Bellville Station Long Distance Bus	Dec-16	18	510	29	60	48%
LND002 - Bellville Mispel Road Long Distance Bus	Dec-16	9	365	41	60	68%
LND007 - Cape Town (Oswald Pirow)	Dec-12	18	226	11	60	18%
LND001 - Bellville Station Long Distance Bus	Dec-12	18	226	11	60	18%

Table 3 26 shows the long distance taxi average daily passengers, vehicles and utilisation. Surveys were performed during the third week of December for a number of ranks across Cape Town. A large portion of long distance taxi Operating Licences (OLs) have both long distance and commuter authorities. These operators usually operate on commuter routes during the year and switch to their long distance routes when the passenger demand for these services increases during the festive season. As such, quantifying the total available capacity of the long distance taxi industry is problematic.

Table 3 26: Long distance minibus-taxi vehicle supply and utilisation

Source: TRS, 2016

Rank	Survey date	No of vehicles	No of pax	Avg pax per vehicle	Assumed vehicle capacity	Utilisation
LND188 - Lwandle Long Distance Taxi Rank	Dec-16	74	527	6	17	35%
LND183 - Bellville Long Distance Taxi Rank	Feb-16	36	484	13	17	76%
LND184 - Cape Town Station Deck Long Distance Taxi	Dec-16	36	417	11	17	65%
LND008 - Khayelitsha Site C	Oct-15	22	343	16	17	94%
LND180 - Mfuleni Long Distance Taxi Rank	Dec-16	19	288	13	17	76%
LND181 - Philippi North Informal Taxi	Dec-16	79	264	4	17	24%
LND011 - Langa Informal	Dec-10	18	243	14	17	82%
LND186 - Khayelitsha Station Long Distance Taxi Rank	Dec-16	14	211	14	17	82%
LND189 - Nyanga Long Distance Taxi Rank	Dec-16	23	197	8	17	47%
LND009 - Kraaifontein (Bloekombos)	Dec-10	15	182	14	17	82%
LND134 - Dunoon Long Distance Taxi Rank	Feb-17	22	180	8	17	47%
LND187 - Langa Formal Long Distance Taxi Rank	Dec-16	13	172	12	17	71%
LND185 - Khayelitsha Site C Long Distance Taxi Rank	Dec-16	27	131	5	17	29%
LND177 - Gugulethu Long Distance Taxi Rank	Dec-16	12	119	10	17	59%
LND013 - Nyanga	Dec-10	16	103	5	17	29%
LND178 - Masiphumelele Long Distance Taxi Rank	Dec-16	7	98	14	17	82%
LND135 - Vrygrond Long Distance Taxi Rank	Dec-16	6	76	11	17	65%

Summary and analysis of the road-based utilisation figures

The surveys performed, including the on-board Golden Arrow and MyCiTi surveys, minibus-taxi ranks counts and cordon counts, indicate that road-based PT has increased over the past five years. Correspondingly the rail-based passenger utilisation estimates indicate that rail-based PT has declined steadily from 2012 to 2015 and rapidly declined during 2016 to the point where the total volume of passengers transported by rail has reached half the historic encountered levels.

The increase in road-based utilisation could be directly attributed to the decline of rail. The minibus-taxi industry and contracted bus services (GABS and Sibanye) have been the main beneficiaries due to their larger spatial coverage, while MyCiTi has benefited in localised areas which overlap with the rail system directly.

3.3.7 Summary of area-to-area movements based on cordon counts

Table 3 27 to Table 3 29 is a summary of the area-to-area movements based on the cordon count carried out in Cape Town in 2012. Although counts were carried out in 2016, at the time of writing, the summarised results were not available. For the purpose of summarising these cordon counts, the peak period is defined as between 06:00 and 09:00.

Table 3 27: Area-to-area movements – MyCiTi, 2012

AREA	PASSENGERS BOARDING BOTH DIRECTIONS			
	Peak Period			
	Capacity			Utilisation
	Passenger capacity per bus	Total trips	Total capacity	Number of passengers carried
Cape Town (CBD) Inbound	70	111	7 770	2 269 (29%)
Cape Town (CBD) Outbound	70	111	7 770	3 250 (42%)

Table 3 28: Area to area movements – GABS, 2012

AREA	PASSENGERS BOARDING BOTH DIRECTIONS			
	Peak Period			
	Capacity			Utilisation
	Passenger capacity per bus	Total trips	Total capacity	Number of passengers carried
Bellville - Inbound	100	303	30 300	7 631 (25%)
Bellville - Outbound	100	531	53 100	23 873 (45%)
Cape Town - Inbound	100	1 350	135 000	28 188 (21%)
Cape Town - Outbound	100	1 243	124 300	20 074 (16%)
Claremont - Inbound	100	453	45 300	23 649 (52%)
Claremont - Outbound	100	394	39 400	5 758 (15%)
Epping - Inbound	100	175	17 500	2 654 (15%)

AREA	PASSENGERS BOARDING BOTH DIRECTIONS			
	Peak Period			
	Capacity			Utilisation
	Passenger capacity per bus	Total trips	Total capacity	Number of passengers carried
Epping - Outbound	100	168	16 800	3 792 (23%)
Khayelitsha - Inbound	100	400	40 000	7 584 (13%)
Khayelitsha - Outbound	100	468	46 800	12 136 (26%)
Killarney Gardens - Inbound	100	51	5 100	681 (13%)
Killarney Gardens - Outbound	100	62	6 200	1 007 (16%)
Mitchells Plain - Inbound	100	390	39 000	3 720 (9%)
Mitchells Plain - Outbound	100	387	38 700	11 991 (31%)
Montague Gardens - Inbound	100	426	42 600	13 118 (31%)
Montague Gardens - Outbound	100	257	25 700	9 052 (30%)
Wynberg - Inbound	100	350	35 000	5 884 (17%)
Wynberg - Outbound	100	315	31 500	6 654 (21%)

*Based on MAN's Lion Explorer buses (HB3)

Table 3 29: Area to area movements – minibus-taxis, 2012

AREA	PASSENGERS BOARDING BOTH DIRECTIONS			
	Peak Period			
	Capacity			Utilisation
	Passenger capacity per bus	Total trips	Total capacity	Number of passengers carried
Bellville - Inbound	17	3 474	59 058	34 452 (58%)
Bellville - Outbound	17	3 634	61 778	32 178 (52%)
Cape Town - Inbound	17	5 679	96 543	49 930 (52%)
Cape Town - Outbound	17	6 150	104 550	42 086 (40%)
Claremont - Inbound	17	1 264	21 488	12 101 (44%)
Claremont - Outbound	17	1 619	27 523	11 114 (40%)
Epping - Inbound	17	761	12 937	4 547 (35%)

AREA	PASSENGERS BOARDING BOTH DIRECTIONS			
	Peak Period			
	Capacity			Utilisation
	Passenger capacity per bus	Total trips	Total capacity	Number of passengers carried
Epping - Outbound	17	614	10 438	4 187 (40%)
Khayelitsha - Inbound	17	2 044	34 748	6 427 (18%)
Khayelitsha - Outbound	17	3 961	67 337	30 256 (45%)
Killarney Gardens - Inbound	17	254	4 318	1 332 (31%)
Killarney Gardens - Outbound	17	41	697	249 (36%)
Mitchells Plain - Inbound	17	877	14 909	7 093 (48%)
Mitchells Plain - Outbound	17	955	16 235	8 411 (52%)
Montague Gardens - Inbound	17	1 726	29 342	14 686 (50%)
Montague Gardens - Outbound	17	803	13 651	6 236 (46%)
Wynberg - Inbound	17	3 022	51 374	25 750 (50%)
Wynberg - Outbound	17	2 453	41 701	15 877 (38%)

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

3.3.8.1 Existing roads

The Congestion Management Strategy (please see the Annexures list in Appendix 2) identifies the road-based infrastructure projects which would manage and help improve current roads experiencing congested conditions. The detailed list of road projects is shown in Table 7 1 in Chapter 7. Given the extent of current road network congestion in Cape Town and the funding available, the strategy identifies a method of prioritising projects to ensure optimal use of resources.

The condition of major roads in the municipal network is described in more detail in section 3.7.

3.3.8.2 Existing public transport facilities

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

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

Dunoon; Somerset West, Masiphumelele, Makhaza, Retreat, Inner City Hub Wynberg, Nolungile, Macassar, Samora Machel, Nyanga, Nonkqubela, Bloekombas, Vygrond, Bayside and Parow.

3.3.9 Extent of over-crowding in PT services

MyCiTi

Table 3 22 indicates the average utilisation of MyCiTi services over the entire peak period for all current routes. It is apparent from this table that many routes (e.g. Atlantis Trunk Routes, Hout Bay and Sea Point to Adderley route, Khayelitsha to Civic Centre), currently operate at, or over capacity, whereas some routes operate under capacity.

GABS

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

Minibus-taxis

Table 3 24 shows the total number of vehicles, total passenger departures and subsequently the utilisation of the capacity of departure from each rank within Cape Town for the AM peak hour (for the 20 busiest ranks). Due to the reasons quoted above, these values are only indicative of utilisation. The average utilisation using this method was determined to be 61% of the provided capacity (which must be seen as an underestimate). From this it can be concluded that there is a fairly high level of utilisation of taxis in Cape Town. Over 20% of taxi ranks show a utilisation rate of over 80% indicating that there is significant overcrowding on certain minibus-taxi routes during peak times. In particular, departures from Plein Street in Cape Town, Heideveld Station, Joe Slovo Park, Mandalay, Parow Station and Simons Town (Red Hill) showed utilisation at departure of over 85%, indicating a greater potential for overcrowding.

Long-distance buses

From the counts undertaken it can be seen that there is a fair amount of spare capacity within the long-distance bus system. A utilisation rate of over 50% was only observed at three ranks within Cape Town. The average utilisation across all ranks was found to be 44%.

Long-distance minibus-taxis

Although there is difficulty in calculating the actual fleet capacity of the long distance minibus industry, the utilisation of the service provided averaged 62% over the surveyed ranks (using a passenger capacity of 17 passengers per vehicle made up of a combination of 20 and 15 seater vehicles). Five of the ranks surveyed had a utilisation rate in excess of 80%. A utilisation rate in excess of 80% over a time period as long as a week is remarkable, indicating that there is a fair amount of overloading, especially from the Khayelitsha, Kraaifontein and Masiphumelele ranks. Notable on the list below is Khayelitsha Site C Rank with a utilisation of 94% over the week surveyed.

3.4 Description of other PT services and modes of transport

3.4.1 Metered taxis, including electronic hailing services

Metered taxis operating licences are divided into three categories, namely: e-hailing, base and rank OLs. Metered taxis essentially employ motorcars as their main mode and peak operations fluctuate with the typical tourist influx into Cape Town, especially during the summer months. However, a positive "off-season" trend is also emerging in favour of this mode.

Current metered taxi operating licences amount to 525. In addition, the City has availed 1 035 operating licence opportunities for e-hailing purposes. To date 584 of these licences have been supported for approval by the PRE. In the near future it is anticipated that the metered taxi fleet will grow to over 1 500.

The City's OLS 2013-2018 identifies a number of factors that contribute to the "poor performance" of metered taxi services in Cape Town. These include:

- variation in standard of vehicles and oversupply of low quality vehicles
- variation in the knowledge of drivers and oversupply of poorly-trained drivers
- relatively high tariffs and not related to service quality
- inadequate service quality regulation and enforcement

To improve the performance of the metered taxi industry, the City has drafted a "metered taxi operations rationalisation strategy" which proposes that metered taxis are to form part of the Level 4 "Neighbourhood Services" proposed by the City's CITP of 2013 - 2018. These services are characterised by the passengers having more control over the destination or route of the trip than in other forms of PT. In particular, in terms of the IPTN, the metered taxis are to form part of the "fine grained capillary-type services" that support the higher capacity modes.

The City proposes the following measures to improve the quality of service provided by the industry:

- quality of vehicles and control of picking-up passengers - control of operator numbers, operating plans to be developed for hotspots, "rank to rank" operations
- quality control of vehicles - maximum age of vehicle to be specified, renewal of vehicle licence authorities, enforcing vehicle emission standards, encouraging wheelchair accessible taxis
- quality control of drivers - introduction of knowledge, ability and customer care tests as part of a TDA Academy initiative
- technology - evaluation of trip data, SANS compliant taxi meters, regulation of e-hailing services
- fare control - simple fare structure incorporating minimum, maximum and certain flat rates, with regular reviews
- law enforcement and self-regulation by the industry - formal complaints system, metered taxi by-laws, upliftment of OLS

3.4.1.1 Location

Metered taxi facilities are owned by the City, other government institutions, and private organisations. Examples of those located on private land are the facilities at the V&A Waterfront, Century City, Grand West Casino, and some larger hotels. The locations of metered taxi ranks within Cape Town are shown in Figure 3 8. Figure 3 7 shows the passenger trip departures from the 10 largest metered taxi ranks.

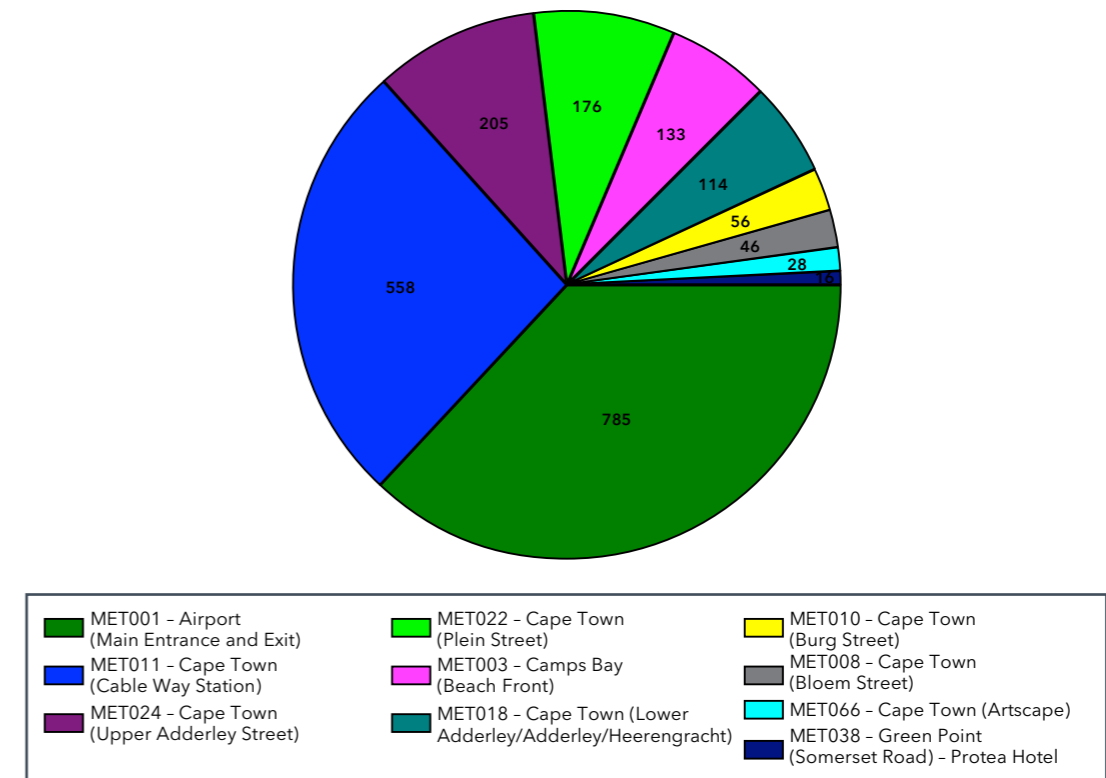


Figure 3 7: Passenger trip departures from the 10 largest metered taxi ranks

3.4.1.2 Size of operations

The Western Cape Metered Taxi Council Election Database records 456 unique vehicles owned by 20 fleet operators. The operators advise that they generally keep these vehicles for up to three years from new. However, the estimated number of vehicles in the overall metered taxi fleet is 1 585 as shown in Table 3 30. This figure excludes any unique vehicles that may be operating at the Airport, Cableway and Century City.

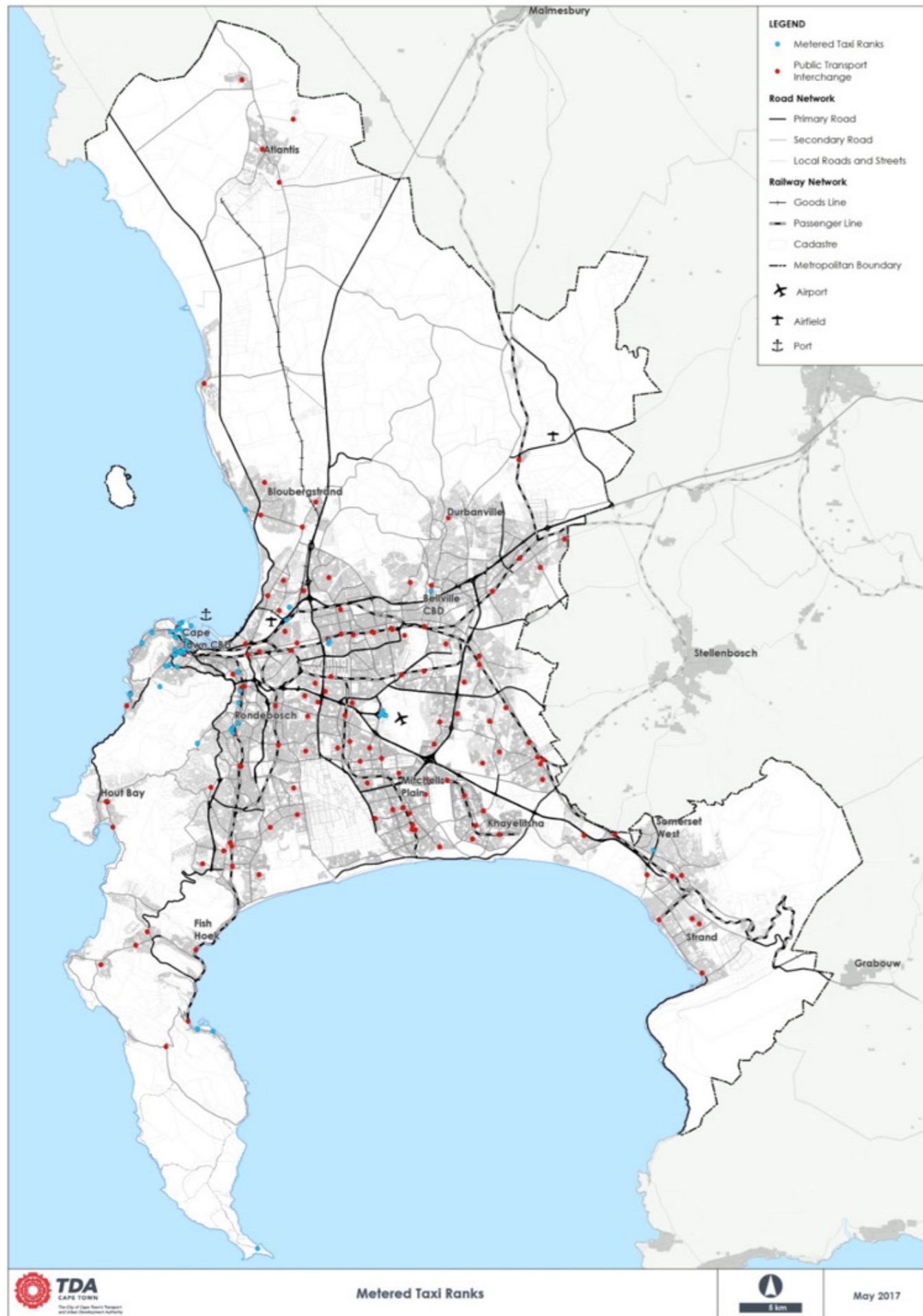


Figure 3 8: Location of metered taxi ranks within Cape Town

Table 3 30: Number of vehicles in metered taxi fleet

Source: Metered Taxi Rationalisation Strategy 2014

Operator	Metered Taxis that have Operating Licences		Unique Vehicles with no Operating Licences	TOTAL
	Using legally	Using illegally		
Rank Operators Observed at Ranks	209		604	1 129
Base Operators Observed at Ranks (Excludes Fleet Operators)		316		
SUB-TOTAL	525		604	1 129
Fleet Operators (Not using ranks)	456			456
TOTALS	665	316	604	1 585

3.4.1.3 Infrastructure provision

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

3.4.1.4 Contractual arrangements

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

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

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

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

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

* Rank Survey April 2014 (excludes Airport, Cableway and Century City as list of legal vehicles is not available)

* Western Cape Metered Taxi Council Election Database (may not be complete)

* Base licence special condition: "the use of any rank in the City of Cape Town is prohibited"

3.4.2 Long-distance and cross-border transport (excluding any services described in section 3.3 above)

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

Extent of LDT Services in Cape Town

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

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

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

Type of LDT Services

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

Road: Road-based services include bus and minibus-taxi services. There are several private and public owned bus companies which operate road-based services in Cape Town. Some of the larger operators include Autopax, City-to-City, Greyhound and Intercape which operate more of a schedule coach service. There are a number of long-distance minibus-taxi operators which provide more of an on-demand service particularly in the festive and Easter peak seasons.

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

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

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

3.4.2.1 Location of long-distance transport facilities

There are currently 18 formal LDT facilities within Cape Town. Some additional informal sites are also operating. See Table 3 31 for the locations of these facilities.

Table 3 31: Location of Long-distance Transport Facilities

Source: Long-distance Transport survey 2016

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.	Somerset West	6.	Nyanga	6.	Philippi BP Garage
		7.	Delft South	7.	Philippi Shopping Mall
		8.	Mfuleni		
		9.	Dunoon		
		10.	Vrygrond		
		11.	Gugulethu		
		12.	Lwandle		

Notes: Joe Gqabi is the only unscheduled facility for long-distance bus transport presently.

In addition to the above current formally recognised long-distance bus and minibus-taxi facilities, the December 2016 inventory revealed additional long-distance minibus taxi activities at Philippi North, Masiphumelele, Khayelitsha rail station, the Joe Gqabi surrounds in addition to the bus facility, Witsand and Philippi East.

3.4.2.2 Size of operations

The latest LDT survey in Cape Town was undertaken for the peak seasonal 15-24 December 2016 festive period. It showed a total of 127 300 passengers departing and 49 300 arriving from the 25 LDT facilities surveyed in Cape Town.

Table 3 32 shows that Cape Town Station and Philippi Joe Gqabi long-distance bus facilities are the busiest ranks.

Table 3 32: Total bus departures and arrivals from key long-distance transport facilities in Cape Town (15-24 Dec 2016)

Source: Long-distance transport survey 2016

Bus Departures	Departures	Arrivals
Bellville Mabel Street long-distance bus	13 784	13 558
Bellville Mispel Road long-distance bus	3 572	5 691
Bellville Station long-distance bus	4 555	4 290
Cape Town station long-distance bus	22 093	10 423
Philippi Joe Gqabi long-distance bus	14 904	409
Somerset West Station	314	400
TOTAL	59 222	34 771

Table 3 33: Total departures and arrivals by type of vehicle

Source: Long Distance Transport survey 2016

Vehicle Type	Departures		Arrivals	
Bus	59 222	47%	34 771	70%
Mini-Bus	51 210	40%	13 181	27%
Midi-Bus	16 886	13%	1 388	3%
TOTAL	127 318	100%	49 340	100%

3.4.2.3 Infrastructure provision

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

3.4.2.4 Contractual arrangements

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

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

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

3.4.3 Transport for learners (excluding any services described in section 3.3 above)

Learner transport is provided in the Western Cape by either formal, contracted services or informal arrangements (such as school buses, parents transporting their children to school, etc).

3.4.3.1 Location

Private learner transport is provided throughout Cape Town. The Western Cape Department of Education (WCDE) subsidies for trips exceeding five km are mainly centred around Kuils River, Bellville, Athlone, Khayelitsha and Mitchells Plain areas.

3.4.3.2 Size of operations

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

3.4.3.3 Infrastructure provision

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

3.4.3.4 Contractual arrangements

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

3.4.4 NMT

3.4.4.1 Location

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

- persons travelling by foot or using a wheelchair
- cyclists
- skateboarders, roller-skaters and scooters
- animal-drawn transport or animal-drawn vehicles
- horse riders
- persons moving goods, recyclables using trolleys or dust bins

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

The Citywide 2016 NMT Network Plan is presented as two separate plans:

- Existing and proposed cycle routes comprising Figure 3 9:
 - existing and proposed cycle routes by class of facility
 - existing and proposed public transport facilities
 - pedestrian bridges
- Proposed pedestrian infrastructure upgrades comprising Figure 3 10:
 - macro zones selected for pedestrian facilities improvements
 - proposed pedestrian facilities improvements
 - existing and proposed public transport facilities



Figure 3 9: Existing and Proposed Cycle Routes (NMT Plan, 2016)

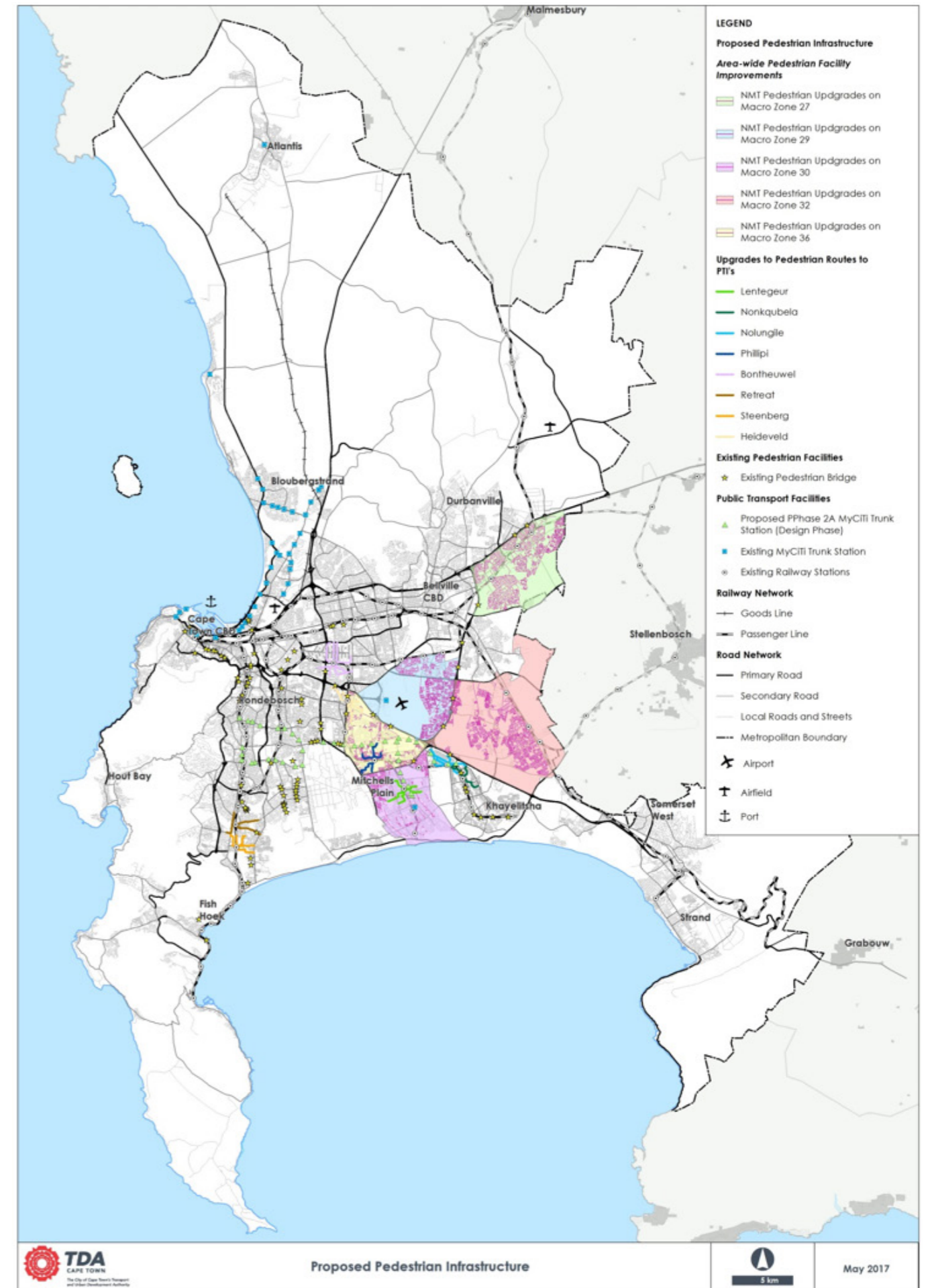


Figure 3 10: Proposed Pedestrian Infrastructure (NMT Plan, 2016)

3.4.4.2 Size of NMT operations

The estimated population of Cape Town is 4.04 million and approximately 2% of this population use NMT as their main mode to commute. NMT surveys were conducted during the morning and evening peak period at various locations in each of the four regions over a period of five years to determine the locations with high NMT users within Cape Town. Table 3 34 provides a broad summary of NMT volumes for the four regions.

Table 3 34: Non-motorised transport volumes in the four regions

Region	Year	Pedestrians	Cyclists
Central	2011	15 695	298
East		9 367	555
North		31 143	788
South		23 026	1 205
Central	2012	17 159	579
East		23 931	1 134
North		22 864	1 115
South		17 645	1 691
Central	2013	10 672	539
East		39 834	2568
North		18 909	959
South		32 285	1 755
Central	2014	24 015	908
East		24 266	1 076
North		38 075	1799
South		10 414	572
Central	2016	55 731	1 961
East		45 643	2 229
North		28 322	1 561
South		47 062	2 053

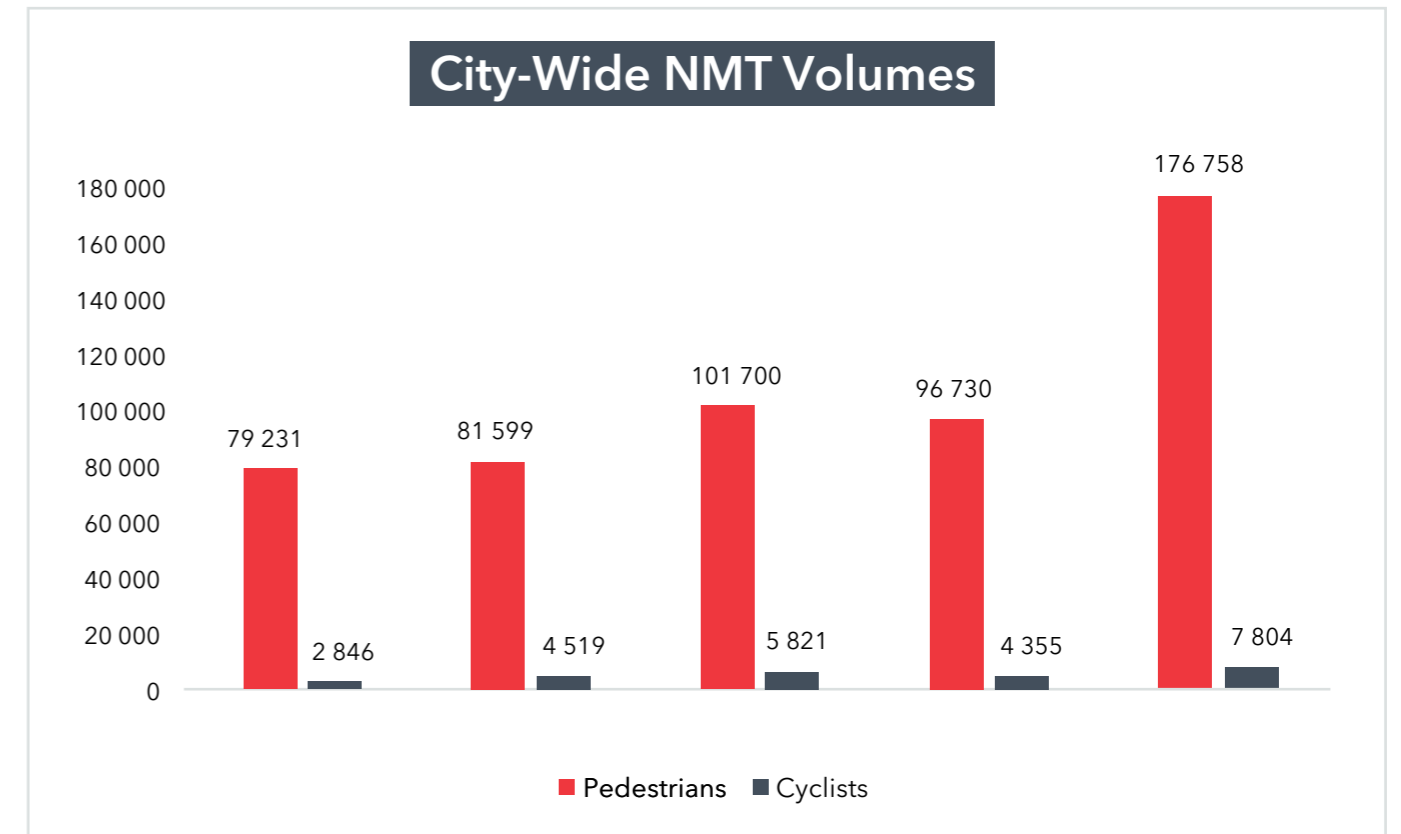


Figure 3 11: Non-motorised transport volumes in the four regions

Figure 3 11 indicates that a more systematic database is essential towards NMT monitoring and evaluation. There are two types of NMT users operating that have been identified in Cape Town - utility users and recreational users. Utility users travel to access some form of opportunity or service, whilst recreational users travel for leisure or sport.

3.4.4.3 Infrastructure provision

Since the inception of the City-wide NMT programme in 2010, approximately 40 NMT projects were completed comprising of 450 km of NMT facilities provided by the City to date. Table 3 35 summarises the NMT facilities provided.

Table 3 35: Non-motorised transport 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 seperated from traffic	209
Shared pedestrian-cycle route sub-total		234
Cycle Class 1	Route not associated with a road	Less than 1
Cycle Class 2	Route associated with a road, but effectively segrregated from traffic and pedestrians	11
Cycle Class 3	Route demarcated by exclusive bicycle lane markings within roadway Routes typically do not have priority at intersections	110
Cycle Class 4	Route within roadway with cycle warning sign accompanied by a bicycle symbol on road surface	84
Cycle route sub-total		206

The City has a total road length of 10 262 km which are Class 3, 4 and 5 roads which are mainly used by NMT users. From these it is estimated that 5 000 km of sidewalks are constructed alongside Class 3, 4 and 5 roads. A total number of 288 signalised pedestrian crossings are implemented within Cape Town. Traffic signals with Pedestrian Serial Phases were installed at the MyCiTi trunk station intersections as well as at intersections with high volumes of NMT users to allow for safer crossing.

3.4.4.4 Contractual arrangements

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

3.4.5 Two and three-wheeler PT vehicles

There are currently no two and three wheeler PT operations within Cape Town however the City, has an approved procedure for applications for operating licences for Tuk-Tuk services. The NLTA defines a Tuk-Tuk as a three-wheeled motor vehicle designed or modified to carry up to three seated persons including the driver. This mode is to be used for PT purposes for the "last mile home". The conditions and standards are as follows:

- an operating licence for a Tuk-Tuk service must specify a route (start and end point), road travelled on, stops, base, ranking area, as well as its maximum speed of operation
- Tuk-Tuks to operate as a short distance mode (last mile home), no longer than a three km trip on a dedicated route, as defined in the OL
- the service will be limited to one area or neighbourhood only, with a dedicated route description, not longer than 3 km, incorporated into the IPTN
- supplementary to mainline services, where relevant as identified in the IPTN
- maximum speed of 30 km/hour; and OL to be displayed at all times
- Tuk-Tuks are seen as a base operation (same as sedan taxi) with respect to facilities, with no formal City facilities provided. Base facilities will be privately owned/leased by the Tuk-Tuk operator. Their base facilities shall be stipulated and within an acceptable radius from their route

- vehicles to be licenced by the MRE after taking due regard of the current Statutory Plan i.e., CITP, OLP and IPTN
- children under the age of 13 years, must be accompanied by an adult when travelling on a Tuk-Tuk
- all trips must be pre-booked with the Tuk-Tuk operator
- no Tuk-Tuk OL can be converted to another mode of transport. If its business case does not prove viable, the licence shall immediately be withdrawn
- vehicles will be subject to regular inspection as determined by the MRA
- a maximum of three persons (including the driver) to be conveyed at one time (as per the definition in the NLTA)
- Tuk-Tuks may use normal road facilities for parking and safe stopping/loading areas
- zero tolerance principles will apply, and the sanction shall be that the OL shall be immediately withdrawn in the following cases:
 - overloading
 - operations on illegal routes
 - vehicle standards not adhered too
 - when the service is not in operation for a six month period
- on the sustainability of this mode by the service provider, the business model that is used is primarily based on income generated through the advertising that is displayed on the vehicles, rather than the fares received from the conveyance of passengers

Note that the operational aspects and strategy going forward regarding the provision and implementation of Tuk- Tuks will be dealt with via appropriate mechanisms.

3.4.5.1 Location

The City is currently in discussion to explore the possibility of approving Tuk-Tuk services in areas such as:

- Fresnaye/Bantry Bay
- Sea Point
- Green Point
- Bo Kaap/De Waterkant
- Tamboerskloof
- Walmer Estate/University Estate/Zonnebloem/District Six
- Kalk Bay/St James/Fish Hoek
- Simons Town
- Durbanville

3.4.5.2 Size of operations

The size of Tuk-Tuk operations is to be determined once the services are approved.

3.4.5.3 Infrastructure provision

Tuk-Tuks may use normal road facilities for parking, safe stopping and loading areas.

3.4.5.4 Contractual arrangements

TDA has recently issued a tender for Tuk-Tuk contract services. The aim is to award a contract to a service provider for the operation of a Tuk-Tuk service that complies with the above criteria. The City plans to issue a total of 80 licences to a suitable service provider, however the City will not subsidise the service in any way.

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

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

3.5.1 BRT industry

A range of TDA departments take collective responsibility for various aspects of the MyCiTi system. At the heart of the MyCiTi system is the vehicle operating companies also referred to as VOCs. An automated fare collection (AFC) contractor has been contracted by the City and is responsible for implementing, maintaining and operating a reliable, quality assured and transparent AFC system.

The Automated Public Transport Management System (APTMS), previously referred to as the control centre, is a vehicle and system management system. This is crucial to the seamless integration of transport modes and ticketing.

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

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

MyCiTi Phase 1 and N2 Express VOCs

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

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

The current Phase 1 services are being provided by three VOCs, namely TBART, Kidrogen, and Transpeninsula, constituted out of existing operators in the areas from the formal bus sector as well as minibus-taxi operators as shown in Figure 3 12. The City supplied the initial fleet required to provide the services at no cost to the VOCs.



Figure 3 12: MyCiTi vehicle operating companies for Phase 1 services

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

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

Table 3 36 represents the current institutional and organisational make-up of the BRT industry in Cape Town in terms of the fleet composition of each operator.

Table 3 36: Institutional and organisational make-up of the BRT industry

Source: MyCiTi 2015 Business Plan Review

Institutional and organisational make-up of the BRT industry				
Name of company/ association	Fleet composition	Number of vehicles of each type	Average age of vehicles	Areas or corridors in which services are rendered
Transpeninsula	12m rigid	79 x 12m rigid 8 x 18m	2 to 7 years	Phase 1 Routes
Kidrogen	18m articulated	articulated buses 221 low-entry		
TBART	9m low entry	buses (9m Optare Solo SR buses)		
N2 Express JV	12m rigid low-floor 18m articulated low-floor	20 x 12m rigid low-floor buses 20 x 18m articulated low-floor buses (bus trains)	< 2 Years	N2 Express Corridor

3.5.2 Bus industry

Currently, GABS has a total of 1 010 buses in its fleet and Sibanye owns a total of 50 buses. Details of the fleet composition for both operations are not known. Table 3 37 provides an indication of the number of buses deployed by each operator along designated routes.

Table 3 37: Institutional and organisational make-up of the bus industry

Source: GABS, 2016

Institutional and organisational make-up of the bus industry				
Fleet composition	Number of vehicles of each type	Average age of vehicles	Areas or corridors in which services are rendered	Areas or corridors in which services are rendered
GABS (including Sibanye)	Not available	310	Not provided	Khayelitsha
	Not available	290	Not provided	Mitchells Plain
	Not available	90	Not provided	Delft / Belhar
	Not available	95	Not provided	Blue Downs
	Not available	85	Not provided	Nyanga / Gugulethu / Philippi / Crossroads
	Not available	50	Not provided	Atlantis
	Not available	75	Not provided	Cape Flats
	Not available	40	Not provided	Bellville / Durbanville
	Not available	9	Not provided	Retreat
	Not available	10	Not provided	Simons Town
	Not available	6	Not provided	Somerset West

3.5.3 Minibus-taxi industry

The minibus-taxi industry in Cape Town provides unscheduled services which are predominantly provided by minibus-taxis which provide non-contracted, non-subsidised, unscheduled services throughout Cape Town. The minibus-taxi operators have been compelled to belong to a registered association, in accordance with the repealed NLTTA and the Western Cape Regulations on Registration of Minibus Taxi Associations and Their Members, 2007. The associations within Cape Town's municipal boundary are provided in Table 3 38. Some associations belong to larger umbrella organisations or mother bodies such as CODETA (13 associations) and CATA (13 associations) as indicated. This table also indicates the number of vehicles that are active and licensed.

The Province has developed the "Route Book" which provides details of the routes that are attributed to each association in Cape Town.

Table 3 38: Institutional and organisational make-up of the minibus-taxi industry - Taxi Associations registered in Cape Town

Source: Operating Licence Strategy, October 2013

	Association Name	ACTIVE UNIQUES	CANCELLED UNIQUES	TOTAL UNIQUES	PENDING 2011-2012	Grand Total
1	Athlone and Districts Taxi Association	29	1	30	0	30
2	Atlantis / Blaauwberg Taxi Association	144	0	144	0	144
3	Beacon Valley Taxi Association	86	0	86	0	86
4	Bellville / Belhar / Delft Taxi Association	32	10	42	0	42
5	Bellville Taxi Association	155	44	199	0	199
6	Blackheath / Malibu Taxi Association	21	0	21	0	21
7	Bloekombos / Wallacedene Taxi Association	108	60	168	14	182
8	Bonteheuwel Taxi Association	110	7	117	0	117
9	Busy Corner / Mitchells Plain / Hanover Park TA	38	1	39	0	39
10	Busy Corner / Retreat Steenberg Taxi Association	44	0	44	0	44
11	Calta Transport Services	22	20	42	0	42
12	CATA - Langa Intertownship	50	26	76	0	76
13	CATA - Langa / Cape Town / Sea Point	66	14	80	0	80
14	CATA - Wynberg / Claremont	259	95	354	36	390
15	CATA - Bellville (BELLTA)	526	179	705	41	746
16	CATA - Delft-Nyanga Taxi Association	0	0	0	26	26
17	CATA - Elsies River	44	15	59	13	72
18	CATA - Eyona	147	61	208	0	208
19	CATA - Langa Mowbray	45	19	64	0	64

	Association Name	ACTIVE UNIQUES	CANCELLED UNIQUES	TOTAL UNIQUES	PENDING 2011-2012	Grand Total
20	CATA - Lwandle Taxi Association	149	23	172	0	172
21	CATA - Nyanga Mitchells Plain Taxi Association	16	0	16	0	16
22	CATA - Saxonworld	0	0	0	12	12
23	CATA - Seawater	241	109	350	88	438
24	CATA - Wynberg / Constantia	17	32	49	0	49
25	Central Unity Taxi Association	273	101	374	0	374
26	Claremont Taxi Association	33	8	41	0	41
27	CODETA - Khayelitsha / Elsies River	79	38	117	0	117
28	CODETA - Khayelitsha / Bellville	204	68	272	0	272
29	CODETA - Khayelitsha / Cape Town	189	76	265	0	265
30	CODETA - Khayelitsha / Claremont / Wynberg	229	95	324	0	324
31	CODETA - Khayelitsha / Killarney	84	57	141	0	141
32	CODETA - Khayelitsha / Mfuleni & Districts	175	65	240	0	240
33	CODETA - Khayelitsha Somerset West	22	22	44	0	44
34	CODETA - Khayelitsha Station Taxi	0	0	0	67	67
35	CODETA - Khayelitsha / Mitchells Plain / Philippi / Nyanga	36	102	138	0	138
36	CODETA - Mowbray / Khayelitsha	66	31	97	0	97
37	CODETA - Nyanga / Langa / Khayelitsha	118	47	165	0	165
38	CODETA - Vrygrond	0	0	0	10	10
39	CODETA - Vuyani / Mfuleni	7	7	14	0	14
40	Delft / Cape Town Taxi Association	34	37	71	0	71
41	Delft / Elsies River Taxi Association	45	28	73	0	73

	Association Name	ACTIVE UNIQUES	CANCELLED UNIQUES	TOTAL UNIQUES	PENDING 2011-2012	Grand Total
42	Delft Belhar Parow Taxi Association	72	11	83	0	83
43	Delft Bellville Taxi Association	62	52	114	0	114
44	Delft Taxi Association	72	29	101	0	101
45	Dunoon Taxi Association	160	98	258	0	258
46	Durbanville Taxi Association	24	12	36	0	36
47	Eerste Rivier Taxi Association	36	1	37	0	37
48	Elsies River and Environs Taxi Association	110	37	147	0	147
49	Fish Hoek / Ocean View Taxi Association	34	1	35	0	35
50	Hanover Park Taxi Association	39	2	41	0	41
51	Hazeldene Shuttle Service Taxi Association	69	8	77	0	77
52	Heideveld / Cathkin Taxi Association	47	7	54	0	54
53	Kenfacta Taxi Association	77	8	85	0	85
54	Kuilsriver Taxi Association	48	15	63	0	63
55	London Village / Colorado Taxi Association	9	11	20	0	20
56	Lotus River Taxi Association	66	1	67	0	67
57	Main Road Taxi Route (Green Cabs) Taxi Association	48	61	109	0	109
58	Maitland Amalgamated Taxi Association	64	66	130	0	130
59	Manenberg Taxi Association	62	29	91	5	96
60	Masiphumelele Taxi Association	58	31	89	0	89
61	Melton Rose Taxi Association	35	3	38	0	38
62	Mitchells Plain - Century City Taxi Association	0	0	0	24	24
63	Mowbray Taxi Association	35	18	53	0	53

	Association Name	ACTIVE UNIQUES	CANCELLED UNIQUES	TOTAL UNIQUES	PENDING 2011-2012	Grand Total
64	Mutual Taxi Association	5	18	23	0	23
65	N1 City / Vasco Taxi Association	45	16	61	0	61
66	Northwood Taxi Association	21	0	21	0	21
67	Norwood Taxi Association	12	2	14	0	14
68	Ocean Valley Taxi Association	5	9	14	0	14
69	Park City Taxi Operators Association	88	24	112	6	118
70	Parkwood / Wynberg Taxi Association	31	3	34	0	34
71	Parow / Elsie's Rivier Taxi Association	15	4	19	0	19
72	Peninsula Taxi Association	343	134	477	15	492
73	Plain - Bell Taxi Association	9	17	26	0	26
74	Plain - Clare Taxi Association	0	0	0	0	0
75	Plain - Park Taxi Association	42	7	49	0	49
76	Proteaville Taxi Association	17	13	30	0	30
77	Ravensmead Taxi Association	36	2	38	0	38
78	Retreat Taxi Association	135	24	159	0	159
79	Route 6 Taxi Association	80	21	101	0	101
80	Route 7 Transport Service	93	35	128	0	128
81	Route JJ Daniels Taxi Association	10	12	22	0	22
82	Rusthof Amalgamated Taxi Association	191	147	338	0	338
83	Seventh Avenue & District Taxi Association	99	1	100	0	100

	Association Name	ACTIVE UNIQUES	CANCELLED UNIQUES	TOTAL UNIQUES	PENDING 2011-2012	Grand Total
84	Silversands Taxi Association	29	26	55	0	55
85	Sir Lowry's Pass Taxi Association	23	2	25	0	25
86	Somerset West And District Taxi Association	91	6	97	0	97
87	Steenberg Taxi Association	49	0	49	0	49
88	Strandfontein Taxi Association	21	0	21	0	21
89	Surran Road / Cape Town Taxi Association	78	12	90	0	90
90	Town Centre Johannes Meintjies Taxi Association	16	0	16	0	16
91	Twelfth Avenue Retreat Station Taxi	15	0	15	0	15
92	Tygerberg Hospital Taxi Association	19	1	20	0	20
93	Uitsig Taxi Association	26	2	28	0	28
94	United Mandalay Taxi Association	7	9	16	0	16
95	Vredehoek Devils Peak Taxi Association	10	0	10	0	10
96	Wesbank Taxi Association	35	58	93	0	93
97	Westlake Taxi Association	10	0	10	0	10
98	Wynberg - Grassy Park	96	0	96	0	96
99	Wynberg / Hanover Park Taxi Association	12	2	14	0	14
100	Wynberg / Houtbay Taxi Association	95	38	133	0	133
101	Ysterplaat Taxi Association	N/A	N/A	N/A	N/A	N/A
102	United Taxi Association	179	0	179	0	179
Totals		7 258	2 644	9 902	357	10 259

The TRS database indicates a total of 6 035 unique registrations were observed at the various ranks in Cape Town between January and March 2013 (TRS, 2013).

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

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

3.5.4 Metered taxi industry

In theory there are two distinct operating models in use in Cape Town which reflect the conditions for picking up passengers stipulated on the OLs. Theoretically, vehicles issued with a "rank" licence may only pick up passengers at a specified rank (plus sometimes within a specified distance of the rank) or by roaming whilst those with "base" licences may only pick up passengers at their base (plus sometimes within a specified distance of the base) or by roaming. In practice, the operating model adopted depends largely upon whether the vehicle belongs to a "small-to-medium" sized operator or a "large" operator owning a fleet of vehicles. The fleet operators utilise their radio-dispatch facilities to respond to bookings by telephone as well as roaming whilst the small-to-medium operators stand at the ranks as they generally do not have radio dispatch facilities.

The Western Cape Metered Taxi Council was dissolved in 2016 and the industry is now grouped informally. Currently there is no formal institutional and organisational make-up of the metered taxi industry.

Surveys of the operations at 59 ranks were carried out between December 2013 and May 2014. The PRE was requested to forward copies of the operating licences for the 1 129 vehicles.

Table 3 39: Legality of metered taxi vehicle operations

Source: Metered Taxi Rationalisation strategy, 2014

Operator	Metered Taxis that have Operating Licences		Unique Vehicles with no Operating Licences	TOTAL
	Using Legally	Using illegally		
Rank Operators Observed at Ranks	209		604	1 129
Base Operators Observed at Ranks (Excludes Fleet Operators)		316		
SUB-TOTAL	525		604	1 129
Fleet Operators (Not using ranks)	456			456
TOTALS	665	316	604	1 585

* Rank Survey April 2014 (excludes Airport, Cableway and Century City as list of legal vehicles is not available)

* Western Cape Metered Taxi Council Election Database (may not be all)

* Base licence special condition: "the use of any rank in the City of Cape Town is prohibited"

The Western Cape Metered Taxi Council Election Database records 456 unique vehicles owned by 20 fleet operators. The operators advise that they generally keep these vehicles for up to three years from new. Figure 3 13 shows the data in a pie chart format.

Source: TDA Metered Taxi Rationalisation Strategy July 2014

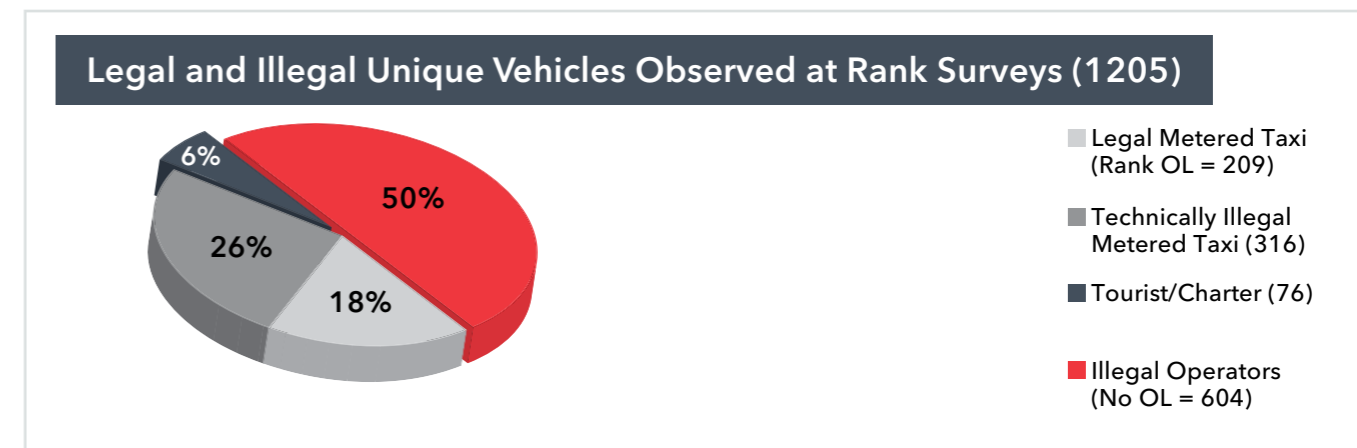


Figure 3 13: Legality of metered taxi vehicle operations

The remaining 604 vehicles were therefore "unlicensed" vehicles. Of the 525 vehicles with licences only 209 held rank licences with the remaining 316 being base operators using the ranks technically illegally. The date of first registration of the 525 vehicles as recorded on the operating licences showed 57% to be less than 10 years old.

3.6 Roads and traffic

The road network is of critical importance for the efficient functioning of the total transport system. Not only does it provide the network for PT and much of the NMT network, but also sustains freight movement, other business traffic and private car travel. The availability of an efficient and well-maintained road network is vital for the economic well-being of Cape Town. The details of road infrastructure development and maintenance are further detailed in Chapter 7 (Transport Infrastructure Strategy).

The following information about the roads and traffic in Cape Town has been taken from TDA's GIS system. Salient facts for the City's road network are (2008 statistics):

- the total length of the network is 11 696 km
- of this 2 413 km (21%) are higher order Class 1, 2 and 3 roads
- 9 283 (79%) are Class 4 and 5 roads
- the road network was estimated to have a total asset value of R78 billion, of which Class 4 and 5 roads are valued at R68 billion

Figure 3 14 shows the classification of the road network in Cape Town.

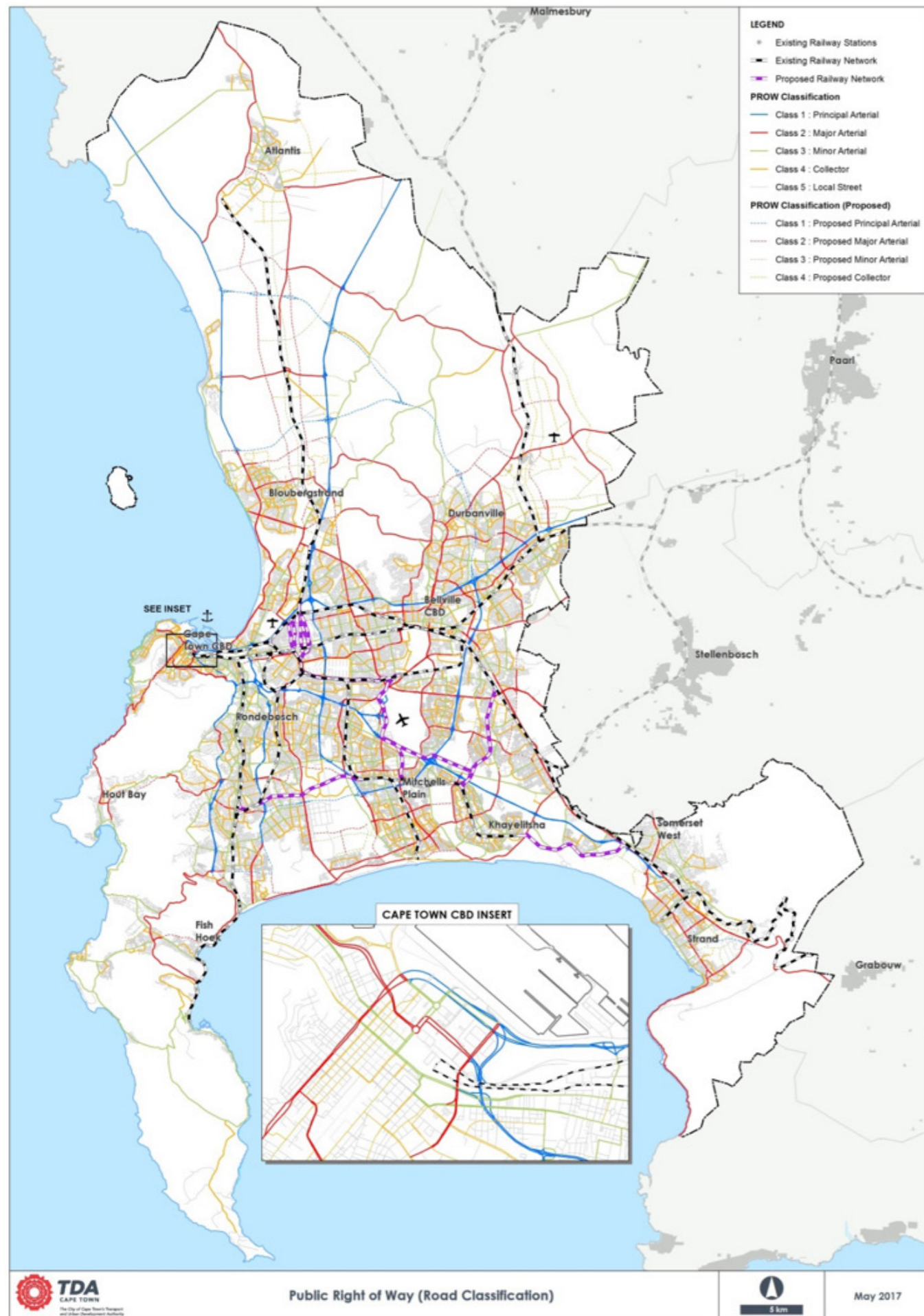


Figure 3 14: Public right of way road network classification
111

The extent of the road network in Cape Town in 2017 in terms of its surfacing type is shown in Table 3 40. The City is the responsible authority for planning all road types, however, SANRAL is responsible for management and maintenance of some of the national roads within the City's municipal boundary and Western Cape Government are responsible for Class 2 and some Class 3 roads (see Table 3 41 and Road Classification Map)

Table 3 40: Extent of the road network according to type in Cape Town (2017)

Surface type	Distance (km)
Unpaved / Gravel	160.1
Hybrid	53.4
Jointed Concrete	116.2
Mixed Pavements	92.4
Paved / Bitumen	7 907.9
Paving Blocks	83.4
Unknown (Awaiting Survey)	3 282.3
TOTAL	11 695.8

Table 3 41 provides details of the major road network in Cape Town and a classification of roads in relation to ownership (road authority), including national, provincial and municipal roads, giving the length of road by functional class of road.

Table 3 41: Functional road classes, ownership and lengths in Cape Town (2017)

Road Network			
Functional class	Ownership	Length (km)	% of total
Principal Arterial (Class 1)	SANRAL / WCG / CoCT	558	4.8%
Major Arterial (Class 2)	WCG / CoCT	875.4	7.5%
Minor Arterial (Class 3)	WCG / CoCT	979.7	8.4%
Collector (Class 4)	CoCT	932.3	8%
Local Street (Class 5)	CoCT / Private	8 350.4	71.4%
TOTAL		11 695.8	100%

3.7 Condition of major roads

The condition of the road network in Cape Town is measured and expressed in terms of the surfacing, structure and functional condition. The surfacing relates to the quality of the riding surface as well as its ability to act as an impermeable layer to prevent the ingress of water. The structure relates to the ability to withstand traffic loads, while the functional condition relates to the level of service currently provided to the road user.

The surface condition assessment of roads expressed in terms of the functional road classes (historical definition) as a percentage of the overall length for 2008 is shown in Table 3 42. Table 3 43 shows the structural condition of roads for eight districts in the city, also in 2008. The information presented indicates that very few primary roads were in a poor condition and that between 6-10% of lower order roads were structurally in a poor and very poor condition.

Table 3 42: Surface condition of road classes in Cape Town (2008)

	Very Good	Good	Fair	Poor	Very Poor
Freeways	68	18	15	0	0
Expressways	69	20	11	1	0
Primary Arterials	63	25	11	1	0
Secondary Arterials	61	24	13	2	0
Tertiary Roads	60	27	11	2	0
Minor Roads	58	34	7	2	0
Total	61	30	9	2	0

Table 3 43: Structural condition of roads per district in Cape Town (2008)

	Very Good (%)	Good (%)	Fair (%)	Poor (%)	Very Poor (%)
Athlone	61	24	6	7	2
Bellville	60	26	6	6	2
Blaauwberg	72	19	3	3	3
Cape Town	50	33	6	7	4
Khayelitsha	66	19	4	7	4
Kraaifontein	63	27	4	3	3
Plumstead	58	32	4	4	2
Somerset West	65	24	5	4	3
Total	62	26	5	4	3

Updated surface and structural conditions of Class 4 and 5 roads were obtained in 2013 to include roads that were rehabilitated and upgraded over the previous five years. Overall, this survey indicates deterioration in condition - 2% of surfaced roads are now considered to be in a very poor condition and 35% of unsurfaced roads are also considered to be in a very poor condition (Table 3 44). Table 3 44 provides a summary of the Cape Town's Class 4 and 5 road condition (based on the 2013 results) per district. The gradual decline in the condition of roads per district is clear by comparison directly to the 2008 results.

Table 3 44: Overall condition of Class 4 and 5 roads in Cape Town (2013)

Legend	Very Poor	Poor	Fair	Good	Very Good
Surfaced Roads (incl concrete roads)	2%	8%	7%	28%	55%
Unsurfaced Roads	35%	34%	20%	10%	0%

Table 3 45: Structural condition of roads per district in Cape Town (2013)

District	Very Good (%)	Good (%)	Fair (%)	Poor (%)	Very Poor (%)
Athlone	54	25	8	10	4
Bellville	52	28	8	9	3
Blaauwberg	64	22	5	5	3
Cape Town	49	30	9	10	3
Khayelitsha	61	23	6	7	3
Kraaifontein	57	27	5	8	4
Plumstead	48	31	9	10	2
Somerset West	52	30	7	9	3

A summary of Cape Town's Class 4 and 5 road condition as at 2013 is as follows:

- 90% of the surfaced roads are in a fair to very good condition
- 30% of un-surfaced roads are in an acceptable condition
- 796 km of surfaced roads are in a very poor to poor condition and require rehabilitation
- 46 km of concrete roads are in a very poor to poor condition and require rehabilitation
- 131 km of un-surfaced roads are in a very poor to poor condition and require upgrading
- 928 km of roads require immediate rehabilitation or upgrading
- roads currently in a fair condition (580 km) will also deteriorate over time to a poor or very poor condition. Related timescales could be accelerated due to future developments / growth in traffic volumes or a lack of maintenance

More recent data for the surface and structural conditions of the roads within the municipal boundary are not available. However, a new tender to collect this information along with an overarching Pavement Management System (PMS), a Bridge Management and a Load Management System has recently been awarded by the City. The results of the PMS should be available for comparison in the subsequent review of this plan.

The asset value of Class 4 and 5 roads in the City's jurisdictional area is estimated at R68 billion. The required budget for rehabilitation and reconstruction of all major and minor roads is in the order of R1.8 billion per annum and excludes reseal and preservation maintenance.

3.8 Congestion for the major road system

Congestion refers to the additional travel time that people incur due to the presence of, and interaction with, other vehicles and people. Measuring and quantifying and finding solutions to congestion are not simple tasks with straightforward outcomes. The conventional evaluation paradigm is based on traffic speeds, travel time or level of service.

Peak period traffic volumes have been increasing steadily over the past decades and many elements of the road network have since approached or reached their peak hour capacity.

The following two figures summarise the results of an exercise that was done using speeds, obtained from tracking devices (Tracker Pty Ltd) during the month of March 2015 on all Class 1 and Class 2 roads in Cape Town.

- on Principle Arterials (Class 1 Roads):
 - 35% of the network operates at speeds less than 70% of the posted speeds during the peak hours which reduce to approximately 25% during the midday periods
 - 20 - 25% of the network operates at speeds less than 50% of the posted speeds (Congested) during the peak hours which reduce to less than 10% during the midday periods
 - Note that the analysis is per direction. Most freeways and expressways have strong tidal flows with good operations in the opposite direction
- on Major Arterials (Class 2 Roads):
 - most of network operates at speeds of less than 69% of the posted speeds. These speeds are also impacted by the closer spacing of traffic signals where the average speed is not only impacted by other vehicles, but by the signal spacing
 - more than 70% of the network is operating at congestion conditions, i.e. average speeds less than 50% of posted speeds

Figure 3 15 and Figure 3 16 demonstrate the above in graph format.

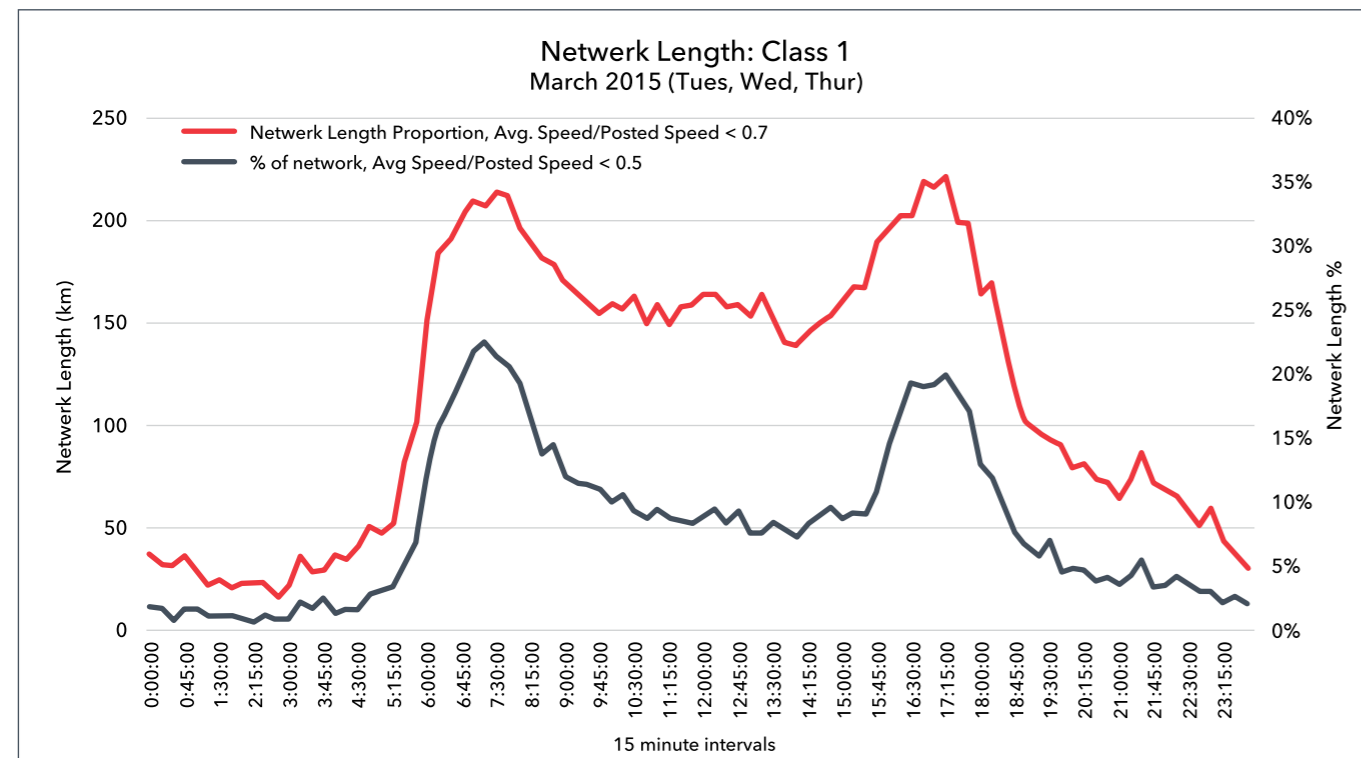


Figure 3 15: Current operational conditions on Class 1 Roads in Cape Town

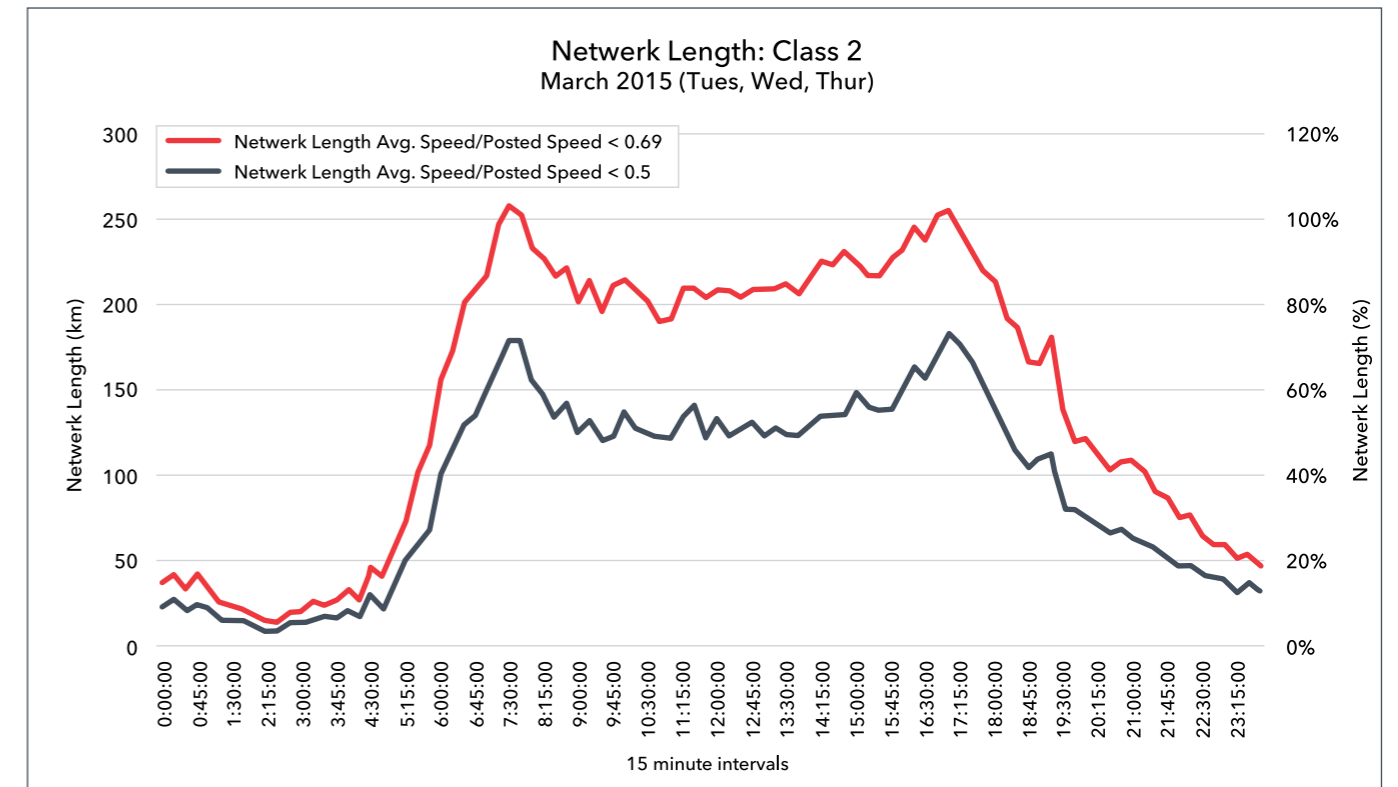


Figure 3 16: Current operational conditions on Class 2 Roads in Cape Town

Trends on the average travel times from/to CBD from/to all origins/destinations

Data extracted for all trips to/from the CBD from/to all origins/destinations for one typical week during February of each year and from 2012 to 2016 shows:

- Inbound trips:
 - the average trip duration into the CBD has increased in length from an average of approximately 38 minutes per trip in 2012 to 45 minutes per trip in 2016. This is an increase of nearly 20% over the past four years
 - not only are the trip durations increasing over time, but people are leaving earlier to avoid the longer trip durations
 - travel times in the middle of the day have also been increasing from between 15 and 20 minutes to between 20 and 25 minutes. Also an increase of approximately 20%
- Outbound trips:
 - are longest in the afternoons and for trips starting around 16:00
 - there has been a significant increase of trip durations for trips starting between 14:00 and 15:00 p.m. The latter could be due to more people living further away starting to leave earlier because they try and miss the AM peak by coming in earlier. Hence, a bias towards the longer distance trips
 - the outbound trips have increased in duration from just over 30 minutes per trip to approximately 38 minutes per trips which is more than a 25% increase in duration over the past four years

Average travel times to CBD from selected origins

A summary of the Tracker data for commute times (private vehicles) in 2015 is shown graphically in Figure 3 17.

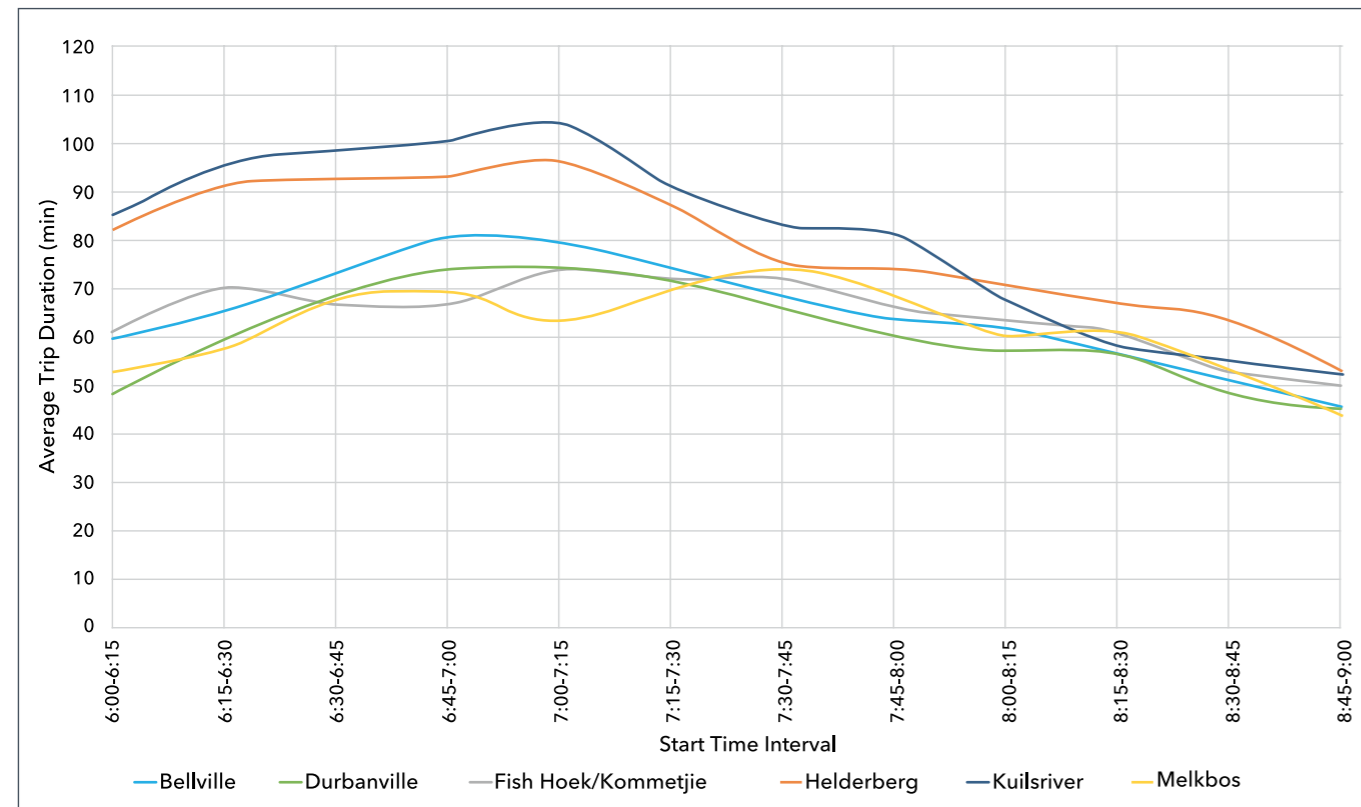


Figure 3 17: Average Trip Duration per Start Time Interval for Selected Origins to CBD (2015)

As can be seen, most areas have a maximum average peak travel time of between 70 and 105 minutes in the peak period depending upon start times.

3.9 Freight transport

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

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

- Port of Cape Town (± 240 ha)
- Atlantis (± 587 ha)
- Montagu and Killarney Gardens (± 478 ha)
- Paarden Eiland (± 99 ha)
- Epping 1 and 2 (± 445 ha)
- Airport Industrial (± 191 ha)
- Somerset West (± 1198 ha)

3.9.1 Main freight traffic routes in Cape Town

Figure 3 18 shows the main freight traffic routes in Cape Town.

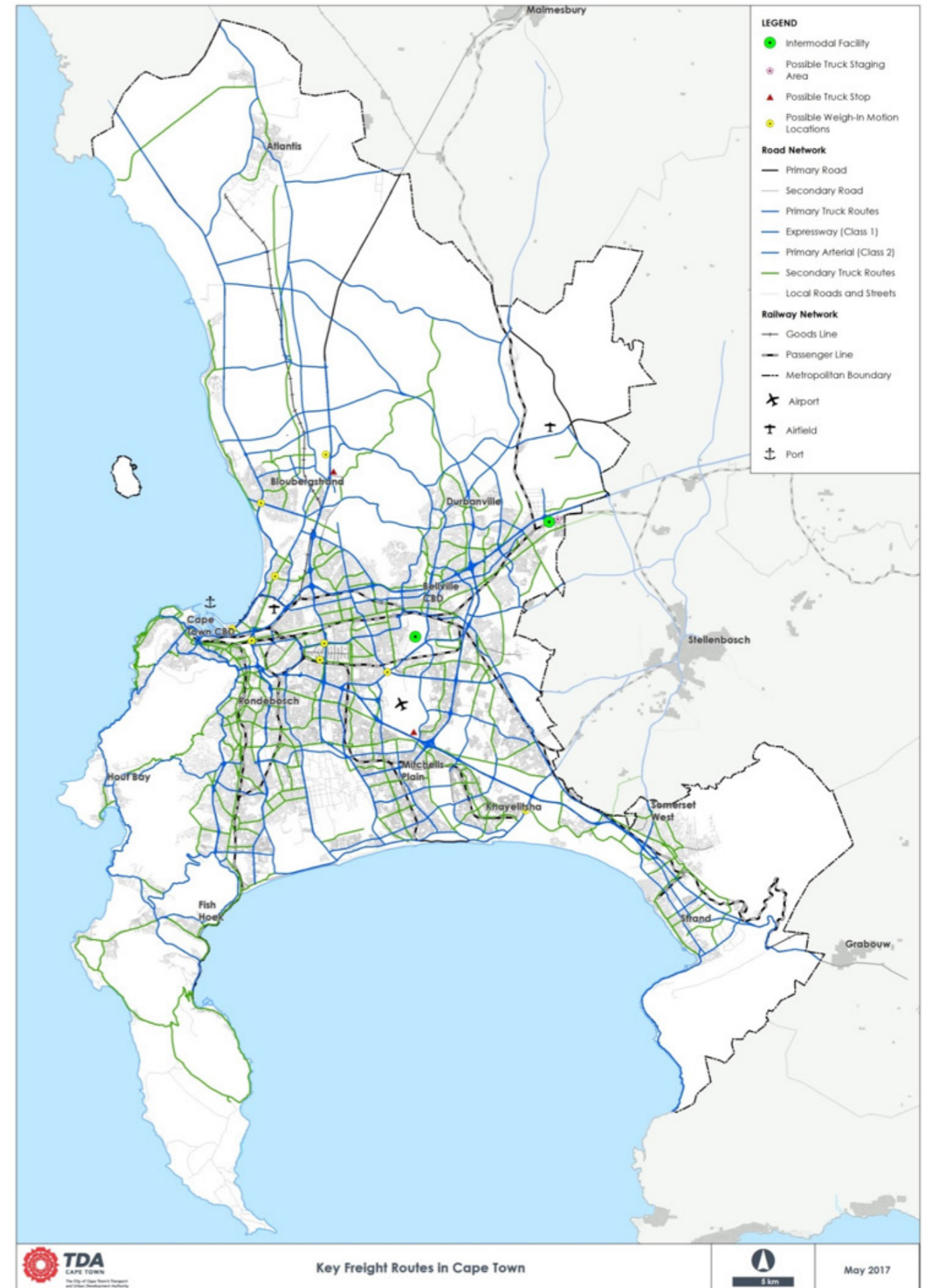


Figure 3 18: Key freight routes in Cape Town (FMS, 2016)

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

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

- there is significant growth in road-based freight along Cape Town's major road corridors for both bulk and containerised goods, due to the growth in fast-moving consumer goods worldwide
- since the deregulation of the freight industry and the focus of TFR on profitable business, rail's share of freight has dramatically declined, which further compounds the problems identified above
- the Port of Cape Town, which is the major generator of freight in Cape Town, has expansion plans to roughly treble its current container handling services in the next 20 years. Currently around 95% of the freight arriving at or leaving the Port is road-based, despite the fact that TFR is its sister company. This mode of transportation is likely to continue unless TFR develops competitive market-related strategies in collaboration with the Ports Authority to capture freight that is rail friendly
- the Council for Scientific and Industrial Research notes that heavy vehicles contribute to 99% of all road damage and that 60% of this is caused by overloaded vehicles. Overloaded freight vehicles result in premature road deterioration and pavement damage
- the structural condition of roads in Cape Town is deteriorating gradually due to funding constraints. This has a direct cost impact on road freight transportation. Apart from the surfacing quality, road geometry is associated with a significant number of freight crashes
- Cape Town's roads are capacity constrained for many hours of the day. Freight acts as a "capacity suppressor" thereby increasing travel times for all modes. Any increase in travel time leads to higher local transport costs which reduces the competitiveness of local goods and therefore the economy of the region
- freight-related transgressions of regulations such as overloading and unroadworthy vehicles are not adequately controlled, penalties for transgressions are low, and self-regulation is rarely embraced
- noise as well as gaseous and particulate emissions from freight operations are an increasing concern
- transportation of dangerous goods (hazardous materials) is insufficiently controlled and regulated. Local, regional and national stakeholders all cite inadequate integration and communication between municipalities as a concern, alongside a lack of compatibility in standards between regions

3.9.3 Routes identified for travel by vehicles transporting abnormal loads and dangerous goods

3.9.3.1 Abnormal loads

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

Figure 3 19 depicts the current abnormal load network in Cape Town. While this network also satisfies the needs of more conventional heavy goods movement, it is not necessarily the preferred heavy vehicle network in Cape Town. The need has been identified to develop a heavy vehicle network for general freight movement to improve road maintenance management.

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

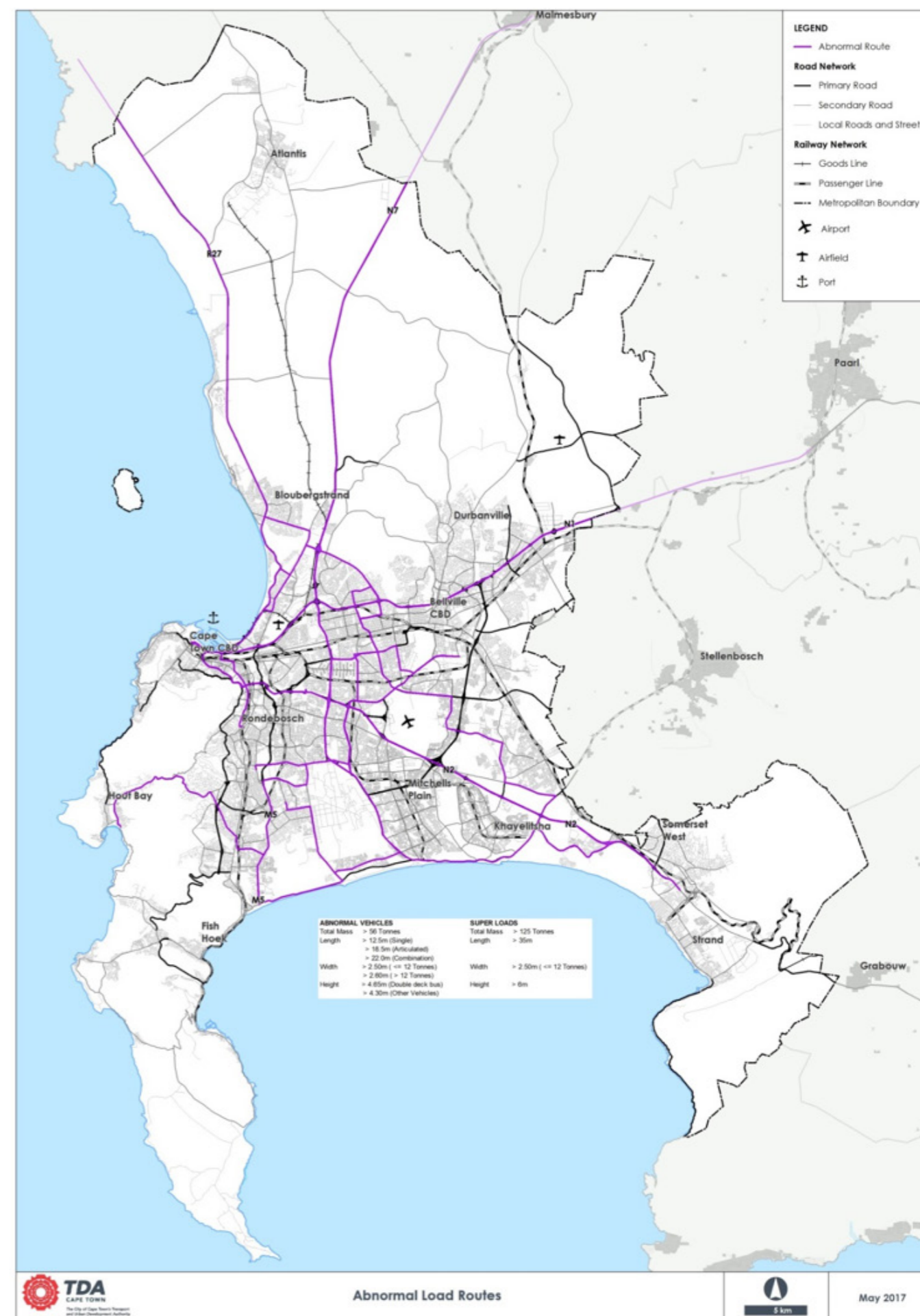


Figure 3 19: Abnormal load routes (FMS, 2016)

3.9.3.2 Dangerous goods

Vehicles carrying dangerous goods often share the roadways with commuter traffic with no restrictions, whereas in many developed countries dangerous goods traffic has certain specified route usage. The creation of a detailed Hazardous Goods movement plan is required in terms of the NLTA. At present, the City manages the movement of hazardous goods on an ad hoc basis. It is required in terms of the CIP however, that certain key routes be classified as hazardous goods routes and that these routes be clearly demarcated and are closely monitored by the Incident Management team, with provision for appropriate response times in the event of an incident.

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

3.9.4 Measures in place to deal with overloading

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

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

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

As of July 1, 2016 in keeping with the requirements of the International Maritime Law, Transnet is required to ensure that all containers are shipped with a Verified Gross Mass certificated as promoted under the guidelines in the SOLAS convention. This requirement effectively means that all containerised trucks using the Port of Cape Town will comply with the legal loading requirements.

3.10 Financial information

The sources and amounts of income received by the transport planning authority and the items and amounts of expenditure in relation to all transport services and infrastructure are set out in Table 3 46.

Table 3 46: Income and expenditure in relation to all transport services and infrastructure (2015/16)

Source TDA

Income and expenditure in relation to all transport services and infrastructure			
Income		Expenditure	
Source	Amount	Item	Amount
PTNG	R1 354 496 178	Capital and Operating	R1 225 371 981
Provincial Grants	R64 437 987	Rail Safety, Planning, Road Maintenance and Rehabilitation	R55 357 506
EFF	R173 969 114	PT, NMT, Transport Systems, Upgrading and Rehabilitation of Roads	R126 790 668
CRR	R45 530 120	Congestion Relief projects	R45 517 703
Rates	R313 759 530	IRT operating cost	R190 889 928
Other revenue	R195 050 051	IRT operating cost	R195 050 051
Total	R1 952 192 929	Total	R1 838 977 837

The annual expenditure by state-owned entities in Cape Town on infrastructure and operational subsidies is set out in Table 3 47.

Table 3 47: Annual expenditure by state-owned entities in Cape Town on infrastructure and operational subsidies (2015/16)

Source: Received from the state-owned entities and Western Cape Government

Annual expenditure by state-owned entities			
State-owned entity	Item	Expenditure (2015/2016)	Budgeted (2016/17)
Western Cape Government: Roads Infrastructure	Upgrading, Resealing and Rehabilitation of Roads	194 618 000	426 696 000
ACSA	Land Acquisition	227 000 000	No information received
	Airport Upgrades	58 000 000	
PRASA	Not available	Prasa committed to implementation of Blue Downs Railway line - 2017/18	Prasa committed to implementation of Blue Downs Railway line - 2017/18
TNPA	Not available	250 000 000	250 000 000
TRANSNET Freight Rail	Not available	No information received	No information received
SANRAL	Routine Road Maintenance and Freeway Management	112 879 458	160 847 002
	New Facilities: Freeway Management System (N1, N2, R300, N7, M5)	10 790 375	63 627 826

4 SPATIAL DEVELOPMENT FRAMEWORK

4.1 Introduction

The City's Municipal Spatial Development Framework (MSDF) supports and informs public and private investment decisions that affect the spatial form of the City. It establishes a framework that includes a spatial vision, policy parameters and development priorities for Cape Town.

The SDF is an integral component of the IDP and reflects, inter alia geographically, the City's strategy for delivering infrastructure and services in a sustainable and cost-effective manner.

Transport and travel are essential and costly components of life for individuals, households, business and government. This means that transport efficiency is an important consideration in the development and updating of the SDF. The interdependency between land use and transport systems is recognised. As such, this CIP is aligned with the SDF and the CIP shows how the transport elements of the SDF will be progressed.

The composite SDF map is shown below, and the structuring elements which inform it are unpacked in the sections 4.2 to 4.4 which follow.

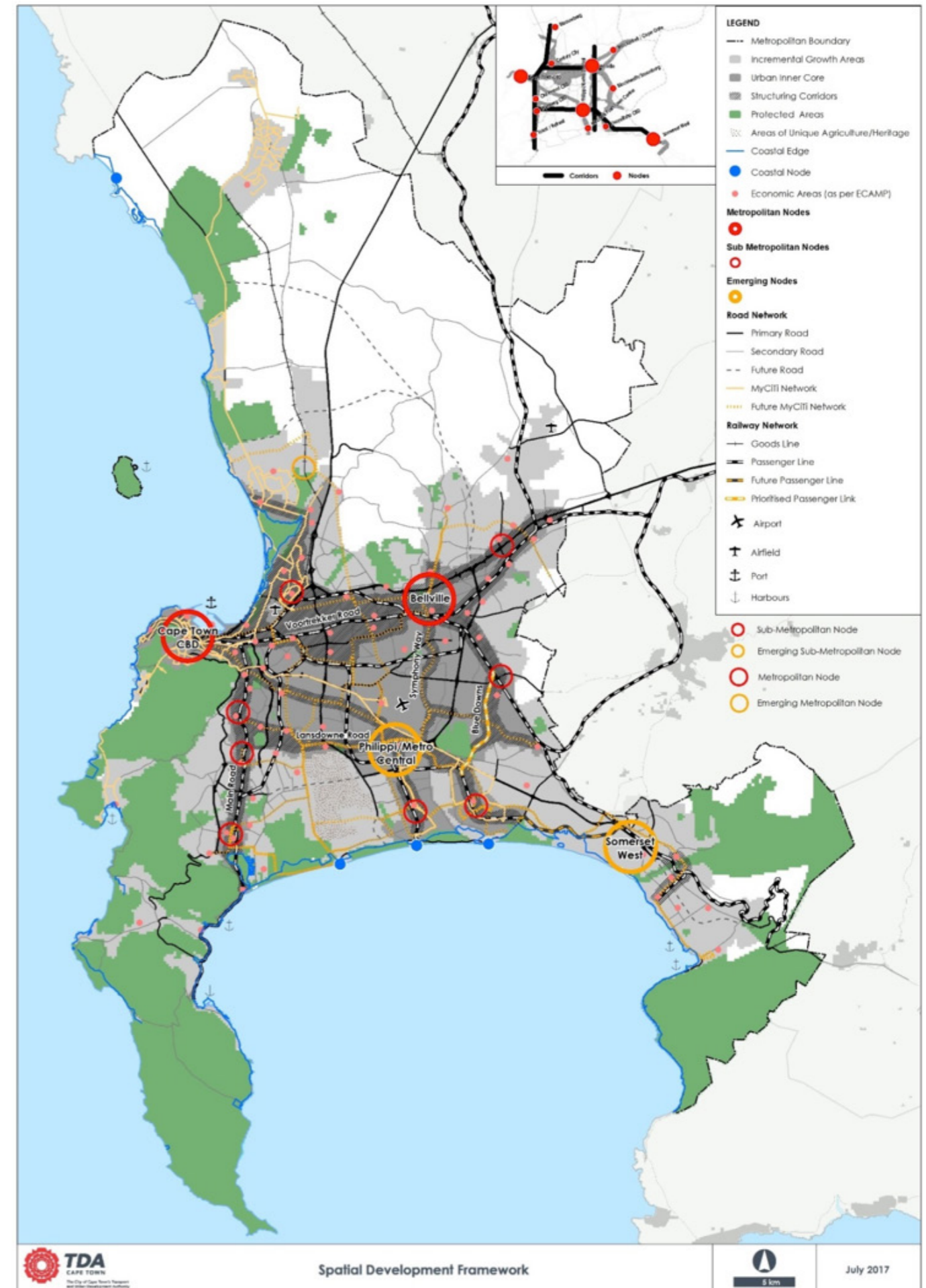


Figure 4 1: Spatial Development Framework

4.2 Existing and intended transport and urban development corridors and nodes

Development corridors are broadly defined urban areas of high-intensity (i.e. dense and diverse) nodal or 'strip' development focussed around (a combination of) rail, high-capacity road and trunk bus routes. They are characterised by a dynamic, mutually supporting relationship between land use and the movement system.

Development corridors are generally supported by a hierarchy of transport services that function as an integrated system to facilitate ease of movement for private and public transport users. Corridor development is focused predominantly on routes serviced by mass rapid public transport services (i.e. rail or bus rapid transport (BRT) trunks). However, the routes may serve different functions, with some routes combining route functionality in terms of accessibility and mobility. The concentration of intense bands of high-intensity urban development reduces overall trip lengths and improves access to opportunities, offering a means of conveniently integrating communities with service provision, and fulfilling a range of economic and social needs. Figure 4 2 below applies these concepts to Cape Town.

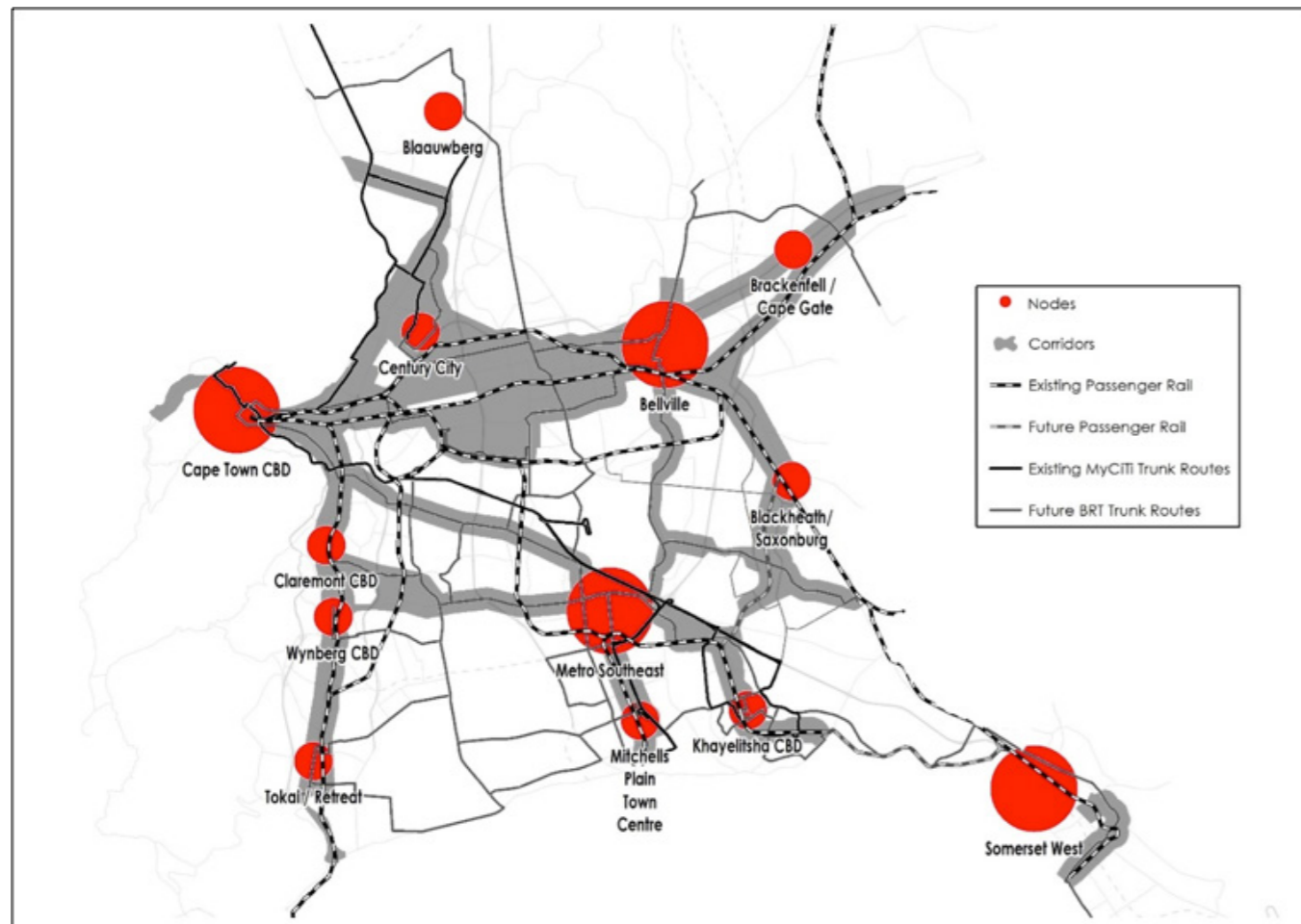



Figure 4 2: Conceptual development corridors and urban nodes (existing and emerging) shown in relation to the existing and planned IPTN (2032)

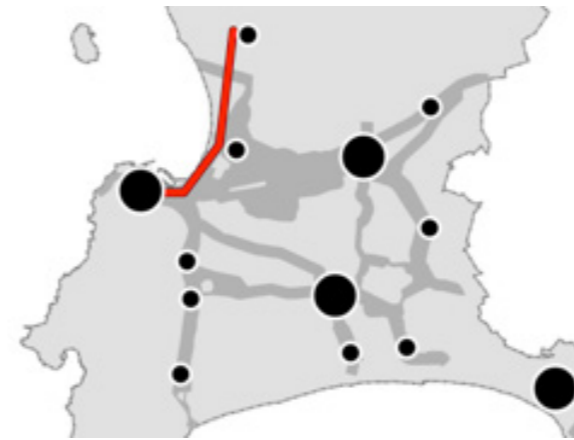
Corridors do not necessarily comprise 'wall-to-wall' development and mixed land uses: the form, scale and intensity of land use and associated nodes along the corridor may vary over short distances. The combined operational capacity of the public and private transportation system supports a mix of land uses (diversity), and enables the development


of medium and high levels of efficiency and effectiveness. The conceptual nodes and corridors that form the basis of the spatial form and structure of the city and support areas of land use intensification and the TOD principles at a sub metropolitan scale are considered in Table 4 1 below.

Table 4 1: Corridor and nodal structure of Cape Town


Transport and urban development corridor	Characteristics
<p>Voortrekker Road Corridor</p> <p>Description:</p> <ul style="list-style-type: none"> Cape Town CBD via Century City to Bellville CBD <p>Anchoring nodes:</p> <ul style="list-style-type: none"> Cape Town CBD (Metropolitan node) Bellville CBD (-Metropolitan node) 	<p>The corridor is anchored by the metropolitan nodes of Cape Town CBD in the west (past the rapidly developing sub-metropolitan node at Century City) and Bellville CBD in the east.</p> <p>Land use aspects</p> <p>The corridor contains sections of mixed land use consisting of ground level retail/business and 2-4 storeys of residential above it, predominantly along Voortrekker Road. Land use in areas further away from Voortrekker Road displays limited land use diversity.</p> <p>A good balance and high volumes of both attractor (employment) and generator (residential) land uses are present.</p> <p>The corridor currently attracts a range of investment and development opportunities along its length, with great potential to grow and intensify further.</p> <p>Existing transport infrastructure</p> <p>Railway lines with a number of stations N1 Freeway Voortrekker Road</p> <p>Planned supporting public transport</p> <p>The corridor will be strengthened by planned north-south road-based public transport routes such as Khayelitsha to Century City (T17); Eerste Rivier to Blaauwberg (T16); Symphony Way (T13); Strandfontein to Cape Town CBD (T15); Westlake to Bellville (T14); and the west-east supporting Kraaifontein to Century City (T19).</p> <p>Supporting initiatives/ priority projects</p> <p>Voortrekker Road Integration Zone Urban Development Zone (UDZ) Bellville Foreshore Freeway and other CBD sites Conradie</p>

Transport and urban development corridor	Characteristics
<p>Main Road Corridor</p>  <p>Description:</p> <ul style="list-style-type: none"> • CBD via Main Road to Southern Suburbs <p>Anchoring nodes:</p> <ul style="list-style-type: none"> • Cape Town CBD (metropolitan node) • Claremont CBD (sub-metropolitan node) • Wynberg CBD (sub-metropolitan node) • Tokai/ Retreat (sub-metropolitan node) 	<p>This corridor is anchored by the Cape Town Central Business District (CBD) as metropolitan node and connects the sub-metropolitan nodes at Claremont and Wynberg with the developing sub-metropolitan node at Tokai/ Retreat, and even further south to Simons Town along the railway line.</p> <p>Land use aspects</p> <p>The corridor generally operates well as a mixed land use area. Long stretches of mixed use districts are encountered with business/ retail at ground level and several storeys of office or residential above it.</p> <p>This pattern is broken by single use zones, generally located between mixed-use urban nodes where east-west routes intersect Main Road or rail stations occur.</p> <p>This north-south corridor represents an overall mature nature with a fairly good mix of attractor (employment opportunities) and generator (residential) land uses.</p> <p>The land use intensity decreases south of Tokai and Retreat.</p> <p>The northern portion is well serviced, providing good opportunities for high-density mixed-use development, while the southern portion of the corridor is still developing, but with strong similarities to the north.</p> <p>The northern part of the corridor is supported by Main Road and the M3 Freeway.</p> <p>Transport aspects</p> <p>Existing transport infrastructure</p> <p>Railway lines with a number of stations Main Road M3 Freeway Road-based public transport e.g. along Main Road</p> <p>Planned public transport</p> <p>The central section of the corridor will be supported by the planned IPTN trunk route links between generator land uses (residential) located in the Metro South East of the City (from Khayelitsha and Mitchells Plan to attractor land uses (employment nodes) at Wynberg and Claremont (T11 and T12).</p> <p>There are also two IPTN planned west-east routes linking Westlake in the south of the corridor to Bellville as metropolitan employment node (T14); and from Westlake/ Retreat to Strand/ Gordon's Bay (T10).</p> <p>Supporting initiatives/ priority projects</p> <p>Foreshore Freeway and other CBD sites</p>

Transport and urban development corridor	Characteristics
<p>Blaauwberg Corridor (Phase 1 of MyCiTi)</p>  <p>Description:</p> <ul style="list-style-type: none"> • Cape Town CBD via Century City to Blaauwberg <p>Anchoring nodes:</p> <ul style="list-style-type: none"> • Cape Town CBD (metropolitan node) • Century City (sub-metropolitan node) • Rivergate (emerging sub-metropolitan node) 	<p>Towards the north the Cape Town CBD connects, via the sub-metropolitan node at Century City along various industrial and mixed-use areas in Milnerton and along the West Coast and between the coastline and the N7, to an emerging sub-metropolitan node in the Rivergate area. To the far north remains Atlantis as a fairly isolated district node connected with the BRT to the Cape Town CBD.</p> <p>Land use aspects</p> <p>Century City has over the past decade established itself as a mixed use node of sub-metropolitan scale with a good balance between attractor and generator land uses.</p> <p>It is envisaged that a sub-metropolitan node will be established over time in the vicinity of Rivergate/ Frankendale around the intersection of Berkshire Boulevard, the M12 and the railway line (at present still a low-volume goods line).</p> <p>Considered to be the fastest growing development corridor. However, that growth is directly impacted by the Koeberg Nuclear Power Station and the impediments it places on high density mixed land use (urban growth/ density limitations) owing to the City's evacuation responsibilities.</p> <p>Closer to the CBD the corridor is mature with high levels of attractor land uses (employment opportunities) balanced with generator land uses (residential). This pattern continues north up to Dunoon and will benefit from attractor uses (job opportunities) planned in the vicinity of Rivergate/ Frankendale (the latter not yet established).</p> <p>Segments of the southern part of the corridor from Paarden Eiland northwards and especially on Blaauwberg Road, are establishing a "balanced" corridor with high concentrations of single and mixed-use concentrations in rapid succession. Pressure for land use change can in part be attributed to the proximity to the existing BRT trunk stations with feeders providing scheduled access to the public transport network.</p> <p>Transport aspects</p> <p>Existing transport infrastructure</p> <p>MyCiTi Phase 1 (CBD - Atlantis) R27 (Otto du Plessis / Marine Drive) N7 Freeway</p> <p>Planned supporting public transport</p> <p>The corridor will be strengthened by planned north-south road-based public transport routes such as Khayelitsha to Century City (T17); Eerste Rivier to Blaauwberg (T16); Symphony Way (T13); Strandfontein to Cape Town CBD (T15); Westlake to Bellville (T14); and the west-east supporting Kraaifontein to Century City (T19).</p> <p>Supporting initiatives/ priority projects</p> <p>Foreshore Freeway and other CBD sites</p>

Transport and urban development corridor	Characteristics
<p>Phase 2A Corridor</p>  <p>Description:</p> <ul style="list-style-type: none"> Mitchells Plain and Khayelitsha to Claremont and Wynberg <p>Anchoring nodes:</p> <ul style="list-style-type: none"> Claremont CBD (sub-metropolitan node) Emerging node of metropolitan importance in the vicinity of Airport/ Metro South East/ Philippi Somerset-West (emerging metropolitan node) 	<p>This developing corridor establishes a west-east linkage parallel to Voortrekker Road. The implementation of the Phase 2A BRT route will formally establish the corridor, connecting the Metro South East with the Claremont/ Wynberg areas. The corridor is characterised by the sub-metropolitan nodes at Claremont and Wynberg and an emerging node of metropolitan importance at the Airport/ Metro South East/ Philippi area. This emerging node is dependent on and supported by the sub-metropolitan nodes in Khayelitsha and Mitchells Plain. Somerset-West/ Stand and surrounding areas may over time develop and expand due to the potential development at Paardevlei into an emerging metropolitan node.</p> <p>Land use aspects</p> <p>Mixed-use and segments of single land use districts are expected to emerge around the developing Phase 2A BRT corridor linking the Metro South East, Claremont and Wynberg.</p> <p>Land use patterns on district level are largely of generator (residential) nature, but several civic and business districts exist on major intersections.</p> <p>As a developing corridor, it will improve connection between attractor land uses (work opportunities) on the Main Road corridor and predominately generator land uses (residential) in the Metro South East part of the city.</p> <p>The corridor functions as an intermediate link in parallel to the Voortrekker Road Corridor, but currently lacks connectivity between Metro South East to Strand. This connectivity will be realised once the anticipated Paardevlei development get underway and the planned rail or BRT extension is established through Paardevlei.</p>

Transport and urban development corridor	Characteristics
	<p>The corridor is characterised by significant volumes of one-directional peak morning period movement along its length (such as along the N2 freeway) into the CBD, and a reverse flow during the afternoon peak period.</p> <p>The Phase 2A BRT route will serve to link residents to concentrations of job opportunities on the western corridor, and support movement of current concentrations of informal activity and trading in the Metro South East area to the west.</p> <p>The R300, as well as segments of the N2 and Klipfontein Road support the BRT route, which in turn will support the existing rail connections from Khayelitsha and Mitchells Plain to the Cape Town CBD.</p> <p>Transport aspects</p> <p>Existing transport infrastructure</p> <p>Railway lines with a number of stations</p> <p>N2 Freeway</p> <p>Phase 2a</p> <p>Planned public transport routes</p> <p>The T10 BRT route (Retreat to Strand/ Gordon's Bay) will provide another parallel support to this emerging corridor, or an extension to the rail (Chris Hani station - Firgrove station) if warranted.</p> <p>Supporting initiatives / Priority Projects</p> <p>Metro South-East Integration Zone</p> <p>Paardevlei</p> <p>Philippi</p>

Transport and urban development corridor	Characteristics
<p>Blue Downs/ Symphony Way Corridor</p>  <p>Description:</p> <ul style="list-style-type: none"> Mitchells Plain/ Khayelitsha to Bellville <p>Anchoring nodes:</p> <ul style="list-style-type: none"> Bellville CBD (metropolitan node) Mitchells Plain (sub-metropolitan node) Khayelitsha (sub-metropolitan node) Emerging node of metropolitan importance in the vicinity of Airport/ Metro South East/ Philippi Somerset-West (emerging metropolitan node) 	<p>This corridor links the Metro South East (Mitchells Plain and Khayelitsha) to the Cape Town CBD and Bellville/ Tygervalley via Symphony Way and the planned Blue Downs rail link (Khayelitsha to Bellville), which runs parallel to Symphony Way. An emerging sub-metropolitan node associated with Philippi and the Airport will over time anchor the corridor in the south. The Blue Downs area and the southern corridor will link to the emerging sub-metropolitan node in Somerset West through the development at Paardevlei.</p> <p>Land use aspects</p> <p>Land use surrounding the potential Blue Downs Rail link is predominately residential in nature. The three planned station locations and the overlapping Blue Downs CBD area will over time develop as mixed-use activity nodes.</p> <p>Across the length of Symphony Way various intersections of road and rail networks contains areas of mixed-use character which, over time, will develop further and realise greater land use intensities.</p> <p>For most of its length, this corridor currently mostly functions as trip generator (residential) with only a few concentrations of attractor land uses (work opportunities).</p> <p>The speed at which the corridor develops is dependent on substantial infrastructural investment envisaged in the form of rail (proposed Blue Downs rail link). Should this not materialise as anticipated, the corridor will develop along the existing R300 freeway, and higher priority should be given to the implementation of the Symphony Way BRT route.</p> <p>The corridor will require the planned BRT feeder networks to support the new rail link and other service infrastructure to ensure maturity over time.</p> <p>The Blue Downs rail link is essential to improve access to socio-economic opportunities between Mitchells Plain/ Khayelitsha and Bellville.</p> <p>Transport aspects</p> <p>Existing transport infrastructure</p> <p>Railway lines with a number of stations Symphony Way</p> <p>Planned supporting public transport routes</p> <p>Blue Downs Rail link and feeders Portions of Metro South East to Claremont/ Wynberg BRT route (T11/T12) Portions of Khayelitsha to Century City BRT route (T17) Portions of Klipfontein Road BRT route (D12) Symphony Way/ Mitchells Plain to Durbanville BRT route (T13) Portions of Gordon's Bay to Retreat (T10) BRT route</p> <p>Supporting initiatives / Priority Projects</p> <p>Metro South East Integration Zone Bellville Philippi</p>

Transport-accessible precincts (TAPs)

Access to the PT network currently is, or will in future be, available at points (rail and BRT stations/ stops) along the network where passengers board and alight. Areas within a 500 metre walking distance of stations are referred to as transport accessible precincts (TAPs) – see Figure 4 3 below. Because of its favourable location in relation to PT corridors and its accessibility onto the PT network, TAPs are well-positioned as focus areas for land use intensification (refer to the following section on land use intensification which refers to both density and diversity). Land use intensification should be encouraged at such locations with good PT accessibility, and also at concentrations of employment, commercial development and/or social amenities/ civic functions and in areas of high amenity, in order to generate the thresholds required to support a sustainable PT system.

Depending on the land use intensity (density and diversity) of surrounding land, TAPs can act as generator or attractor (or both) of people/ trips. By facilitating an optimised distribution of land use intensity across the city, a movement pattern can potentially be encouraged that systematically improves the sustainability of the PT network.

The relative importance of TAPs differs based on:

- Station status: station exists or station is proposed
- Network status: the network/ route exists or is proposed
- Connectivity: travel time to other locations
- Mode capacity: the capacity/ level of service of the individual transport modes (rail, BRT trunk, BRT feeder) found at the station
- Station capacity: the combination of transport modes found at the station, e.g. a confluence of rail lines, a rail station, a BRT station, a PTI, a feeder-only service
- Accessibility: the number of persons residing or working within the TAP

Public Transport (PT) Zones

A number of these TAPs have already been demarcated as PT Zones and are included as an overlay zone in the Development Management Scheme (Figure 4 3). PT Zones have reduced requirements for on-site parking as a measure to promote densification in areas with access to good quality PT (i.e. within walking distance from stations).

Park and ride facilities must be provided at high-order stations in order to further make PT more accessible and competitive with private transport.



Figure 4 3: Transport-accessible precincts (TAPs) based on IPTN (2032)

4.3 Areas earmarked for land use intensification (mixed land use and densification)

Corridors and nodes

Broad areas that are highly accessible have been identified as nodes and corridors in the preceding section. The specific locations where land use intensification will be supported/ promoted to establish the thresholds required for sustainable, cost-effective and efficient PT provision, and align land use and transport towards a TOD future are:

TAPs (note refinement ongoing in 2017)

The TAPs locations have already high accessibility opportunities to the public transport network and the intention is that the City will develop more tools to incentivise investment to reflect the intended density and diversity in land use.

What is land use intensification?

It is of critical importance that property and development economics, land use, and transport are considered in an integrated manner.

The process of land use intensification refers to achieving a greater mix of residential and non-residential land use (i.e. diversification) through the increased use of space, both horizontally and vertically, within existing areas or properties and new developments, accompanied by an increased number of dwelling units and/ or population/ households (i.e. densification), in accessible, high-opportunity locations.

Upon examining daily mass commuter trends, city-wide movement patterns emerge. While these movement patterns are a direct consequence of land use patterns, it also creates opportunities for land development through the physical interception of both residential and non-residential land uses.

Based on these movement patterns, the areas serving as the most significant conduits of movement, as well as the areas where the majority of a normal day's movement ends, are different types of nodes which support the corridors described earlier. The spatial organisation of highly accessible areas by examining the location of conceptual nodes and corridors, identifies possible areas of land use intensification at city-wide scale.

Large scale trip attracting/ destination areas

The focus will be on optimisation and enhancing the functioning of well-performing economic areas or economic areas with growth potential, as identified through the City's Economic Areas Management Programme (ECAMP), a ground-breaking research and policy support initiative which tracks and routinely assesses the market performance and long-term growth potential of over 70 business precincts across the metropolitan region.

Strategic development through land use intensification for the purpose of supporting TOD is a dual approach of densification and diversification. Densification is discussed in more detail below.

Densification and Diversification

Densification is actively encouraged through the City's Densification Policy (2012) but the draft 2017 Municipal Spatial Development Framework, provided extensive references and more detail in Chapters 2 and 3 (as well as details in a Technical Supplement). Three types of density are implied in this context:

- Resident population density: an increase in the number of units and/or population per spatial unit
- Employment density: an increase in the number of job opportunities or workers
- Building density: through the increased use of space (both horizontally and vertically) within existing areas or properties and new developments

Achieving greater density therefore implies that the overall number of workers and/or residents should increase by virtue of increasing density of non-residential and/or residential land uses, in addition to increased building density (i.e. higher floor area ratios) to accommodate the additional activities. Figure 4 4 illustrates the current skewed density in the city in 2015/6 and is a reflection of the current different density profiles.

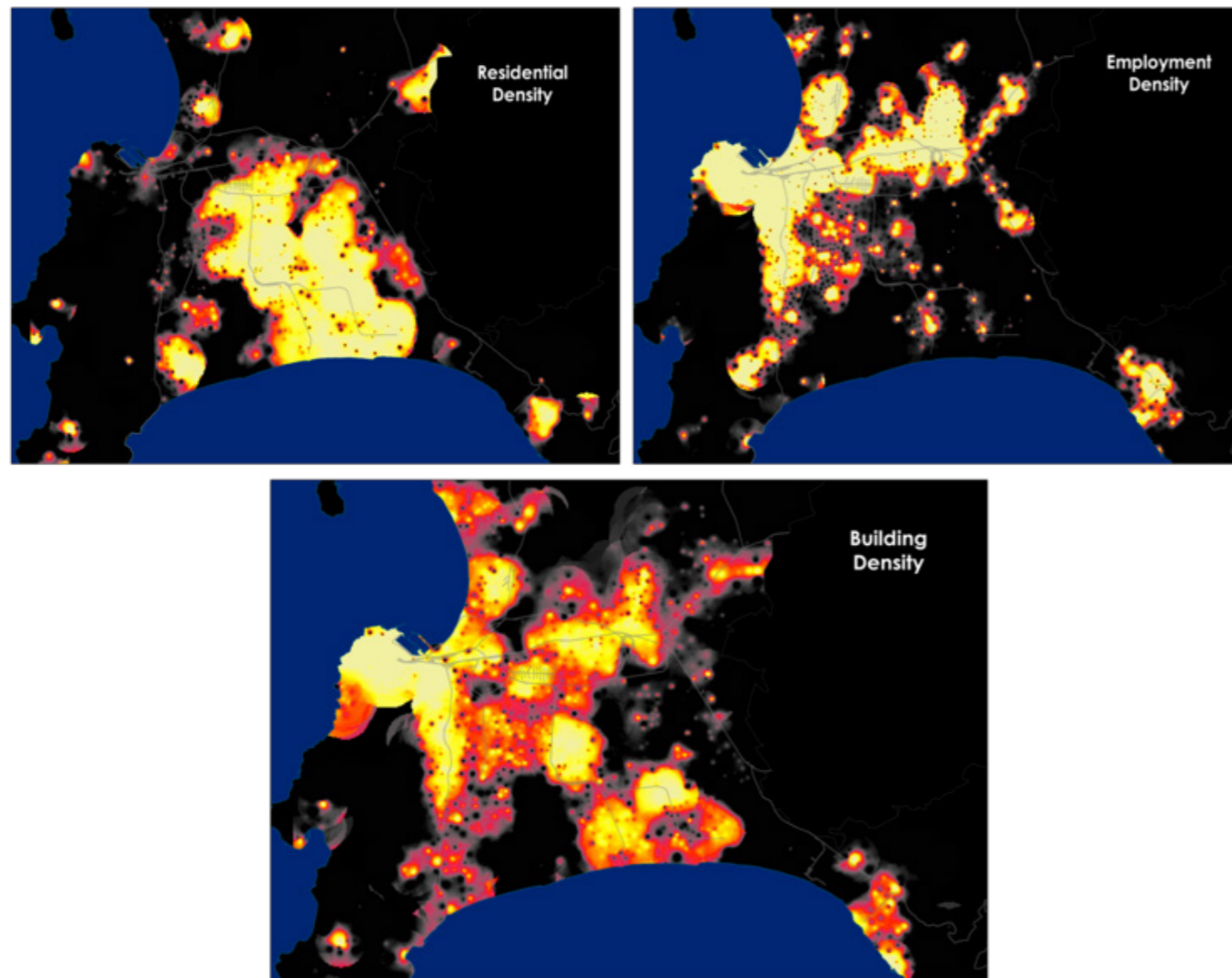


Figure 4 4: Residential, employment and building density in Cape Town

In order to influence appropriate intensification, a matrix for classifying all transport zones in the city according to their level of diversity (residential and non-residential), as well as their density, was developed and can be found in the 2017 draft of the MSDf (Technical Supplement E). It provides a perspective on the type of land uses which will be required in different parts of the city. It illustrates the essential locations for certain types of diversity (mixed-use) and density (the distribution of residents (residential units) and employees/ workers (employment areas)). The City will strive to achieve this over time to ensure that the public transport system is more balanced and efficient.

The spatial transformational ideals will be brought closer to reality and implementation with the rollout of the TOD “toolkit” which is under development and will identify mechanisms to achieve TOD at different scales, i.e. metropolitan level, corridor level, nodal and precinct level. The purpose is to institute TOD at a high level, highlight the significance of implementation and expedite the selection of appropriate tools to implement TOD at the different scales of planning. This is explored further in Chapter 12 (TOD).

4.4 The City’s land use strategies that will be used to discourage urban sprawl

The spatial strategies incorporated in the IDP are:

- Spatial strategy 1: Build an inclusive, integrated, vibrant city
- Spatial strategy 2: Manage urban growth, and create a balance between urban development and environmental protection
- Spatial strategy 3: Plan for employment, and improve access to economic opportunities

They provide the spatial direction and narrative that:

- establishes a short, medium and long-term corporate spatial perspective which informs the review of sector and lower-order spatial plans;
- directly affects the assessment of applications under delegation, via the Municipal Planning Tribunal, or at the appeal authorities; and
- informs submissions and motivations for development proposals and applications from the public and private sector.

A comprehensive list of policies associated with these three strategies is included in Technical Supplement G of the MSDf.

Spatial transformational agenda

The City’s new term of office IDP is explicit on the focus of facilitation of spatial transformation and has aligned its organisational structure, policy and strategy focus for the next five years. This included the significant review of the land use, environment, human settlements and transport departments and the amalgamation thereof in the Transport and Development Authority (TDA) with a transit-orientated development (TOD) mandate. The City and the TDA has committed itself to an inward growth focus for investment, no longer supporting growth corridors in a northern direction outside the 2012 CTSDf position. It also recognises the SDF as a facilitative tool rather than a prescriptive one, used to promote development in priority locations, while flagging potential risks and legislative requirements. The change was brought about also as a result of the spatial transformation agenda that emerged in the planning legislation with the promulgation of the Spatial Planning and Land Use Management Act (SPLUMA), the Western Cape Land Use Planning Act (LUPA) and the City’s own Municipal Planning By-law.

The above-mentioned spatial strategies and sub-strategies related to the transformation of the apartheid city recognises that achieving spatial transformation will require the intensification and diversification of land use in areas supportive of transit-oriented development.

Spatial transformation is based on reversing the impact of apartheid spatial planning by creating more opportunities for more people in highly connected areas. Further, it seeks to counter the creation of new low income communities on the periphery of the city and the need for the poor to spend a disproportionate amount of income on transport.

The basis for spatial transformation in the city is established via four primary Spatial Transformation Areas and a number of localised areas. The basic premise of growth management in the medium term (2032) is the prioritisation of public investment and incentivised private sector investment to support growth within an ‘Urban Inner Core’ in pursuit of spatial transformation. This manifests as dense and diverse, transit-oriented development in the corridors and around nodal structuring elements. Other spatial transformation areas are: Incremental growth and consolidation; Speculative (‘DIY’); and Protection areas. Localised areas recognise unique cases.

Development inhibitors are identified in terms of environmental, risk and aesthetic and social factors. More information can be found on this in Chapter 5 of the MSDf, and Technical Supplement G of the MSDf.






Spatial Transformation Area	City's investment Premise
Urban inner Core 	City investment priority. Where spatial transformation is most achievable. Areas of co-investment between public and private sector.
Incremental Growth and Consolidation 	Maintenance and upgrading focus for the City and incremental growth in support of spatial transformation.
Speculative 	Beyond City's investment horizons. Ability to achieve spatial transformation via development is considered unlikely. Privately funded areas. Achieving spatial transformation objectives require significant investment from developer
Protection 	Partnerships based on protecting asset
+	
Unique 	Subject to local arrangements

Figure 4 5: Spatial Transformation Areas

4.5 Specific measures to support PT

Spatial strategies 1 and 3 from the SDF supports PT and an efficient urban form and structure.

The three spatial strategies and the associated sub-strategies in the MSDF support PT as well as the urban form and structure required to support PT.

Spatial strategy 1 (and relevant sub- strategies): Build an inclusive, integrated, vibrant City

- Encourage integrated settlement patterns
- Transform the apartheid city
- Support incremental development processes
- Address spatial economic imbalances
- Proactively support publicly-led land reform and new housing delivery
- Enhance the unique sense of place and quality of the built form of Cape Town
- Enhance the value of heritage resources and scenic routes
- Promote accessible, city-wide special places

Spatial strategy 2 (and relevant sub-strategy): Manage urban growth, and create a balance between urban development and environmental protection

- Encourage a more compact form of development.

Spatial strategy 3 (and relevant sub- strategies): Plan for employment, and improve access to economic opportunities, including the following sub-strategies:

- Promote inclusive, shared economic growth and development
- Integrate land use, economic and transport planning and support the sustainable operation of the IPTN
- Support the rationalisation, upgrade and/or development of economic gateways, and manage land uses around them appropriately.

4.6 The role of railway stations identified in higher-order nodes

Railway stations are an integral informant to the hierarchical identification of nodes. Almost all higher-order nodes are situated at railway stations and junctions (the exceptions are on MyCiTi trunk or high-order feeder routes). Other railway stations of sub-metropolitan significance are identified for each corridor (see above), and their characteristics highlighted.

The SDF not only highlights nodes which are supported by railway stations, but the need for intensity of land use around railway stations, to support the viability of the rail service. One example is the PT zones at rail stations, which provide incentives for development through reduced parking requirements (see Figure 4 3).

4.7 Transit-oriented development (TOD) will be used to promote integrated transport and land use planning

In view of its importance to the City, Chapter 12 has been dedicated to TOD with details of how TOD will be used to promote integrated transport (rail and other modes) and land use planning. The revised MSDF is premised on a spatial transformation agenda that recognises that amongst other things, achieving spatial transformation will require the intensification and diversification of land use in areas supportive of transit-oriented development. There is therefore strong alignment between the CIP and the MSDF.

4.8 How transit-oriented development (TOD) will be promoted as a strategy to ensure preference of PT over private vehicles

Please see Chapter 12 for details of how TOD will be used promoted as a strategy to ensure preference of PT over private vehicles.

4.9 Transit-oriented development (TOD) typologies

Please see Chapter 12 for details of the TOD approaches that the City is proposing in terms of TOD catalytic projects on rail and BRT corridors.

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.

5.2 Assessment of issues, problems, trends and performance standards

While recognising the importance of the information disclosed by the Transport Register, the City also has access to the data and findings revealed by its TDI tool. The TDI is now in its second generation.

The purpose of the TDI is to create an index against which the City's service delivery can be measured. By using real data in this way, the City can evaluate the effectiveness of its service delivery interventions to the various transport user groups across income brackets and geography. The granularity of this approach enables the City to make much more nuanced, data-driven interventions than would otherwise be the case.

The Refinement of the Transport Development Index (TDI) - Generation 2.0 Cape Town is one of the Annexures listed in Appendix 2. Set out below is the executive summary and the summary and conclusion of this document:

EXECUTIVE SUMMARY

Problem statement and response

Many factors affect accessibility and mobility, inter alia quality and affordability of transport options, transport system connectivity, mobility substitutes and land use patterns. User accessibility can be evaluated from various perspectives and for different population segments, for different modes, locations and/or activities. In order to do this, reliable and accurate data is required. The transport authority of Cape Town (TCT) identified the need for reliable and accurate data that translates into up-to-date management information in the form of a Transport Development Index (TDI).

The purpose of the TDI is to quantify the cost of access of the various users in the city. It provides an approach and relevant metrics which capture the importance and essence of the role of transport in the average citizen's life, as well as for businesses and freight. Furthermore, the TDI quantifies the "User Access Priorities" in terms of monetary values and includes all aspects of the cost of access, i.e. social, economic and environmental costs. These priorities are based on the user's perception of what is important to them. A key challenge for TCT is how it can progressively reduce the cost of the "User Access Priority" for all users in Cape Town.

The development of the Generation 1.0 of the TDI which defined the basic structure and principle of the costing methodology was completed in June 2015. Further testing and the refinement of the methodologies used in the TDI occurred during the development of Generation 2.0. A full update of Generation 2 of the TDI was published on 30 June 2016. The purpose of this report is to document the TDI refinement process and to document the methodology, data elements and data sources, and to provide a summary of the TDI outputs.

Nature and workings of the TDI

The TDI does not only quantify the cost of user access for person trips and freight trips, but also introduces an overall mobility index for comparing Cape Town's transport situation with other major cities in the world. In short, the TDI measures:

A) Person trips within the following the sub-groups (modes):

- PT users
- private car users
- non-motorised transport users

B) Freight trips, and

C) Competitiveness.

The TDI determines the costs for the person and freight user groups while taking into account the identified user access priorities (transport needs) and the respective monetary impact of the priorities on society and the user. The purpose of the competitiveness component is to compare and position Cape Town in terms of transport efficiency and attractiveness with 84 other cities worldwide. A different approach for each of the three user groups (see Table 5 1) was followed in order to accommodate the nature of the three groups. The general concept of the TDI components is illustrated in Figure 5 1.

Table 5 1: Methodology per user group

User Groups	Public Transport	Private Transport	Non-Motorised Transport	Freight	Competitiveness
Purpose	Estimate the user's cost of access and cost of access priorities			Estimate the cost of freight to the user, the City and others	Compare Cape Town's attractiveness w.r.t. mobility to other cities.
Data Sources	Inter alia NHTS 2013, Census 2011, SAPS stats 2015, Tracker 2016			GAIN	AD Little (ADL)
Approach	Cost calculation in a spreadsheet model			Cost calculation in spreadsheet model	Score estimation based on ADL Urban Mobility Index (FUM)
Geography	21 Travel Analysis Zones (TAZ), citywide aggregation			Citywide	Citywide
Output	Costs, ratios, priority mapping			Costs and ratios	Ranking

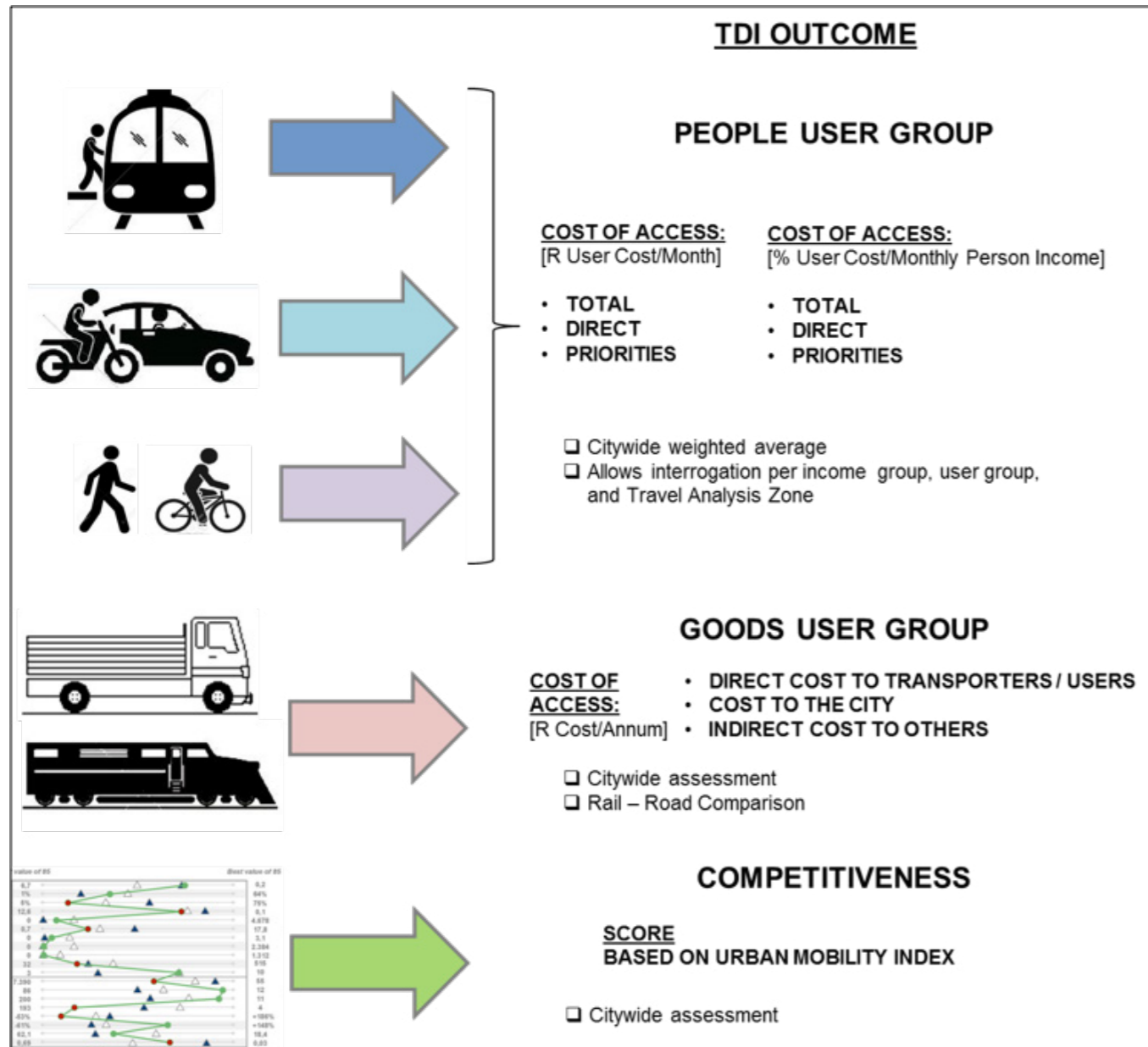


Figure 5 1: The three TDI user groups with their respective main output figures

A) Person trips

“Cost” in the context of the TDI refers to direct (financial: fares, fuel, etc.) and indirect (economic) costs. The cost of user access refers to all direct and indirect costs whether of a social, economic or environmental nature which a user is exposed to when accessing different land uses. The TDI quantifies the users’ access costs and priorities when accessing any mode of transport, including perceived priority costs and actual real direct costs, i.e. the monetary costs to the user. The costing of a user’s trip has a high level of complexity due to the fact that the transport environment is not functioning in a silo and the linkages to the overall socio-economic system need to be considered.

For the purpose of populating the data for the TDI baseline for the People User Group, commuter person trips were selected. An approach was devised which quantifies the cost of all elements of a typical trip. The typical elements of the different trips are illustrated in Figure 5 2.

COST		OF		USER ACCESS			
Priorities	TDI Element	PUBLIC TRANSPORT - Commuter Trip Characteristics				Data Source	
NHTS 2013	Start of trip	Walk	Wait	Travel (Rail, BRT, Bus, MBT)	Walk	End of trip	
	Illustrative example - varies by UG, IG and TAZ						
	Ticket costs	Rand				Service operators	
	Travel time	Rand				Service operators, Tracker	
	Congestion costs	Rand				Tracker	
	Crime	Rand	NMT		NMT	SAPS	
	Safety	Rand	NMT		NMT	TCT	
	Reliability	Rand				NHTS 2013	
	Flexibility	Rand				GIS query	
Priorities	TDI Element	PRIVATE TRANSPORT - Commuter Trip Characteristics				Data Source	
NHTS 2013	Start of trip	Travel (Private car, motorbike)			Parking	End of trip	
	Illustrative example - varies by UG, IG and TAZ						
	Cost of car (VOC+fixed)	Rand				HDM 4	
	Parking	Rand				Research	
	Travel time	Rand				Tracker	
	Congestion costs	Rand				Google API	
	Crime	Rand				SAPS	
	Safety	Rand				TCT	
Priorities	TDI Element	NON MOTORISED TRANSPORT - Commuter Trip Characteristics				Data Source	
NHTS 2013	Start of trip	Travel (walk, cycling)				End of trip	
	Illustrative example - varies by UG, IG and TAZ						
	Travel time	Rand				NHTS 2013	
	Crime	Rand				SAPS	
	Safety	Rand				TCT	

Trip leg costed for this TDI Element

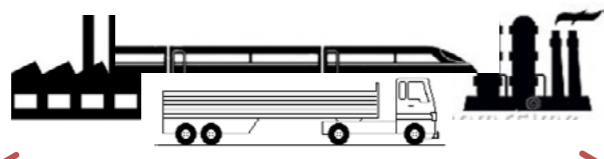
Trip leg costed under different User Group

Trip leg not costed for this TDI Element

Figure 5 2: Schematic overview of the cost elements included in the People User Group

B) Freight

Extracts from the national Freight Demand Model 2014 as developed by GAIN (freight modelling experts) was used as the main data source to quantify the current demand for, and cost of road-based freight movements in Cape Town, as well as from and to other destinations outside of Cape Town's metropolitan area. Direct costs were determined for the transporters as well as the indirect costs which others are exposed to due to the freight movements. Direct costs include fixed and variable costs while indirect costs included travel time costs, congestion costs, crime, and safety costs. The analysis of rail freight was based on the cost to the user, since it was not possible to get the actual direct cost to the operator. The TDI includes comparisons between road and rail freight. Within the freight industry, cost is one of the major drivers and impacts on efficiency and overall competitiveness.

COST		OF		USER ACCESS		Data Source
Priorities	TDI Element	ROAD FREIGHT and RAIL FREIGHT Transport Trip				
		Start of trip			End of trip	
Direct Cost	Direct Cost to transporters	Rand				GAIN
	Direct Cost to the user	Rand				GAIN / TFR
	Travel Time	Rand				Included in wages
	Congestion costs	Rand				Tracker (incl. in wages)
	Crime	Rand				SAPS
Cost to the City	Roads - Construct and Maintain	Rand				External Cost Handbook
Indirect Costs to Others	Air pollution, Climate change etc.	Rand				External Cost Handbook
	Safety	Rand				TCT

Trip leg not costed for this TDI Element
 Trip leg costed for this TDI Element

Figure 5 3: Schematic overview of costing access for road freight and rail freight

C) Competitiveness

The Urban Mobility Index 2.0, developed by Arthur D. Little (ADL), was used to benchmark Cape Town's current mobility status from a global perspective. The criteria which were applied cover the classical areas of mobility measurements such as security, service quality, accessibility, affordability, sustainability, innovativeness and convenience. ADL incorporated the data provided by the TDI project team into their in-house model and produced a score for Cape Town. The score is based on 2015 data and on the methodology of the Future of Urban Mobility Index 2.0. A summary of the different elements are included in the following figure.

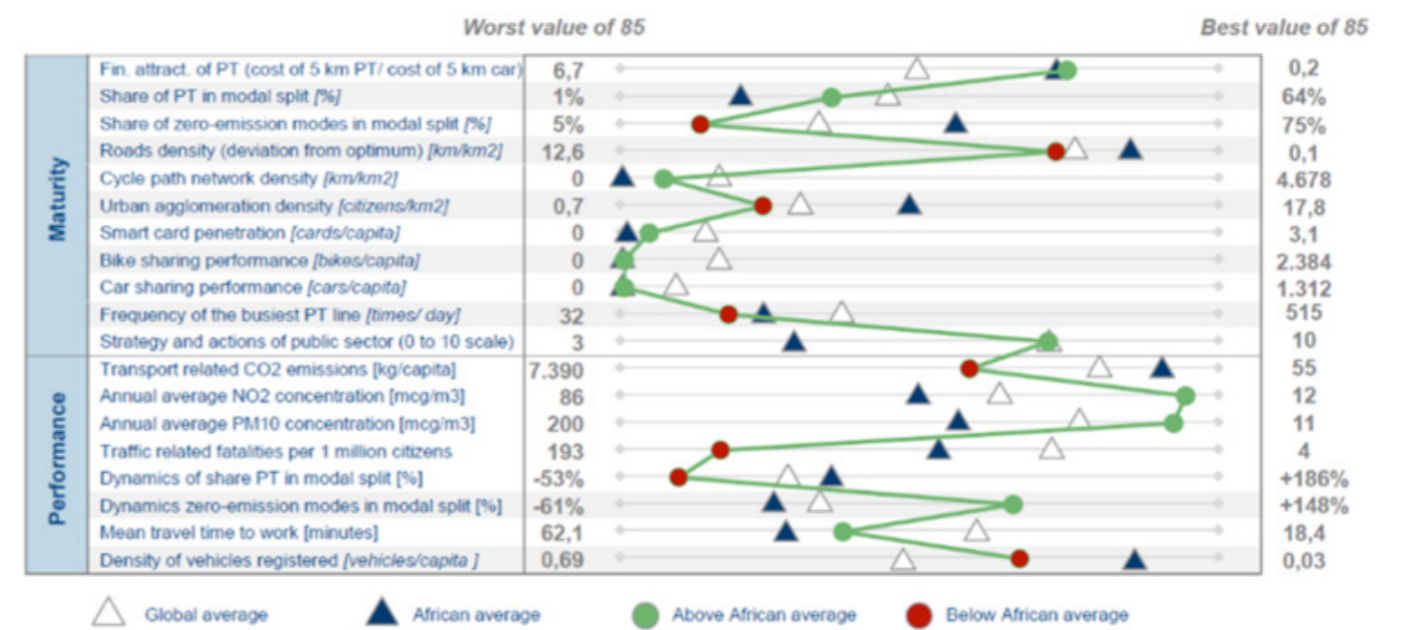


Figure 5 4: Output table of the Future of Urban Mobility Index

Findings

The collection and collation of available data sources allowed an essential first step towards a reliable data set which can be used to assess the Status Quo of Transport in Cape Town and which in particular can be used to assess the cost of access in the City. It will allow data-driven solutions in order to accomplish TDA's goal of establishing and maintaining an efficient and sustainable integrated transport system. The TDI tool enables TDA to quantify the outcomes of service delivery over time and measure that against the Status Quo/Base Line.

A) Person trips

For the first time in Cape Town, work trips were quantified from both a subjective commuter's point of view (user access priorities) and from both a financial and economic perspective by estimating the monetary values of each trip element. The TDI analysis allows not only comparison of costs amongst users and user groups but also comparisons of the relationships (and potential gap) of what the quantitative data indicates (TDI cost model) versus what the perception of the user is. The TDI provides an understanding of the transport realities which commuters face on a daily basis. Some of the most striking results are:

- Contrary to the original assumption of 80%, which TDA had been using for over a decade, 94% of the PT user group is in the low to low-medium income groups.
- The average direct transport cost for the low-income PT user group is estimated at 43.1% of the monthly household income. The national norm is 10%.
- The highest access priorities are not always directly related to costs, but in many cases, the priorities are related to indirect costs such as the availability of PT, congestion or safety.
- A summary of the findings of the user access priorities are:
 - Flexibility and safety are the major challenges across the city.
 - Direct costs due to ticket fares are a main concern for the low-income group segment (in particular PT users).
 - Congestion is a concern specifically for high-income private transport users.

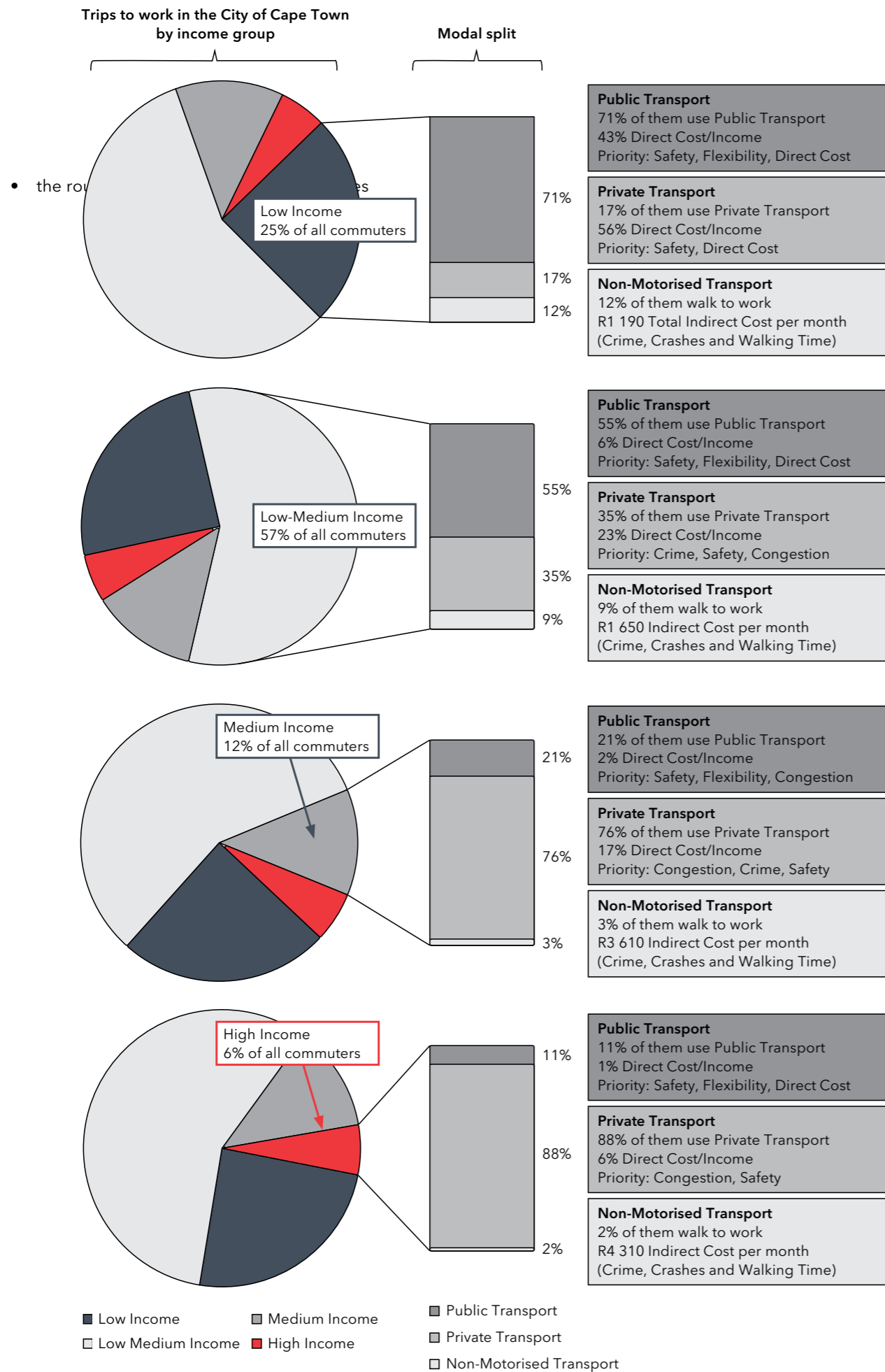


Figure 5 5: Summary of the People User Group per income group segment and per mode

B) Freight

The freight component of the TDI provides a first quantitative framework that allows linking monetary values to what it currently takes to move freight in the City of Cape Town. It also provides estimates of what the direct costs are to the transporters, the users and also the indirect costs associated with the movement of freight. The key outcomes of the TDI freight model are summarised in Table 5 2.

Table 5 2: Transport Development Index Freight Indices 2016 (2016 Rand per annum)

Direct Cost to Transporters	ROAD	• Direct (fuel, wages, etc.)	R3 212 million
	ROAD	• Crime	R29 million
	ROAD	• Congestion (time and fuel)	R212 million
Cost to the User	RAIL	• Direct (to the user)	R27 million
Cost to the City	ROAD	• Roadway Capex and Maintenance (Impact on City)	R693 million
Indirect Costs to Others	ROAD	• Safety (Impact on citizens)	R578 million
		• Safety (Trucks only; excl. property damage)	R362 million
OVERALL INDICES	RAIL/ROAD	• Total Rail Tonnage p.a. to Total Road Tonnage p.a.	0.34%
		• Rail Cost per Ton to Road Cost per Ton	229%
		• Total Direct Cost to City Gross Geographic Product (GGP) - ROAD	7.44%
		• Total Direct Cost to City Gross Geographic Product (GGP) - RAIL	0.11%

The primary cost drivers to the transporters are fuel, driver costs (wages) and maintenance and repairs. These operational direct costs were analysed on a local scale (trips within the Cape Town metropolitan area and amongst the different freight zones) and on a national level (to/from elsewhere in South Africa). The freight moved within the City boundaries amounts to 91.3 million tons per annum, with an associated cost of R2 500 million p.a. of direct cost expenditure by the transporters.

C) Competitiveness

The Future of Urban Mobility Index (FUM) by A.D. Little provides a benchmark for Cape Town to evaluate its transport system across a range of areas now and in the years ahead, in terms of performance-oriented service delivery. With an overall score of 37.0 points, the City of Cape Town ranks 73rd out of 85 cities worldwide and shows a slightly "below average" performance. Within Africa, Cape Town ranks four out of six, with Kinshasa leading with 39.4, followed by Cairo (37.4) and Lagos (37.1).

On a national level, Cape Town scores two points better than Johannesburg (35.0). Figure 5 6 indicates Cape Town's individual scores for each of the 19 sub-indices and compares the performance to other participating cities of the FUM series.

	Cape Town	Jo'burg (for comparison)	Rank of Cape Town in Africa (out of 6)	African average ¹	Abs. value best city Africa	Best city in Africa		
Maturity	Fin. Attack of PT (cost of 5km PT/5km car)	1,85	3,10	3	1,95	0,19	Addis Ababa	1. Share of formal PT 2. Cycle path network density 3. Smart card penetration 4. Strategy of public sector 5. Annual average NO2 concentration 6. Annual average PM10 concentration 7. Dynamics of zero-emission modes
	Share of PT in modal Split	23%	4%	2	14%	43%	Cairo	
	Share of zero-emission modes in modal split [%]	14%	30%	6	44%	70%	Kinshasa	
	Roads density (Deviation from Optimum)[km/km ²]	3,5	1,1	5	1,9	0,3	Kinshasa	
	Cycle path network density [km/km ²]	312	0	1	0	312	Cape Town	
	Urban agglomeration density [citizens/km ²]	4,7	1,4	5	8,9	15,7	Kinshasa	
	Smart card penetration [cards/capita]	0,13	0,01	1	0,02	0,13	Cape Town	
	Bike sharing performance [bikes/capita]	0	0	-	0	0	n/a	
	Car sharing performance [cars/capita]	0	0	-	0	0	n/a	
	Frequency of the busiest PT line [times/day]	117	63	4	148	287	Cairo	
Strategy of public sector (0 to 10 scale)	8	8	1	5	8	Jo'burg, CT	1. Share of zero-emission modes 2. Road and agglomeration density 3. PT frequency 4. CO2 emissions 5. Traffic fatalities 6. Dynamics of formal PT 7. Density of vehicles	
Transport related CO2 emissions [kg/capita]	3,120	1,553	6	702	55	Addis Ababa		
Annual average NO2 concentration [mcg/m ³]	16	31	1	49	16	Cape Town		
Annual average PM10 concentration [mcg/m ³]	25	66	1	93	25	Cape Town		
Traffic related fatalities per 1 million citizens	162	154	6	93	25	Kinshasa		
Dynamics of share PT in modal split [%]	-31%	33%	6	31%	79%	Addis Ababa		
Dynamics zero-emission modes in modal split [%]	76%	-3%	1	-8%	76%	Cape Town		
Mean travel time to work [minutes]	46,0	36,7	2	50,0	36,7	Jo'burg		
Density of vehicles registered [vehicles/capita]	0,25	0,24	6	0,12	0,03	Lagos		

Cape Town vs. Johannesburg: ■ better performing city ■ worse performing city

Figure 5 6: Comparing Cape Town's Future Urban Mobility score with those of other African cities

Summary

The challenges of the city's spatial economy result in generally high direct and indirect transport costs for many of its citizens, most notably for the low-income groups affected by the movements from outlying suburbs and townships. Reconnecting people to economic opportunity and forging sustainable connections across communities are integral to the efficiency and sustainability of the City and the transport infrastructure (expansion and interconnection of transit modes, integrated ticket system, etc.) is vital in the process.

The TDI is a multi-dimensional tool that will assist TCT in evaluating transport interventions with a quantified baseline. The development of the TDI represents a step towards assessing different transport interventions more explicitly and to ensure decision-making is evidence based. However, the quality of the input data directly influences the output of the model, which stresses the importance of collecting accurate and complete information for the future updates of the TDI. In order to ensure continuous provision of high quality information, a consistent data collection process over time is required and needs to be secured.

SUMMARY AND CONCLUSION

The development of the TDI initiated an investigation into the availability of reliable and applicable data sources. This represents an essential step towards a data set that can be used to assess in detail the Status Quo of Transport in Cape Town. As a result, it will allow more factually-based decisions to be made in order to accomplish the TDA goal of establishing and maintaining an efficient and attractive integrated transport system. The TDI tool enables TDA to measure service delivery over time against the Status Quo baseline.

People User Group

For the first time, work trips were assessed from both the perception of commuters (user access priorities) and from actual financial cost perspectives both in terms of direct and indirect costs. The TDI investigated the relationship and potential gap of what the quantitative data indicates (TDI cost model) versus the perceptions of the users. There is now an improved understanding of the transport realities that commuters face on a daily basis. Some of the most striking results are as follows:

- Contrary to the original assumption of 80%, which TDA had been using for some time, 94% of the PT user group is in the low to low-medium income groups.
- Flexibility, i.e. staying within reasonable proximity to PT services, both in terms of different modes and destinations is rated as one of the highest access priorities. This is supported by the concomitant costs as estimated in the TDI cost model.
- The largest priority costs as perceived by individuals are flexibility, safety, direct cost and crime.
- The average ratio of direct transport cost versus income for the low-income PT user group (PT IG1) is 43.1% of the individual monthly income. This is much higher than the national norm of 10% as stated in the White Paper on National Transport Policy 1996 . Note that this includes the cost of social trips, i.e. trips other than commute trips. When the social trips are excluded the ratio reduces to 26.7%.

Goods User Group (Freight)

The TDI Freight model represents a step forward in order to determine the impact of freight on the road network. It will assist TDA to identify specific funding mechanisms.

Based on the findings of the TDI Freight model, it is evident that direct transport costs is the largest component of the overall (logistics) costs from a transporter's perspective. Historical data shows that generally overall logistics costs are rising. However, this is not due to a lack of logistics efficiency, but rather due to the increase of the underlying cost drivers. This is a challenging reality for TDA as these cost drivers can mostly not be controlled by TDA.

TDA can influence externality costs such as congestion, emissions and safety costs, by improving the current state of congestion and situation of road safety. The current freight strategy of the City should address some of the priorities identified through the TDI modelling.

Competitiveness

With an overall score of 37.0 points, the City of Cape Town ranks 73rd out of 85 cities worldwide and shows a slightly "below average" performance. Within Africa, Cape Town ranks four out of six, with Kinshasa leading with 39.4, followed by Cairo (37.4) and Lagos (37.1). In a South African context, Cape Town scores two points better than Johannesburg (35.0). From the 19 different transport-related assessment criteria, TCT identified a selection thereof that will serve as guidance for project implementation in the short term.

Conclusion

The findings highlight the vast inequality amongst the income groups. The cost of transport for low-income households is not sustainable. The gap is going to increase without intervention from the public sector. A change in the fare policy as well as supply of additional low-income housing more centralised are potential interventions to redress the spatial issue.

The TDI is a multi-dimensional tool that will assist TDA in aligning transport interventions as closely as possible to a true validated baseline of the user's needs (priorities). The development of the TDI represents a step towards assessing transport interventions more explicitly and to ensure decision-making is evidence based. However, the quality of the input data directly influences the output of the model, which stresses the importance of collecting accurate and complete information for the future updates of the TDI. In order to ensure continuous provision of high quality information, a consistent data collection process over time is required and needs to be secured.

* Department of Transport, White Paper on National Transport Policy, 1996.

5.3 Summary of the Transport Register findings

The City's main transport problems as identified in the Transport Register which the policies, strategies and projects in this CITP will address are:

- the deterioration of the rail service in Cape Town, with its resultant steep decrease in usage and increase in road usage
- although rail has historically carried the highest volume of PT trips into Cape Town, this market share has, as of 2014, been sharply decreasing due to vandalism of both rolling stock as well as fixed control infrastructure, reducing the operational capacity of the service, the extent of which has increased road bound congestion towards the city centre
- the growing disjunction between transport and land use in Cape Town
- the highest residential densities still persist in the MSE, Atlantis and Wallacedene. These are also the poorest communities with arguably the worst access to PT, especially quality services
- the increasingly unsustainable cost of transport for low-income households, as revealed by the City's TDI
- the number of trips generated in Cape Town is a function of the number of households. Transport planning must therefore accommodate for a growth rate higher than that of the population
- traditionally planning assumed a proportional growth in all modes. However, this plan must consider the total person trips and determine an appropriate and desirable modal split to meet the demand
- a rapidly growing population is typically seen as a threat to the ability of the City to provide quality services, as it places strain on the City's resources. However, it could also hold an opportunity if the growth is accompanied by gains in skilled people
- Cape Town has a higher proportion of economically active population (46%) than greater South Africa (37%). While still facing the threat of large unemployment, the threat is smaller than in most other South African cities
- a monthly household income of R7 000 is generally regarded as the point when a household could afford a car (and that households purchase a car at the earliest possible time to improve their ability to obtain a better job or retain their current one). The City therefore needs to ensure that existing and new phases of PT are designed to discourage this modal shift and also to benefit the majority of the population
- non-social residential development continues to be driven by the availability of land to accommodate the private car, and not by the availability of transport. This means that the trend of sprawl, that gained momentum over the past four or five decades with the rising popularity of the private car, continues unabated despite policy and legislative changes that aim to reverse this trend
- it is believed that the low levels of service of the PT system creates a significant barrier to commercial development around transit, since the market for choice land uses also choose to continue favouring car-based development in the absence of competitive alternative transport
- The City does not have a model to estimate latent demand for transport services at present, and should investigate the impact from this to inform future demand

5.4 Processes of public participation and stakeholder feedback

A preliminary stakeholder consultation process was completed in March 2017. The purpose of this consultation was to explain the City's proposed Integrated Transport Vision and Long Term Objectives and from this to elicit comments from stakeholder responses to inform the development of the CITP. The details of the stakeholder consultation are described in Chapter 14.

The draft of this document will be taken through a statutory public participation process to further engage stakeholders on the overall document in July 2017. Following this process, a review and evaluation of comments will be undertaken and appropriate amendments will be made to the draft document. A statutory process will be followed thereafter for its approval.

5.5 Present and future transport demand estimation

Present and future transportation demand estimates, in terms of PT, NMT and major road requirements in particular are guided by the extrapolation of the trends in the Transport Register (Chapter 3), the EMME modelling used to develop the IPTN Network Plan, the NMT and Cycling Strategies and the Congestion Management Strategy (please see the Annexures listed in Appendix 2).

The IPTN presents a 2032 scenario of an integrated PT network and operational plan for the entire Cape Town metropolitan area, its aim being to improve mobility and accessibility to the transportation network for all residents. The IPTN encompasses all modes of PT, including rail and road-based technologies, as well as proposals for improving NMT access and P&R facilities at modal interchange locations.

The IPTN suite of plans which encompass the Operational Plan, Implementation Plan and Business Plan determine which modes are best suited to cater for the existing and future PT demand, route descriptions and modal interchanges, station and stop locations, system operational parameters, infrastructure needs and estimates of total system costs.

The NMT Strategy responds in more detail to the IPTN as well as evolving changes to the physical, legislative, and institutional landscape. Its responses to present and future needs are presented in Chapter 9 (Non-Motorised Transport Plan) and in more detail in the NMT Strategy (please see Annexures listed in Appendix 2).

Similarly, the Congestion Management Strategy has identified: strategies to manage congestion, areas and parts of the network experiencing high levels of congestion, road-based infrastructure projects which would improve these conditions and has ranked these projects to ensure optimal use of resources.





Other areas of concern in terms of transport and infrastructure-related inefficiencies that have significant negative impacts on the society, environment and economy include:

- The high cost of transport which marginalises and disempowers some communities due to income levels, travelling distances and the lack of an adequate and integrated transport system. These costs are being measured and reported on annually through the TDI and are being addressed through the formalisation of institutional arrangements to assist in the coordination and delivery of integrated transport through TDA's mandate – to have all scheduled services under a unified management, regulation and ticketing system under one brand
- Limited access for persons with special needs to transport and associated infrastructure
- The increased backlog in maintenance of transport infrastructure which hampers economic activity. Across Cape Town there are approximately 412 PT facilities (excluding P&R). Many of these are in disrepair and only 58 are being maintained by TDA. There are also many bus shelters of varying standards, some of which are totally socially unacceptable. The current maintenance requirement of the City's road infrastructure and its future requirement are addressed in section 5.6
- The transport system in Cape Town is highly dependent on rail as its backbone but the serious decline in service has forced many passengers onto the road network, leading to gridlock during the peak periods. The City cannot deliver integrated, intermodal and interoperable transport in Cape Town without an effective rail component. Furthermore, rail is not just the backbone of the transport system but also of Cape Town's spatial form as well. As such, the intensification and densification of land use along rail corridors is also a key part of the City's TOD strategy. In response, the City has been developing a business plan to explore what needs to be done to solve the issues in rail. This is being developed against the backdrop of the National Rail Policy Draft White Paper that supports the assignment of urban rail to municipalities.

5.6 Roads upgrading and maintenance needs

At present the Provincial Department of Transport and Public Works (DTPW) is the 'controlling' authority for municipal PMRs and both the roads authority and 'controlling' authority for former RSC proclaimed main roads within Cape Town. 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 summary of the proposals agreed to is shown in Table 5 3.

Table 5 3: Agreed road categories and assignment in Cape Town

Cat	STATUS OF ROADS WITHIN CAPE TOWN MUNICIPAL AREA	CURRENT Authority	FUTURE Authority	LENGTH (km)
1	 PROVINCIAL TRUNK ROADS: TO BE TAKEN OVER BY THE CITY	Province	The City	22.78
2	 PROCLAIMED ROADS TO BE TAKEN OVER BY THE CITY	Province	The City	487
3	 PROCLAIMED MAIN ROADS TO BE TAKEN OVER BY WCPG	The City	Province	15.38
4	 DIVISIONAL ROADS TO BECOME STREETS (TAKEN OVER BY THE CITY)	The City	The City	202
TOTAL ROAD LENGTH IN CITY OF CAPE TOWN AREA				11 640

Based on this agreement, the net length of road to be taken over by the City is 546.5 km of carriageway length which is estimated to have a value of R82 billion. Divisional Roads (category 4 above) have automatically become streets and have become the responsibility of the City under the Roads Ordinance Act, Act 19 of 1976, section 66(3).

A key issue with this transfer, historically, has been the funding of the maintenance of these roads as the previous funding allocation from the RSC levies is now defunct 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 international norm for funding of maintenance of assets is 2% of the asset value (source: World Bank). This is a substantial requirement. The City is currently spending in the region of R800m per annum on the maintenance of categories 3, 4 and 5 roads. Research undertaken by TDA quantified the need just for categories 4 and 5 roads at R12bn over the next 15 years. The transfer of the abovementioned roads will therefore require an additional level of funding, the strategy for which will be determined by TDA during the term of this document on the basis of the volume of provincial traffic currently using the roads under the City's jurisdiction and the results of its PMS investigations.

The Congestion Management Strategy is focussed on maintaining and expanding the current road network to specifically allow for road-based PT, commuting with private vehicles and for commercial traffic. The City has therefore committed a total of R750m over the next five years to implement its top 13 ranked projects in Category A/B (see Chapter 7 Transport Infrastructure Strategy) for further details.

The City has also recently awarded a tender to evaluate the condition of Cape Town's roads, bridges and to conduct trials for a load management system that would be suitable for the City's specific conditions over the next 18-24 months.

Further, TDA has initiated the TAMs, with the aim of establishing a comprehensive management system to support and enable TDA's strategic vision and objectives.

A key component of the programme is the implementation of an Integrated Information Management System (IIMS) which, in turn, is underpinned by relevant business processes and supporting technology.

It is envisaged that the IIMS will be delivered by means of a series of work packages. This process commenced in 2016 and the full range of work packages is expected to be delivered over the next five to ten years.

An important initial deliverable is the Asset Management Foundation work package which will create a single, central register of all immovable assets that fall under the auspices of TDA. The underlying business processes, together with enabling technology, will support the management and maintenance of these assets.

5.7 Need for new roads and facilities

Cape Town has experienced an annual 3% increase in traffic volumes over the last 10 years which indicates increasing use and thus escalating deterioration of road surfaces and pavement structures. Overloading of vehicles, increased truck volumes in conjunction with high water tables on the Cape Flats, expansive clays in certain areas and old pavement structures are all major contributors to road conditions deteriorating which in turn lead to large road maintenance requirements and associated high costs. Road and bridge condition assessments, last conducted in 2007/8 and 2005/6 respectively, indicated that substantial sections of the road network is in an unacceptable condition, severely impacting service delivery levels and the long-term financial sustainability of the City.

Given the deterioration of road networks within the metropolitan area, TDA has awarded a tender to a service provider to implement an integrated infrastructure management system by updating and improving its PMS and Bridge Management Systems (BMS) and developing and commissioning a new Load Management System (LMS).

The primary objectives of this appointment are as follows:

- procure, design and populate a customised PMS
- procure, design and populate a customised BMS
- procure, design and populate a customised LMS
- research and plan a comprehensive "Weigh-in Motion" (WIM) LMS and methodology to provide data required by the maintenance management systems
- ensure LMS alignment with TDA's Freight Management Strategy to improve regulation of the transport industry
- investigate/recommend electronic surveillance options
- ensure that all management system design and data migration meets the IIMS requirements
- ensure that the systems integrate with the City's SAP system as well as TDA's IIMS

Further and separately evaluated new roads and facilities proposed are detailed in Chapter 7 (Transport Infrastructure Strategy). In addition, Traffic Calming initiatives are currently being expedited to address a backlog and to make residential streets safer. A full list of projects to be implemented over the MTREF period is provided in Appendix 3.

6 PUBLIC TRANSPORT PLAN

6.1 Introduction

The focus of the City's Public Transport Plan (PTP) (please see Appendix 3) is to integrate the PT network, services and modes within Cape Town and its Functional Area.

This integration of PT is at the core of each of the three interrelated elements that run through this CITP:

- The delivery of integrated, intermodal and interoperable transport in Cape Town. This is based on the City's IPTN Package of Plans (Network Plan, Operations Plan, 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 PT system

Against this backdrop, the detail of the PTP provides the basis for:

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

The PTP uses the IPTN Network Plan 2032 (2015) and the IPTN Operational Plan, (2016), as its foundation. These, along with the IPTN Implementation Plan and IPTN Business Plan, (2017) will be the guiding instruments for the integrated PT system in Cape Town.

6.2 Structure of the PTP

The PTP, which has been developed as part of the process through which the City is formulating this CITP, comprises six parts:

- Policies and strategies
- Overall Network Design
- Commuter Rail Plan
- Contracted Services Plan
- Non-contracted Services Plan
- Operating Licences Plan (OLP)

A summary of these parts is set out below.

6.3 Policies and strategies

6.3.1 Introduction

The City's PT policies and strategies are designed to support the achievement of the CITP's three key elements referred to above: integrated transport, TOD and the addressing of the current crisis in rail. In relation to the integrated transport element in particular, they are directed at designing a network of contracted and non-contracted services that:

- progressively reduce the cost of the Access Priorities for all user groups in Cape Town (as measured by the City's TDI). These Access Priorities are the priorities of different user groups as broken down into direct costs (such as the price of a ticket) or indirect costs (such as flexibility, safety, reliability, crime or congestion)
- are performance driven and investment oriented in line with the underlying philosophy of TDA
- cater for the needs of all potential users, including targeted categories of passengers such as learners, and that are universally accessible
- maximise access to services by pedestrians

- minimise duplication between services
- reduce under- or over-utilisation of available capacity
- are cost-effective and fiscally and financially sustainable
- employ the appropriate mode for the requirements of the route or corridor in question, and in particular for the three critical integration zones identified in the City's TOD Strategic Framework. These are Metro South East, Voortrekker Road and Blue Downs/Symphony Way
- are convenient to passengers
- support the objectives of the City's SDF, BEPP and TOD Strategic Framework, all of which are designed to ensure that the City's service delivery and interventions will be on comprehensive TOD principles
- integrate PT services in and between modes by developing a network, schedules and service frequencies in such a fashion that passengers can move optimally from origin to destination with the minimum number of transfers, waiting times and fare paying transactions. It also requires integrating transport infrastructure and passenger information across services and modes
- incrementally use interoperable electronic fare systems, and charge affordable fares
- avoid destructive competition between different services on the same route or corridor
- put any financial support (subsidy) to optimum use, by taking into consideration the cost-performance ratio of modal alternatives before any new contract is designed and awarded
- are given priority over private transport

6.3.2 The future development of the PT system

The City's approach to integrated transport is multi-modal. The key modes are passenger rail, BRT, quality bus services (being conventional bus services enhanced by modernising features and integration with the wider network) and minibus-taxis. These modes (including their innovations from new generation technology) will together form part of an integrated transport solution. These modes will also be complemented by improved provision for NMT, as referred to in Chapter 9 (NMT). NMT is critical to Cape Town's integrated PT system as the TDI shows that 17% of the population has no choice but to travel by this mode.

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

While the most significant impacts are likely to be witnessed in the services provided by smaller vehicles, which are able to respond more flexibly to demand, substantial efficiencies are also possible in the combination of these services with BRT, quality bus and rail services.

New generation technologies also offer scope for designing integrated solutions for universal accessibility, transporting passengers with disabilities.

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

As stated above, the City is focused on reducing the costs of Access Priorities for user groups. It is clear, however, that this cannot be done by enhancing mobility per mode alone. Instead, to do this, the City's methodology is to address the interrelationships between modes, the systems that manage the modes (e.g. integrated ticketing), the relationship between the urban form and the transport system 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 (as referred to in Chapter 8 (TDM)) as the basis for the spatial transformation of Cape Town and the building of sustainable communities.

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

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

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

6.3.3 PT fleet policy

The PTP sets out the City's PT fleet policy for reducing carbon emissions and air pollution, and also for providing universal access.

6.3.3.1 Reducing carbon emissions and air pollution

Over the next five years, the City intends to implement a variety of initiatives to reduce carbon emissions and air pollution in relation to its PT fleet. Some of these initiatives apply directly to the fleet while others are designed to have an indirect effect. The initiatives are:

- use of electric buses
- growing the market share of cycling
- promoting bike share

6.3.3.2 Providing universal access

The City's long-term policy objective for its PT fleet is to achieve universal accessibility by preferably accommodating users with disabilities. In particular:

- the BRT trunk services and quality bus services will be designed for universal accessibility (such as level boarding for wheelchair passengers)
- for quality bus feeders, the City will schedule buses throughout the day that have wheelchair facilities using demand analysis to identify where such facilities are needed
- other feeder and direct services will be provided by minibus-taxis

The City recognises the challenge of using minibus-taxis as these are not designed for level boarding. In the light of this as well as the affordability constraints of providing universally accessible quality bus feeder services, the City's approach will be to combine a set of universally accessible on-demand feeder services with the universally accessible trunk services.

Under the intended model, smartphone technological innovations will also be introduced to these on-demand services for wheelchair users, which should significantly improve the process of requesting such services.

For rail, PRASA has indicated an intention to make the rail services universally accessible, although this will take some time to achieve as it is being done in conjunction with their current major recapitalisation programme.

6.4 Overall Network Design

6.4.1 Introduction

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

6.4.2 Preferred modes for particular routes or corridors

Figure 6 1: Integrated Public Transport Network Plan 2032 identifies the routes and corridors for BRT (MyCiTi), existing MyCiTi feeder services, and existing passenger rail, as well as new passenger routes in Cape Town. This includes:

- transport into or from the areas of other planning authorities

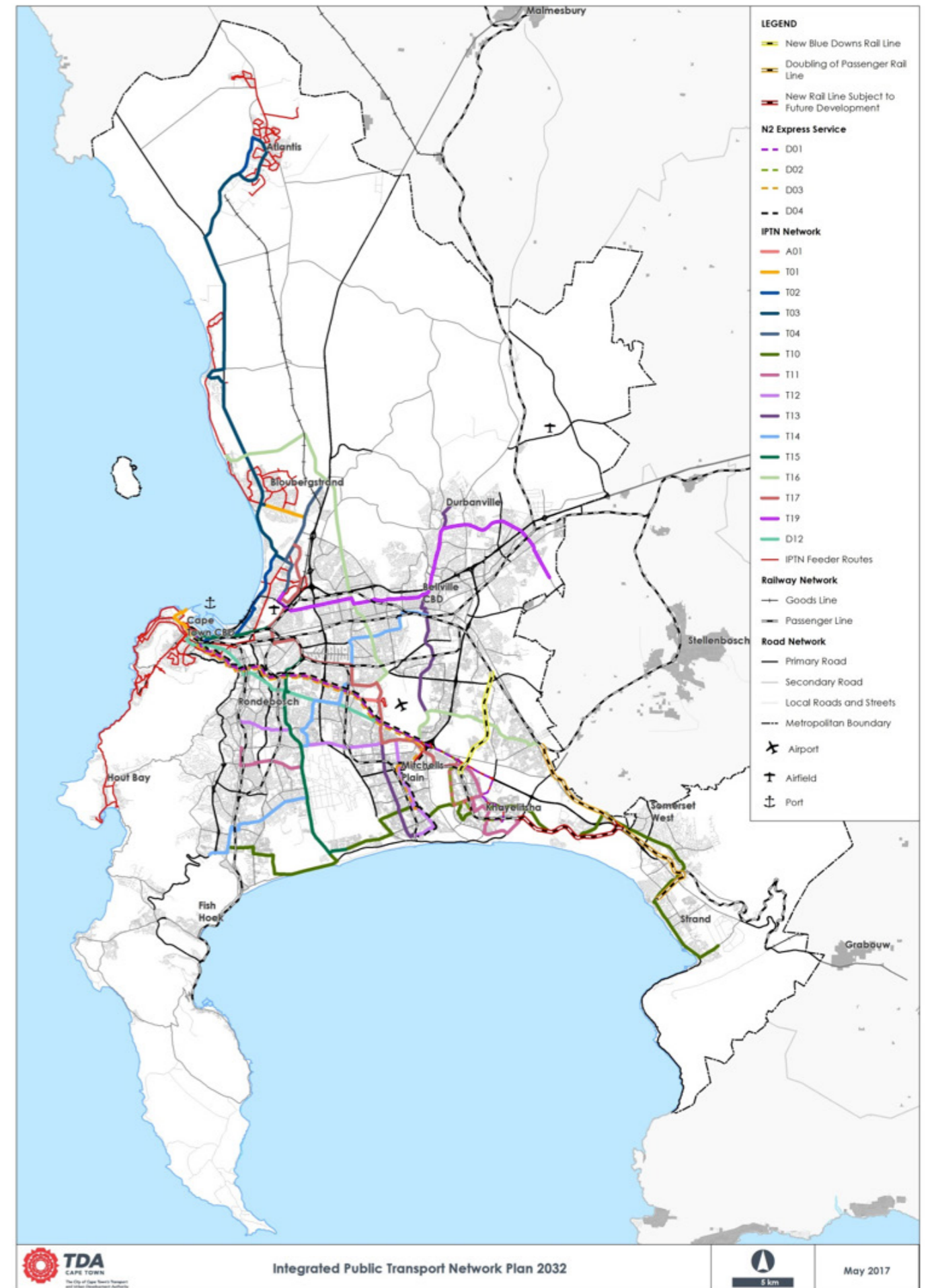


Figure 6 1: Integrated Public Transport Network Plan 2032

The City has developed its proposed Overall Network Design based on its assessment of the status quo (see chapter 3) and the policies for the rationalisation and restructuring of the 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 has adopted the IPTN business plan to ensure financial and fiscal sustainability and to exploit the opportunities being presented by new technologies. This has resulted in adjustments to the preceding IPTN suite of plans.

For example, the IPTN 2032 Operations Plan proposed a set of rail and BRT trunk routes that would be supported by “indicative feeders”. Concerns about the sustainability of these proposals have led the City to consider the provision of 400 quality buses to provide feeders and direct services.

In addition, 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. This would be on the basis that the shortcomings of 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 in some instances 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 new mobile phone e-hailing technologies become increasingly prevalent.

The City is, therefore, investigating the extent to which these benefits of the minibus-taxi industry can be capitalised on.

6.4.3 Planned sequencing of network implementation

The PTP describes the planned sequencing of the network implementation, including the timeframes for the conversion of expired interim, negotiated and tendered contracts, and the introduction of new contracts.

The IPTN 2032 Implementation Plan provides a roll-out plan for the implementation of the IPTN system.

The roll-out plan prioritises corridors for implementation so as to maximise the impact on passenger convenience and affordability and to minimise operational and capital costs throughout the roll-out period. This is subject to available funding from national government grants, projected system revenues and the City’s own contribution being available, as well as other funding sources. The plan envisages a corridor-by-corridor timeline for implementation beyond Phase 1, taking into account the lead times required for the procurement of vehicles and the construction of supporting infrastructure and facilities as shown in Table 6 1. This timeline assumes that the per km capital cost of future phases is similar to Phase 1.

Given the available funding for public transport infrastructure and operations, and assuming that this level of funding will be available into the future, and taking into account the estimated construction costs and construction periods of the BRT corridors, the IPTN Implementation Plan assumes that one corridor is built at a time. The BRT corridors will therefore have to be implemented sequentially. However, as described in more detail below, incremental public transport improvements across the city will continue in parallel.

The proposed phasing of the network was informed by the results of a prioritisation exercise conducted for the IPTN Implementation Plan and practical considerations such as the ability of routes to share infrastructure and function as a network. The proposed BRT trunk route phasing, route details and estimates for construction periods are presented in Table 6 1.

Table 6 1: Trunk route phasing, details and estimated construction periods

Phase	Route Code	Route Description	No. Stations	Length (km)	Constr. Period
2	T11/12	Metro South East - Claremont / Wynberg	56	49.60	6
	PHBV	Blue Downs Rail	3	10.35	3
	T17	Khayelitsha - Century City	30	42.20	4
	D12	Klipfontein Road	21	29.35	3
	T13	Symphony Way	23	33.00	3
3	T15	Strandfontein - CBD	21	30.40	3
	T14	Westlake - Bellville	25	35.10	3
	T16	Eersterivier - Blouberg	35	50.80	4
	T19	Kraaifontein - Century City	21	29.65	3
	T10	Gordon’s Bay - Retreat	44	62.45	5

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.

An incremental approach seeks to ensure a balance between the roll-out of corridor BRT services and the continuous improvement of public transport facilities and operations which support the IPTN throughout the city. A key part of an incremental approach is to ensure that public transport improvements are introduced to more parts of the network earlier, particularly in light of fiscal constraints which may delay the implementation of identified corridors.

This Overall Network Design described in the PTP is detailed in component five-year plans for:

- the commuter rail services
- the contracted services
- the non-contracted services

These are summarised in the rest of this Chapter.

6.5 Commuter Rail Plan

The rail related data in Chapter 3 (Transport Register) shows that the current rail service is in crisis in Cape Town. The transport system in Cape Town is highly dependent on rail as its backbone but the serious decline in service has forced many passengers onto the road network, leading to gridlock during the peak periods. The National Rail Policy Green Paper of 2015 proposed that municipalities should take over the operational subsidies and enter into service level agreements with PRASA. Subsequently, a National Rail Policy Draft White Paper was released in June 2017. The draft White Paper acknowledges that around the world, urban rail generally has always been a local government function. The draft White Paper sets out a route map for the full assignment of the urban rail function to municipalities commencing with the enactment of National Rail Policy in 2019 and the completion of such assignments by 2025. While the City acknowledges this approach, it is currently considering, as part of its Commuter Rail Plan, whether other strategies are necessary in order to address the current rail crisis in Cape Town.

The City cannot deliver integrated, intermodal and interoperable transport in Cape Town without an effective rail component. Furthermore, rail is not just the backbone of the transport system but also of Cape Town's spatial form as well. As such, the intensification and densification of land use along rail corridors is also a key part of the City's TOD Strategic Framework. The City, in response to the rail crisis, as well as within the context of achieving integrated transport, has developed a draft business plan for its approach to rail. The approach taken by the City is in line with the methodology of the draft White Paper but is advancing the process quicker due to the fact that it has been concluded that as a result of the rail crisis the City cannot wait for 2025. The business plan, which has been forwarded to Council for approval, has three prongs:

- to expedite the MoA with PRASA - in accordance with the MoA, to jointly determine with PRASA at least three key interventions that will assist in addressing the immediate crisis, with safety and security being the top priority;
- to fast track the assignment of the rail function to the City - this will include the development of the rail implementation plan which will unpack the 16 functional components of rail - this implementation plan has to be approved by Council to give effect to the assignment; and
- to explore alternative rail solutions where appropriate.

6.6 Contracted Services Plan

6.6.1 Introduction

This part of the PTP sets out the City's plans for dealing with both existing and new contracts for road-based PT services in its Functional Area, being MyCiTi and GABS. It describes the process for rationalising existing contracts and sets out the requirements for each new contract in terms of the proposed routes, frequencies and fleet requirements.

6.6.2 Existing contracts

There are currently four existing contracts operated by VOCs under the MyCiTi banner. Three of the VOCs have a 12-year contract, as determined through a negotiated process. The fourth contract is for The N2 Express Service, operating under a three-year interim contract by the N2 Express JV which is comprised of three parties namely CODETA, Route 6 Taxi Association and GABS. Negotiations for the extension of the N2 Express Service's interim contract have commenced taking into account further rollout and efficiency parameters as contained in the IPTN Business Plan 2017.

6.6.3 Proposed plan for new contracts

In the next five years, TDA intends to enter into new contracts in alignment with the Implementation Plan of the IPTN 2032 with primary focus on the following:

- Phase 2A, together with its scheduled feeder services will significantly increase capacity from the Metro South East to the Claremont and Wynberg area. The detailed design has been completed for certain sections and construction of some areas has also commenced.
- the modernisation of Metrorail's Central Line during the same period will increase capacity from the Metro South East towards the CBD. Both these interventions will result in a change in travel patterns for many travellers, and will necessitate a change in the capacity of the minibus-taxi fleet on a wide variety of routes in these two corridors.
- conceptual design, detailed design and then implementation of the 10 km, three stations Blue Downs Rail Link and the related road-based feeders, which has commenced.
- the Khayelitsha-Century City corridor will also follow a similar process on concept design, detailed design and then implementation.

6.6.4 Process for rationalising existing contracts

Upon assignment of the contracted services through the Contracting Authority, there will be a detailed rationalisation in terms of the principles of the IPTN 2032. In terms of the approved IPTN Business Plan these services will be integrated into the entire MyCiTi network to create a seamless service, even though the contractors will be different. In terms of the MoU which was entered into between WCG / TCT / GABS (please see the Annexures listed in Appendix 2), there will be a negotiated contract for seven years and the brand will be MyCiTi and there will be one integrated ticket. This process is in accordance with the approved Business Plan for the Contracting Authority and related budget. This approach will be tested and confirmed through the preparation of a Business Plan for Quality Bus Services. This plan will assess the most appropriate transitional approach towards the Phase 2A corridor and the rest of the city.

6.6.5 Requirements for each new contract

The requirements for each new contract in terms of the proposed routes, the frequencies and fleet requirements per route, and the contract duration are currently under investigation. They will be assessed in the relevant business plans, and reported on in the 2019 review of this document.

6.7 Non-Contracted Services Plan

This part of the PTP sets out the City's five-year plan for dealing with the non-contracted services that are provided on routes where operating licences are granted. These include on-demand services, charter services, scholar transport, metered taxi services, Tuk-Tuks and pedi-cabs. The Non-Contracted Services Plan describes the required supply of vehicles of a particular mode on particular route based on:

- the City's modal policy
- an analysis of data collected for the Transport Register
- needs identified through public and stakeholder involvement forums
- records of current legitimate services as reflected in the Operating Licence Administration System (OLAS)

6.8 Operating Licences Plan

6.8.1 Introduction

The PTP contains an OLP which guides the award of operating licences by the City. It has been determined by the Contracted Services Plan and Non-Contracted Services Plan referred to above.

The purpose of this OLP is to provide clear guidance to the City as to which operating licence applications should be recommended or rejected by it.

The OLP describes:

- the operating licences required for all proposed new contracts
- the non-contracted regular, daily services in Cape Town
- the defined PT routes on which non-contracted services may operate and the related facilities
- the number of vehicles of each capacity type that TDA will authorise
- enforcement strategies and institutional arrangements

6.8.2 Purpose of OLP

The purpose of this OLP is to provide clear guidance to the City as to which operating licence applications should be recommended or rejected by it.

6.8.3 Proposed new contracts

The process of issuing of operating licences (OLs) is largely informed by existing operating licences already in the OLAS.

The issuing of OLs is a Provincial function. The City has delegated responsibility in Cape Town. It determines the appropriate issuance of OLs by optimising the balance between supply and demand, and the impending roll-out of any contracted services such as the MyCiTi (as per the IPTN Implementation Plan). Part of the assessment process before applications for OLs can be recommended to the PRE, include the City optimising the balance between the current supply and demand for PT services.

The impact of the OLP extends to the Cape Town Functional Area to include adjacent municipalities, provinces and other regulatory entities to ensure an effective running of the local PT network and cross-border services.

In keeping with the intention of the Public Transport Plan, the OLP seeks to positively impact the PT user through the award of new OLs.

With respect to future contracts, the number of service providers and the affected routes for the new Phase 2 of the IPTN are yet to be determined. In support of Phase 2A of the PT contracts, operational plans and associated business plans are currently under design.

6.8.4 Non-contracted regular, daily services

The non-contracted regular, daily services pertaining to minibus-taxis in various major areas of Cape Town are set out in Table 6 2. This table represents the results of a cordon count around the area and at the 11 busiest areas in terms of vehicle and person trips.

Table 6 2: Non-contracted daily trips at the 11 busiest minibus-taxi areas

Areas	CBDs and Activity Nodes		PT Facilities and Interchanges	
	Minibus-taxi Trips	Estimated Passenger Trips	Minibus-taxi Trips	Passenger Trips
1. Bellville	14 090	142 309	3 352	49 396
2. Cape Town	11 419	93 636	3 373	48 277
3. Claremont	3 520	29 216	311	4 520
4. Epping	4 842	38 252	70	884
5. Khayelitsha	15 661	79 098	2 142	31 035
6. Mitchells Plain	7 841	69 785	3 300	39 660
7. Montague Gardens	4 477	37 510	236	1841
8. Wynberg	7 456	67 850	1 829	25 306
9. Nyanga	_____	_____	1 566	18 023
10. Delft	_____	_____	3 522	25 170
11. Retreat	_____	_____	2 454	12 948

6.8.4.1 Defined PT routes or specified groups of routes

The condition of granting of OLs includes a route-by-route description of the application from the point of origin to the destination point. Non-contracted services are considered and awarded in terms of a network of routes in order to improve the interoperability and self-regulation within an association. 102 taxi associations are currently operating services in Cape Town with 94 in possession of various route descriptions forming a typical network of routes per association.

6.8.4.2 Number of vehicles of each capacity type

The NLTA specifies the vehicles (as set out in Table 6 3) to be used for non-contracted PT purposes. Table 6 3 also includes current OLs issued per vehicle group by the City.

Table 6 3: Approved vehicle types, capacities and number of legal Operating Licence's issued

Type of vehicle	Seating capacities including the driver	Current operating licences per vehicle group
Sedan	5	205
Avanza (8 +1)	9	400
Minibuses (15+1)	16	9 500 to 10 100
Midi-buses (16<35)	35	negligible
Buses	35 +	n/a

6.8.4.3 Number of OLs granted

The number of OLs issued for non-contracted PT services is shown in Table 6 3. These services operate on 3 500 legal route descriptions. Of the above total, over 780 OLs have been bought out for the MyCiTi service.

On the issue of undersupply the City responds by supporting the supply of more OLs where its evidence indicates a positive trend. It does not control the demand for non-contracted services, presently.

With respect to oversupply, the City does not support applications for OLs which will result in the overtrading of routes.

6.8.5 PT facilities

To accommodate unscheduled regular PT services, there are a total of 213 PTIs in the City, of which 18 facilities cater for long-distance road-based PT services.

6.8.6 Non-regular modes of transport

Metered taxis

Metered taxi OLs are divided into three categories, namely: e-hailing-, Base- and Rank OL.

Current metered taxi OLs amount to 525. In addition, the City has availed 1 035 OL opportunities for e-hailing purposes. It is anticipated that the metered taxi fleet will grow to over 1 500.

Long distance PT

Long distance PT consists of the following modes:

- long-distance buses
- long-distance minibus-taxis
- long-distance midibus-taxis

A summary of the total long distance PT activity taken over the December 2016 peak period indicates a 150 000 passenger trip turnover with 70% departing from Cape Town. The Joe Gqabi Facility accounted for 30% of all long distance passenger trips. This total passenger turnover was catered for by 1 405 buses, 10 690 minibus-taxis and 2 621 midibuses.

Tuk-Tuks

Tuk-Tuks refer to a three-wheeled motor vehicle designed for transporting not more than two passengers and are intended for those wanting to travel short distances – usually no more than 3 km. The City requires OLs to provide PT services using this mode. It is in the process of making 80 licences available in eight areas across Cape Town including the far south. The services would not be subsidised in any way. A tender process to determine the number of operators to be appointed (but not more than eight) has been initiated by the City. Preference is to be given to operators of electric vehicles.

Pedicabs

Pedicabs are viewed as a non-motorised version of Tuk-Tuks, and also require OLs to operate PT services, however unregulated in terms of the NLTA. To date no OLs for PT purposes have been supported by the City.

Segways

TDA is in recurring discussion with various entrepreneurs to regularise this motorised mode.

6.8.7 PRE conditions

The consideration of various PT transactions with respect to non-contracted services, is provided for in section 55(2) (a) of the NLTA.

Key to the PRE decision to grant PT OLs to service providers impacting Cape Town is the principle of not granting OLs when the City, through its evaluation processes, does not support an application for OLs.

6.8.8 The Operating Licence Administration System

The function of OLAS is to maintain an active record of all OL data, related records of decisions and all PT route information.

The key objective of OLAS is to have a database that accurately and reliably reflects the details of all active OLs pertaining to the area at the time any new application is being considered.

On promulgation in the Government Gazette, an agency agreement between the City and the WCG will come into effect allowing the PRE to continue receiving and adjudicating OL applications until the staff transfer to the City has been concluded. This will be for a maximum of one year and to coincide with the commencement of the City's financial year.

Work on a new MRE SAP platform to accommodate the OLAS commenced during 2016 to go live in August 2017. This platform will also accommodate the migration of all PT services and operators' details, PT routes and OLs in the system as an accurate basis for PT decision-making with respect to recommending or rejecting applications for OLs.

Once this platform is live, all PT operators will be registered and profiled on the MRE SAP platform.

The City will also avail links of this MRE SAP platform to the relevant authorities to forge effective concurrency in the provision of PT services, once this system is fully operational.

6.8.9 Enforcement strategies

The City's law enforcement strategies for maintaining the OLAS, including institutional arrangements, the interrelationship with traffic law enforcement and the setting of targets and measuring performance are set out below.

6.8.10 Institutional arrangements

The NLTA allows for the establishment of regulatory entities at all three spheres of government:

- a National Public Transport Regulator (NPTR)
- a Provincial Regulatory Entity (PRE)
- a Municipal Regulatory Entity (MRE) (in the case of a municipality to which the operating licence function has been assigned under section 11(2) of the NLTA)

The current enforcement agencies comprises the following institutions, namely:

- The South African Police Services (SAPS)
- Provincial Traffic
- Safety and Security / Law Enforcement , Traffic and Coordination / Traffic Services / Traffic Operations
- Transport and Urban Development Authority / Integrated Transport Portfolio / Network Management / The Transport Enforcement Unit

These four agencies regularly meet to discuss operational issues that inform operating licencing decision-making.

6.8.11 Interrelationship with traffic law enforcement

The law enforcement agencies primarily involved in enforcing the requirements of both the NLTA and NRTA, are the Traffic Inspectorates of both the City and Province, and assisted where appropriate, by the Metro Police and SAPS.

6.8.12 Targets and measuring performance

Based on resource priorities, the setting of targets and measuring performance in relation to OL enforcement involves:

- reducing Illegal PT operations
- addressing current overtrading of minibus-taxi routes
- resolving the issue of destructive competition between different services on the same route or corridor

* Law enforcement can only enforce By-laws made by the City or laws listed in the notice in terms of which they were appointed (i.e. they may not have the authority to enforce conditions relating to operating licences.)

7 TRANSPORT INFRASTRUCTURE STRATEGY

7.1 Introduction

The City's transport infrastructure strategy set out in this Chapter deals with the development and maintenance of all types of transport infrastructure, including major roads, PT facilities, BRT networks, dedicated lanes for PT, depots, freight corridor measures, NMT infrastructure, and rail infrastructure.

7.2 Proposals for new facilities and improvement of existing facilities

The City's proposals for new facilities and for the improvement of existing PT facilities and major roads that the City is committed to undertake within the period of this CIP are set out below.

7.2.1 Proposals for new facilities

The City's proposals for new facilities include:

- New roads (Road Infrastructure "Needs Assessment")

New roads are planned and implemented for various reasons, be they extensions of existing roads in the road network to address the infrastructure backlog (missing links) or as part of new roads providing access to and within new developments (largely off-budget projects where private developers are involved), and new social housing projects (usually USDG funded).

Medium Term Infrastructure Investment Framework (MTIIF)

The Medium Term Infrastructure Investment Framework (MTIIF) Project (October 2016) identified Major Network Improvement "backlog" projects and the top 10 are illustrated in the plan below. Some projects are currently in progress and others await a budget allocation.

- 1) FW de Klerk - additional lanes and Foreshore Freeway
- 2) N1 - Collector Distributor Roads (Century City - development driven)
- 3) Jakes Gerwel upgrade to Freeway Standard
- 4) N1 - Additional lanes (currently work in progress by WCG)
- 5) Jan Smuts - additional lanes
- 6) Stellenbosch Arterial - additional lanes
- 7) N2 - Additional lanes (currently work in progress WCG)
- 8) Hout Bay Main Road (High Level Road)
- 9) R300 - Southern Extension to M5 and additional lanes on De Waal Road (M38)
- 10) Kommetjie Road and Ou Kaapseweg (currently phased work in progress)

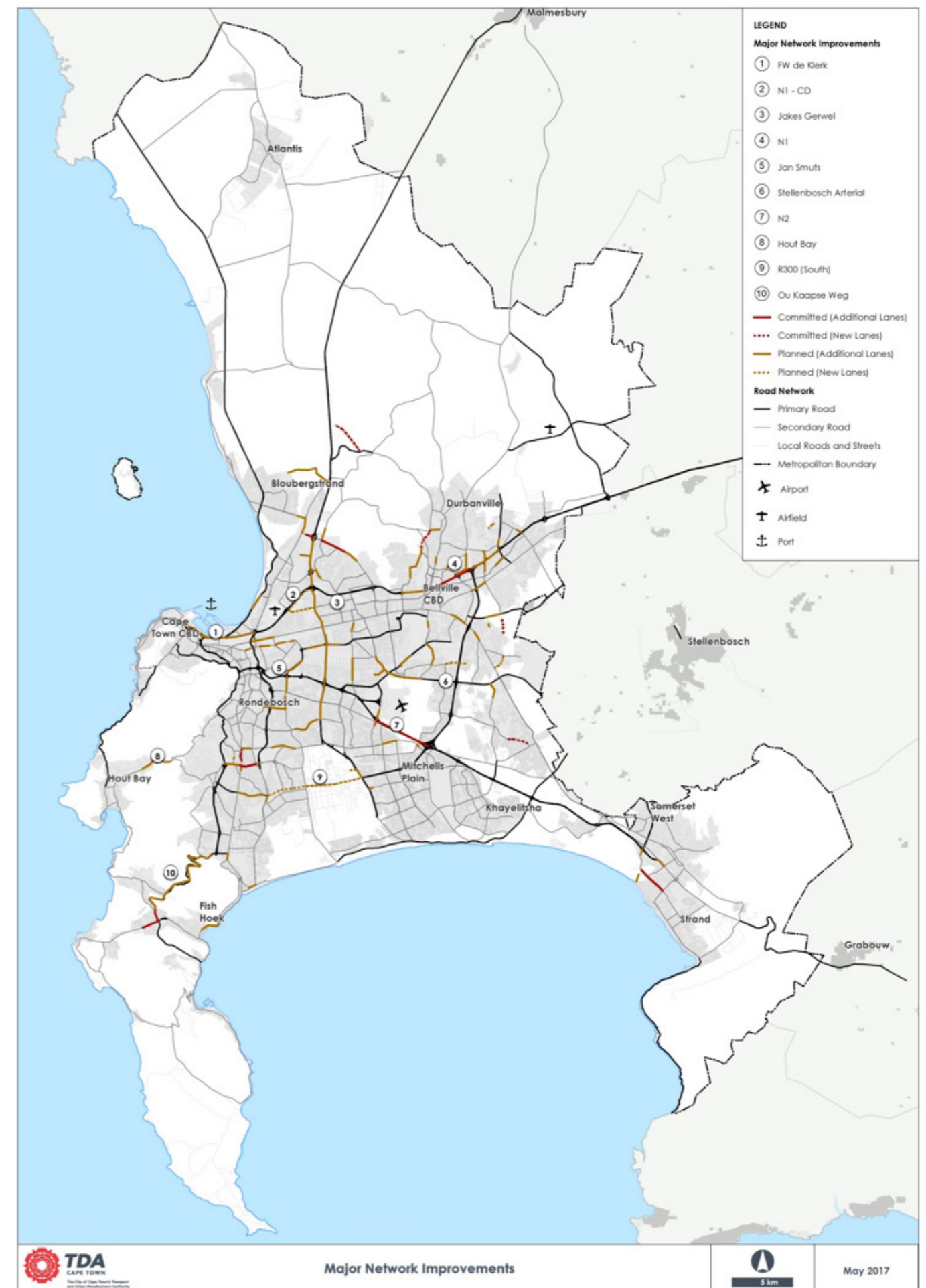


Figure 7 1: Major Network Improvements

Congestion relief projects

New metropolitan road network projects are either extensions, capacity improvements or reconstruction. The draft Congestion Management Strategy (please see the Annexures list in Appendix 2) has identified a number of extensions and capacity improvements. These projects are required to complete missing links in the metropolitan road network or improve network capacity at congestion hot-spots. The road authority responsible for implementing the extensions / capacity improvements is also shown in the table. The projects in green at the bottom of the table are already in progress. The Category A/B projects listed in Table 7 1 will be undertaken as annual budgets permit while Category C projects are large turnkey-type projects that will need major additional funding in addition to the Congestion Management Programme to be implemented.

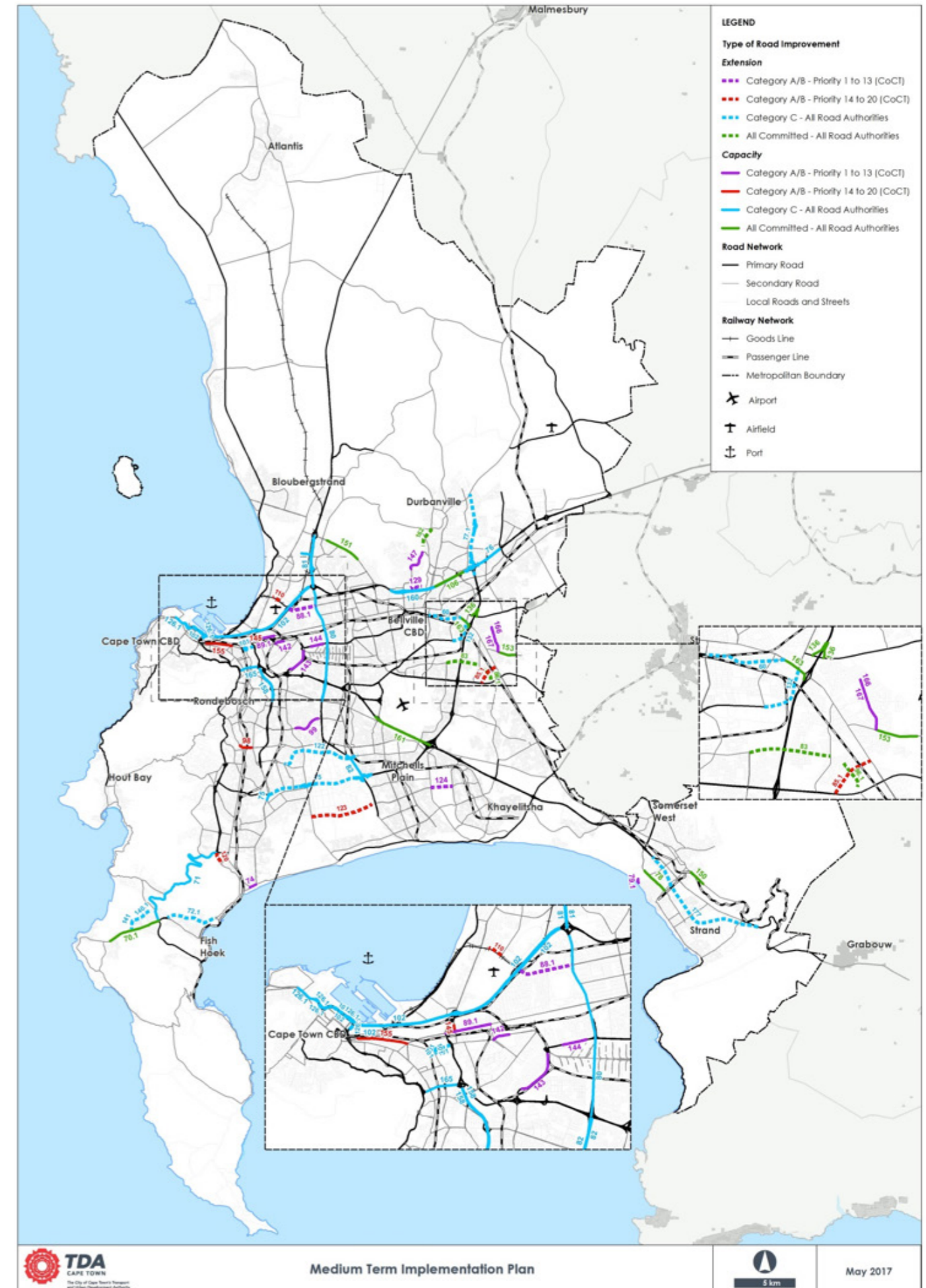


Figure 7 2: Medium Term Implementation Plan

New development roads

New road infrastructure that will be extended (generally as a condition of approval), to support new development areas includes:

- Onverwacht Road Extension – Sir Lowrys Pass Village Road to TR 2
- Sir Lowrys Pass Village Road Dualling (Somerset West Growth Areas)
- Kruis Road, Brackenfell will be reconstructed and upgraded to new dual carriageway standard between Old Paarl Road and Bottelary Road in phases with adjacent developments. The northern end will be realigned with the Old Paarl Road / Okavango Road intersection
- Jip de Jager Extension will be completed between Van Riebeeckshof Road and St John’s Road
- Berkley Road will be extended westwards to Liesbeek Parkway (Riverclub development)
- 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 fulfill the National Nuclear Regulator Emergency Evacuation requirements Durbanville and Fisantekraal Growth Areas (mostly Garden Cities Developments)
- Platteklouf Road dualling and rehabilitation (Richmond Business Park)
- M12 Extension between Dunoos Interchange and Tygerberg Road
- Tygerberg Road phased dualling (Richmond Business Park)
- Kraaifontein Growth Areas
- Kuilsriver Development Areas (Zewenwacht Link Road Extension, Saxdown Road Extension, Botterary Road dualling eastwards)
- Broadway Boulevard Dualling and N2 / R44 Interchange upgrades (Strand Growth Area’s - Somerset Mall and Paardevlei Development)
- New Social Housing Developments
- Bosmansdam Road will be dualled between Montague Drive and Koeberg Road (Century City development)
- N1, westbound CD Roads and Central Interchange (Century City)
- Morgenster Road Extensions (Oaklands development and ACSA development)
- Wespoort Road Extension (Oaklands development)

The City will work with SANRAL towards implementing the following improvement projects within the Cape Town area:

N1 projects

- Old Oak Interchange to Brighton Road Interchange
- Brighton Road Interchange to Koelenhof Interchange

N2 projects

- New freeway between De Beers Interchange (R44) to foot of Sir Lowry’s Pass
- Sir Lowry’s Pass improvements to Steenbras Dam

Other projects

- R300 / Bottelary Interchange
- R300 / Strand Road Interchange and Strand Road capacity improvements
- R44 Road Capacity (incl N2 / R44 interchange upgrade) and NMT upgrade between Beach Road and Somerset West Main Road

The City of Cape Town will work with WCG towards implementing the following phased freeway improvement projects within the Cape Town area. All projects subject to funding availability:

- R300 / Bottelary Interchange
- N7 Upgrade to freeway standard between Potsdam Interchange and Melkbos Road Interchange and re-alignment of Vissershok Road to new interchange at Frankdale Road and closure of existing at-grade intersections
- Frans Conradie Drive Extension between Sable Road and Jakes Gerwel Drive
- N1 / N7 Wingfield Interchange upgrading between Frans Conradie Drive and Bosmansdam Interchanges (including replacement of Jakes Gerwel (TR11/1) bridges)
- Link Road Interchange plus C-D roads with Link to Montage Drive
- Refinery Interchange upgrade with dualling of Platteklouf Road
- Prestige Drive Extension and new Interchange on the N1
- Monte Vista Boulevard and Giel Basson Drive Interchange and C-D Road
- Upgrade Frans Conradie Drive / Jakes Gerwel (N7) intersection to grade-separated diamond interchange
- Wingfield Interchange upgrade with directional ramps
- R44 Road Capacity and NMT Upgrade between Beach Road and Somerset West Main Road
- New Paardevlei Access Road to Main Road (M9) with new Interchange on the N2.

Future planning of new road network extensions

Many unbuilt road alignments shown in the PRoW – Road Network Plan are indicative and the alignment of new metropolitan arterial extensions beyond the existing built environment need to be planned well ahead of new developments. Subject to funding availability, the following route alignments shall be initiated:

- Lucillus Road Extension between N1 and Lichtenberg Road
- Lichtenberg Road Extension from Klipheuwel Road (R302) to proposed R300 interchange and to Vissershok Road (M48)

New walking and cycling facilities

A proposed five-year programme for new walking and cycling facilities is set out in Chapter 9 (NMT Plan), section 9.9 for building NMT networks and promoting behavioural change. The section provides a detailed overview of the NMT projects currently under construction as part of the city-wide NMT programme, Phase 2, and the prioritised NMT projects for the city-wide NMT programme Phase 3, July 2016 – June 2022.

New PTIs

Bayside PTI – a new facility for minibus-taxis that is integrated with the IRT trunk and feeder station along Blaauwberg Road and provides enhanced pedestrian access.

Samora Machel – a new facility to formalise a minibus-taxi rank that collects residents from this informal housing area and transfers them to Philippi East rail station.

7.2.2 Proposals for improvement of existing facilities

Existing Roads

The Congestion Management Strategy (please see the Annexures list in Appendix 2) identifies the following road-based infrastructure projects which would manage and help improve current roads experiencing congested conditions. Given the extent of current road network congestion in Cape Town and the funding available, the Strategy identifies a method of prioritising projects to ensure optimal use of resources as indicated in Table 7 1 in terms of ranking.

Table 7 1: Medium Term Implementation Plan for improvement of existing roads

Alternative Category	List Order	Alternative ID	Alternative Description	# Projects	Type	Category	Cost Category	Road Authority	Final Rank (out of 102)
Category A/B - Priority 1 to 13 (CoCT)	1	89.1	Voortrekker Rd widening between Salt River canal and Prestige Dr	1	Capacity	A/B	3	CoCT	1
	2	88.1	Frans Conradie Dr West - Extension between Vanguard Dr and Sable Rd	1	Extension	A/B	2	CoCT	2
	3	143	Jan Smuts Dr widening between N2 and Viking Way	1	Capacity	A/B	4	CoCT	13
	4	99	Turfhall Rd widening between Belgravia Rd and Newfields Rd	1	Capacity	A/B	3	CoCT	16
	5	129	Uys Krige Dr extension to Carl Cronje Dr	1	Extension	A/B	3	CoCT	19
	6	79.1	Beach Rd widening over Lourens River	1	Capacity	A/B	4	WCG (CoCT as agent)	20
	7	74	Royal Rd widening between Vlei Rd and Prince George Dr (M5)	1	Capacity	A/B	4	CoCT	21
	8	124	Morgenster Rd East - Extension between Swartklip Rd and Pama Rd	1	Extension	A/B	4	CoCT	25
	9	166	Amandel widening between river bridge and Sandalwood Rd	1	Capacity	A/B	4	CoCT	28
	10	144	Viking Way widening between Jan Smuts Dr and Sipres Ave	1	Capacity	A/B	4	CoCT	29
	11	167	Amandel widening between river bridge and Langverwacht Rd	1	Capacity	A/B	4	CoCT	30
	12	142	Jan Smuts Dr widening between Alexandra Dr and Forest Dr	1	Capacity	A/B	4	CoCT	34
	13	147	Jip De Jager Dr widening between Van Riebeeckshof Rd and Kommiraris St	1	Capacity	A/B	3	CoCT	35
Category A/B - Priority 14 to 20 (CoCT)	14	123	Morgenster Rd West - Extension between Weltevreden Rd and Strandfontein Rd	1	Extension	A/B	3	CoCT	36
	15	98	Wetton Rd widening between Aliwal Rd and Kildare Rd	1	Capacity	A/B	3	CoCT	38
	16	120	M3 Southern extension to Boyes Drive across Westlake golf course	1	Extension	A/B	3	CoCT	41
	17	85.1	Saxdowns Rd - Completion between Stellenbosch Arterial and Van Riebeeck Rd via rail crossing	1	Extension	A/B	3	CoCT	42
	18	155	Albert Rd (R102) widening between Nelson St and Salt River Circle	1	Capacity	A/B	4	CoCT	44
	19	145	Cannon St widening between Royal Rd and Voortrekker Rd	1	Capacity	A/B	4	CoCT	45
	20	110	Sable Rd extension to Koeberg Rd	1	Extension	A/B	3	CoCT	46

Alternative Category	List Order	Alternative ID	Alternative Description	# Projects	Type	Category	Cost Category	Road Authority	Final Rank (out of 102)
Category C - All Road Authorities	1	102	N1 West - Widening between N7 and CBD (one extra lane/direction)	1	Capacity	C	1	CoCT	14
	2	127	N1 FW de Klerk Blvd widening between Koeberg I/C and O Pirow St	1	Capacity	C	1	CoCT	26
	3	76	N1 East - Widening between Durban Rd and Okavango Rd	1	Capacity	C	1	WCG/SANRAL	27
	4	75	R300 South - Extension to Prince George Dr (M5)	1	Capacity	C	1	CoCT/ WCG	31
	5	165	N2 widening between Hospital Bend and M5	1	Capacity	C	1	CoCT/ WCG	32
	6	77.1	R300 North - Extension to Wellington Rd (M15)	1	Extension	C	1	CoCT/ WCG	33
	7	80	Vanguard Dr (M7) upgrade to freeway between N1 and N2	1	Capacity	C	1	CoCT	50
	8	60	Tienie Meyer Bypass extension	1	Extension	C	1	CoCT	64
	9	132	La Belle Rd Southern extension to Robert Sobukwe Rd	1	Extension	C	1	CoCT	66
	10	81	N7 upgrade to freeway North of N1	1	Capacity	C	1	WCG	71
	11	177	N2 Bypass (Helderberg)	1	Extension	C	1	SANRAL	72
	12	122	Sheffield Rd East - Extension to Ottery RD	1	Extension	C	1	CoCT	74
	13	158	Kromboom Pkwy widening between Kromboom Rd to N2	1	Capacity	C	1	CoCT	78
	14	90.1	Berkley Rd extension to Malta/Liesbeeck Pkwy	1	Extension	C	1	CoCT	82
	15	126	Foreshore Freeway completion	1	Extension	C	1	CoCT	93
	16	89	Voortrekker Rd widening (Alt89.1) & FransConradie Dr (Alt88.1) & Century City CD Rd (Alt88)	2+	Combination	Combination (C)	1	CoCT	3
	17	100	Voortrekker Rd widening (Alt89.1) & Century City CD Rd (Alt87) & Cannon St widening (Alt145)	2+	Combination	Combination (C)	1	CoCT/ WCG	4
	18	71	Kommetjie Rd widening & Ou Kaapseweg widening	2+	Combination	Combination (C)	1	CoCT	9
	19	88	Frans Conradie Dr extension west (Alt89.1) & Century City CD Rd (Alt87)	2+	Combination	Combination (C)	1	CoCT	11
	20	90	Berkley Rd extension (Alt90.1) & Voortrekker Rd widening (Alt89)	2+	Combination	Combination (C)	1	CoCT	12
	21	77	R300 North - Extension to Wellington Rd (Alt77.1) & N1 East widening (Alt76)	2+	Combination	Combination (C)	1	CoCT/WCG	17
	22	160	Carl Cronje Dr I/C (Alt128) & CD roads along N1 between Jip de Jager Dr and Old Oak	2+	Combination	Combination (C)	1	WCG	24
	23	82	Vanguard Dr (M7) upgrade to freeway between N1 and N2 (Alt80) & south of N2	2+	Combination	Combination (C)	1	CoCT	43
	24	101	Berkley Rd extension (dualled) to Liesbeeck Pkwy (Alt90.1) & Berkley Rd widening (Alt101.1)	2+	Combination	Combination (C)	1	CoCT	51
	25	72	Kommetjie Rd - Widening & Linkage to Boyes Dr (via Trappieskop Tunnel) & Widening of Boyes Dr and Main Rd	2+	Combination	Combination (C)	1	CoCT	55
	26	72.1	Kommetjie Rd - Widening & Linkage to Boyes Dr (via Trappieskop Tunnel)	2+	Combination	Combination (C)	1	CoCT	77
	27	140.1	Hou Moed Ave extension to Kommetjie Rd via Lekkerwater Rd & Kommetjie/Ou Kaapse Weg widening (Alt71)	2+	Combination	Combination (C)	1	CoCT/WCG (CoCT as agent)	89
	28	141	Hou Moed Ave extension via Fish Eagle Pl & Kommetjie/Ou Kaapse Weg widening (Alt71)	2+	Combination	Combination (C)	1	CoCT/WCG (CoCT as agent)	98
	29	126.1	Foreshore Freeway completion (Alt126) & Additional Lane/dir. to Granger Bay Blvd roundabout	2+	Combination	Combination (C)	1	CoCT	100

Alternative Category	List Order	Alternative ID	Alternative Description	# Projects	Type	Category	Cost Category	Road Authority	Final Rank (out of 102)
All Committed - All Road Authorities	1	83	Erica Dr extension across R300 to Belhar Main Rd	1	Extension	Committed (A/B)	3	CoCT	8
	2	163	Strand St widening between R300 and Peter Barlow Dr (westbound)	1	Capacity	Committed (A/B)	4	CoCT	10
	3	162	Jip de Jager Dr extension to St John Way/Race Course Rd	1	Extension	Committed (A/B)	3	CoCT	18
	4	86.1	Belhar Main Rd extension to Range Rd	1	Capacity	Committed (A/B)	4	CoCT	22
	5	136	R300 - Bottelary Rd Half Diamond I/C	1	Capacity	Committed (A/B)	3	CoCT	23
	6	150	Old Sir Lowry's Pass Rd widening between Schapenberg Rd and Bizweni Rd	1	Capacity	Committed (A/B)	4	CoCT	37
	7	161	N2 widening between Borchards Quarry Rd and R300	1	Capacity	Committed (A/B)	2	WCG	39
	8	78	Broadway Blvd widening between Beach Rd and Marine Rd	1	Capacity	Committed (A/B)	3	CoCT	40
	9	153	Langverwacht Rd widening between Amandel Rd and Zevenwacht Link Rd	1	Capacity	Committed (A/B)	4	CoCT	56
	10	151	Plattekloof Rd widening between Tygerberg Valey Rd and Gert van Rooyen Ave	1	Capacity	Committed (A/B)	3	CoCT	68
	11	70.1	Kommetjie Rd widening and Noordhoek Main Rd widening	1	Capacity	Committed (A/B)	3	WCG (CoCT as agent)	69
	12	106	N1 East - Widening between Durban Rd and Old Oak	1	Capacity	Committed (C)	1	WCG	15

Historic Road Schemes Review Project

From 1950 to 1980 many road schemes were developed in the geographic region that the City of Cape Town was responsible for and approved in terms of the Roads Ordinance No.19 of 1976. Of these road have become redundant or require modification. These road schemes can, and have, hampered development in certain areas and therefore there is a need to review them.

The objectives are defined as follows:

- to clarify status, capture, centralise, update and record the current status of road schemes throughout the Cape Town area
- to catalogue, categorise and review each scheme, dispose of or withdraw those no longer relevant and modify or add new schemes

- to generate income for the City from the value of land/property (highest and best use) reserved for road schemes no longer required
- There are 316 known Road Schemes (Old Cape Town City Council area), of these, 145 have been assessed and categorised (retain, review, abandon):
- 42 have been identified to be abandoned. Of these, 10 abandonments are complete and 32 are still work in progress

69 road schemes have been identified for review and 171 schemes are still to be assessed and categorised.

NMT facilities

The following upgrades of the road network are in planning, design and construction stages and will improve walking and cycling:

- extension of Jip de Jager from The Vineyard Hotel to the intersection with St John's Road - construction stage
- extension of Onverwacht Street from N2 to Sir Lowry's Pass Road - planning stage
- Sir Lowry's Pass Village Road from Schapenberg Road to Onverwacht Road - construction stage
- Broadway Boulevard (R44) from Beach Road to Main Road and from Gutsche Road to Main Road - construction stage
- Kommetjie Road from Ou Kaapseweg to Houmoed Avenue and Ou Kaapseweg from Kommetjie Road to Noordhoek Road - construction stage
- Houmoed Avenue - complete the extension along Vlei between Masiphumelele and Noordhoek Main Road - planning stage
- completion of the road network for Plattekloof Road, Tygervalley Road, Symphony Way, R44, Kruispad - planning stage

From an NMT perspective, this will support the creation of safe and effective routes.

Existing PT Facilities

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

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

- Dunoon; Somerset West, Masiphumelele, Makhaza, Retreat, Inner City Hub Wynberg, Nolongile, Macassar, Samora Machel, Nyanga, Nonkqubela, Bloekombas, Vygrond, Bayside and Parow.

7.3 Giving priority to public transport

The City's transport infrastructure strategy includes the following measures to give priority to PT:

- Phase 2A trunk road construction, incorporating dedicated "red" routes and reversible lanes (where there are spatial constraints)
- universally accessible PT stations and stops
- prioritised signal phasing at all intersections
- dedicated NMT pathways adjacent all trunk routes
- dedicated grade separation at high volume intersections

In the IPTN Business Plan, TDA also has the short term actions and medium term objectives identified below to give physical priority to public transport:

Short-term actions

- Approve a strategy towards a comprehensive long-term programme for implementing generalised public transport prioritisation infrastructure and associated measures
- Identify significant prioritisation projects at key points of congestion and catalytic new bus and minibus-taxi lane segments on the freeway network that can be implemented during the period of the IDP

Medium-term objectives

- Design and implement catalytic new bus and minibus-taxi lane segments on the freeway network
- Develop a comprehensive long-term programme for implementing generalised public transport prioritisation infrastructure and associated measures.

7.4 Implementation of BRT corridors

The City's plans for the progressive implementation of BRT corridors over the period of this CIP are focused on the development and implementation of the Phase 2A BRT corridor between the MSE and Claremont and Wynberg.

The IPTN 2032 Implementation Plan provides a rollout plan for the implementation of the IPTN system.

The roll-out plan prioritises corridors for implementation so as to maximise the impact on passenger convenience and affordability and to minimise operational and capital costs throughout the roll-out period. This is subject to available funding from national government grants, projected system revenues and the City's own contribution being available. The plan envisages a corridor-by-corridor timeline for implementation beyond Phase 1, taking into account the lead times required for the procurement of vehicles and the construction of supporting infrastructure and facilities.

Given the available funding for PT infrastructure and operations, and assuming that this level of funding will be available into the future, and taking into account the estimated construction costs and construction periods of the BRT corridors, the IPTN Implementation Plan assumes that one corridor is built at a time. The BRT corridors will therefore have to be implemented sequentially. However, as described in more detail below, incrementally public transport improvements across the City will continue in parallel.

The proposed phasing of the network was informed by the results of a prioritisation exercise conducted for the IPTN Implementation Plan and practical considerations such as the ability of routes to share infrastructure and function as a network. The proposed BRT trunk route phasing, route details and estimates for construction periods are presented in Table 7 2. It is estimated that the implementation of Phase 2 will take approximately 19 years to complete, assuming funding sources are stable and that an appropriate level of funding will be available to implement the services envisaged.

Table 7 2: Trunk route phasing, details and estimated construction periods

Phase	Route Code	Route Description	No. of Stations	Length (km)	Construction Period (years)
2	T11/12	MSE (Khayelitsha/Mitchells Plain - Claremont / Wynberg)	56	49.60	6
	PHBV	Blue Downs Rail (Khayelitsha - Kuils River)	3	10.35 (Double track)	3
	T17	Khayelitsha - Century City	30	42.20	4
	D12	Klipfontein Road (Mitchells Plain to CBD)	21	29.35	3
	T13	Symphony Way (Mitchells Plain - Durbanville)	23	33.00	3
3	T15	Strandfontein - CBD	21	30.40	3
	T14	Westlake - Bellville	25	35.10	3
	T16	Eersterivier - Blouberg	35	50.80	4
	T19	Kraaifontein - Century City	21	29.65	3
	T10	Gordon's Bay - Retreat	44	62.45	5

The rollout programme can be adjusted by constructing more than one corridor at a time given additional funding or, to a lesser extent, by using an incremental approach to route construction (which is limited by practical considerations such as route viability).

7.5 Transport infrastructure strategy for rail

7.5.1 Current rail network and system

The existing PRASA passenger rail network serving the Cape Town region consists of nine routes radiating outwards from Cape Town station. The network consists of 1 014 km of rail track with 1 473 signals and 125 stations as shown in Figure 7 3. The coverage of the rail network to the north is limited to only a few train services per day to Malmesbury and Worcester. These lines and the Monte Vista line are owned by Transnet Freight Rail (TFR).

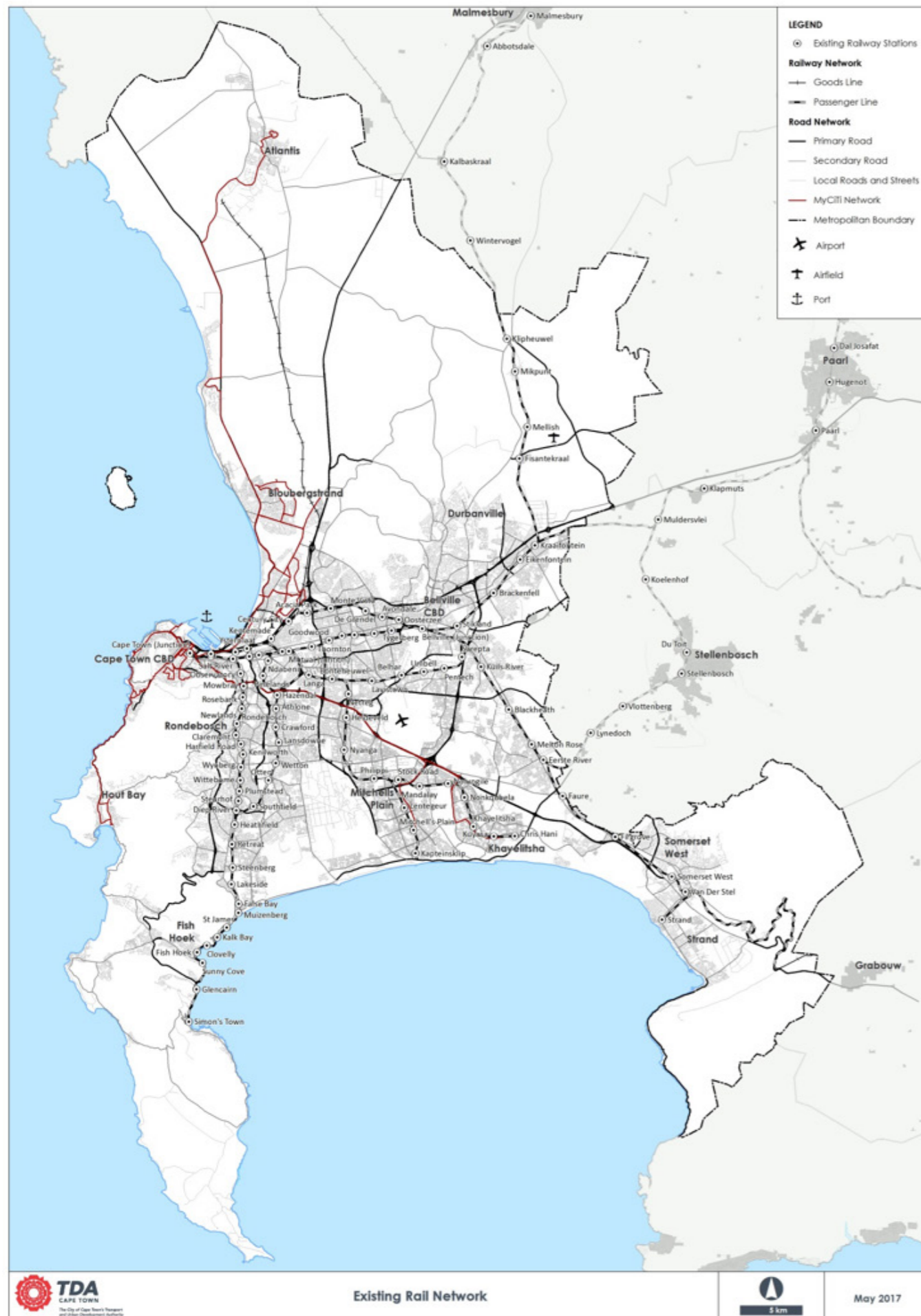


Figure 7 3: Existing Rail Network
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Depot facilities for the maintenance and repair of rolling stock are located at Salt River and Paarden Eiland. Staging facilities for parking trains overnight are located at the following stations and yards (source: Metrorail, 2013):

- Cape Town Station
- Salt River Yard
- Paarden Eiland Yard
- Bellville Station
- Kraaifontein Yard
- Wellington Station
- Worcester Station
- Malmesbury Station
- Strand Yard
- Retreat Yard
- Fish Hoek Station

The control centre from which all train operations are controlled is currently located at Windermere in Century City, but will be relocated in future to Bellville, according to recent information obtained from Metrorail.

7.5.2 Future desired rail extensions and stations and ranking of importance

The proposed rail network (including rail lines and stations) is shown in Figure 7 4. This shows both the existing and the proposed rail infrastructure. The IPTN includes new rail lines, stations, extensions and upgrades which are proposed to be in operation by 2032, with the possible exception of the Chris Hani line extension. These are discussed in more detail below.

- a new double track rail link is planned through Blue Downs from Nolungile Station (Khayelitsha) to Kuilsriver Station, consisting of a double-track approximately 9 km long, with three new rail stations, namely, Mfuleni, Blue Downs and Wimbledon
- the existing single track line to Strand between Eersterivier Station and Firgrove Station needs to be doubled to accommodate the increase in capacity required to meet the expected future demand on this route
- new stations at Philippi West and Bloekombos are proposed by PRASA for construction in the short- to medium-term
- the existing line between Kraaifontein and Fisantekraal needs to be electrified and the current siding at Fisantekraal must be upgraded to a station to accommodate an increase in passengers and the increased train frequency required to serve development in that area. The proposed Joostenburg North and South stations along this line are also envisaged to be constructed by 2032 to accommodate the expected growth in this area
- future stations at N1 City and Nomzamo are planned by PRASA for the long term
- an extension of the existing Khayelitsha line from Chris Hani Station (Khayelitsha) to Firgrove Station (Somerset West) may be needed depending upon the pace and scale of the proposed development at the Paardevlei site between Macassar and Somerset West. This rail extension will be required when the planned BRT trunk route (T10) between Khayelitsha and Strand reaches its capacity. For that reason the IPTN Operations Plan includes the BRT trunk route T10, but does not include the rail route from Chris Hani to Firgrove

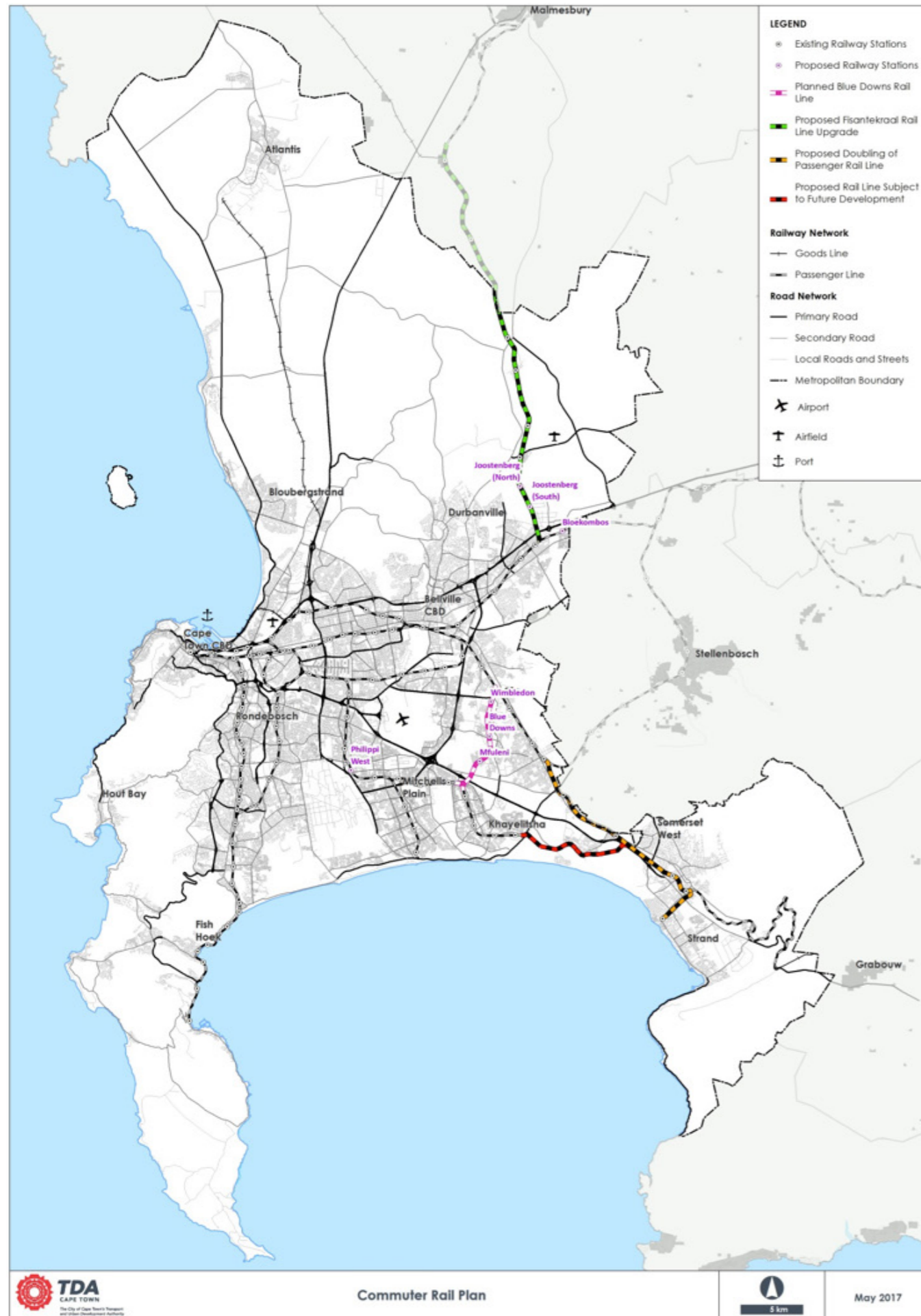


Figure 7 4: Commuter Rail Plan
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Aside from these infrastructural interventions, it is vital that improvements in the current rail service are realised from PRASA's signalling upgrade project, which will enable reduced train headways from six minutes to three minutes, thereby dramatically improving the system's theoretical passenger capacity. In addition, the introduction of new rolling stock and an increase in the number of train sets will also result in an increase in passenger capacity. It is still unclear as to when the capacity increases will be realised, however, the signalling contract has already been awarded and the upgrade is expected to be completed in approximately five years. The contract for the supply of new rolling stock has also been awarded and new train sets have already started to be delivered. Initially these will merely replace old, unserviceable train sets, until an actual increase in the fleet size occurs in approximately seven to ten years' time.

7.5.3 Prioritisation of railway proposals

In terms of the IPTN planning for 2032, the priorities for railway proposals are:

- 1) completion of the Blue Downs rail line
- 2) the doubling of the Strand line
- 3) construction of new rail stations at Philippi West and Bloekombos
- 4) completion of the Fisantekraal rail line
- 5) construction of the new rail stations at N1 City and Nomzamo
- 6) possible extension of the Khayelitsha line from Chris Hani station to Firgrove station

The completion of the Blue Downs rail line is currently prioritised for conceptual planning, design and construction in the short and medium terms. It is understood that PRASA is currently in the process of prioritising the remainder of the above-mentioned proposals.

7.5.4 Actions plans for rail projects

As indicated in Section 7.6.3, funding for the Blue Downs rail line has been secured for its conceptual planning, detailed design and construction over the next three-to-five year period. In addition, PRASA is currently undertaking an upgrading programme of its current rail network.

7.6 Strategy for intermodal facilities at railway stations

7.6.1 Railway stations where intermodal facilities or activities exist

Facilities have been provided for modal transfer of passengers at several railway stations as indicated in Table 7 3. Apart from P&R spaces for private vehicle owners these facilities include bus and taxi embayments and/or ranks for PT vehicles. A review to update and prioritise further intermodal provision at rail stations is currently being undertaken under the auspices of the TDM Strategy referred to in Chapter 8 (TDM Strategy). The review will also look at the need for, and affordability, of the provision of security at stations.

Table 7 3: Existing facilities for intermodal transfer at railway stations

Station	No of Parking Bays	Utilisation (Cars)		No of Bicycle Parking (U-bars)	Bicycle Parked
		Normal Parking	Express Parking		
Acacia Park	12	-	-		-
Avondale	150	7	-		-
Belhar	132	38	-		-
Bellville	140	144	-		
Blackheath	32	61	-		-
Bonteheuwel	18	10	-		-
Claremont	68	68	-		-
Brackenfell North	342	219	1	0	0
Brackenfell South	111	99	0	0	0
De Grendel	41	14			
De Grendel	141	22			
Diep River	79	-	-	6	-
Eerste River	105	136	10		-
False Bay	50	-	-		-
Firgrove	88	13	35		-
Fish Hoek	25	32	-	5	-
Glencairn	12	-	-		-
Heathfield East	31	35			
Heathfield West	154	60		6	-
Heideveld North	18	6			
Heideveld South	44	-			-
Kalk Bay	43	-	-		-

Station	No of Parking Bays	Utilisation (Cars)		No of Bicycle Parking (U-bars)	Bicycle Parked
		Normal Parking	Express Parking		
Kapteinsklip	100	-	-		-
Kenilworth	60	35	-	6	-
Kentemade	37	11	-		-
Khayelitsha	51	44	-		-
Kraaifontein East	41	41	0	0	0
Kraaifontein West	112	82	0	8	6
Kuils River East	116	152	-		
Kuils River West	265	194	62	90	11
Kuyasa	19	-	-		-
Lakeside	20	-	-		-
Lentegeur	34	-	-		-
Mandalay South	15	-			
Melton Rose	58	83	-		-
Mitchells Plain	76	25	-		-
Monta Vista	216	132	-		-
Mowbray	8	-	-		-
Muizenberg East	10	10	-		-
Muizenberg West	17	2			
Mutual	97	93	-		-
Netreg	30	-	-		-
Newlands	40	-	-		-
Nonkqubela	23	19	-		-
Observatory	24		-		-

Station	No of Parking Bays	Utilisation (Cars)		No of Bicycle Parking (U-bars)	Bicycle Parked
		Normal Parking	Express Parking		
Oosterzee	144	130	-		-
Pentech	20	4	-		-
Philippi	12	-	-		-
Plumstead East	15	30			
Plumstead West	72	78			
Retreat East	69	56			
Retreat West	102	87	-	22	15
Rondebosch	43	-	-	3	-
Rosebank	60	-	-		-
Somerset West	23	23	-		-
St. James	35	-	-		-
Steenberg	50	10	-		-
Steurhof	66	-	-		-
Stock Road	39	-	-		-
Strand	90	91	-		-
Unibell	18	8	-		-
Van Der Stel	15	15	-		9
Wittebome	25	25	-		-
Wynberg	10	10	-		-

It should be noted that although passenger transfers take place between the PT modes at several facilities, modal operations are not integrated in terms of a planned and coordinated timetable that would minimise waiting time for transferring passengers. The lack of coordination is a challenge during off-peak periods when passengers may experience a delay in their journey of around 30 minutes at a transfer facility.

7.6.2 Plans for future modal integration

Since its establishment in December 2013, the City's then transport authority, TCT, has been pursuing a Transport Vision of 1 as described in Chapter 2 (Transport Vision and Objectives).

In determining its approach to integrated transport, the City used the following documents:

- IPTN Network Plan 2032, as approved in 2015
- IPTN Operational Plan 2016
- IPTN Implementation Plan 2016
- IPTN Business Plan 2017

The City also took into account business considerations and how it might capitalise on new emerging technologies so as to ensure long-term financial and fiscal sustainability.

The City's approach to integrated transport is to adopt multi-modalism. The key modes are passenger rail, BRT, quality bus services (being conventional bus services enhanced by modernising features and integration with the wider network), and minibus-taxi. These modes (including their e-generation versions) will together form part of an integrated transport solution. These modes will also be complemented by improved provision for NMT.

The integration objective of the IPTN is to provide a seamless journey for a passenger who has to make one or more transfers using different PT modes to get from trip origin to destination. This Plan fully supports these objectives.

The operations components (apart from physical infrastructure) which require integration are ticketing, and timetable, which are discussed hereunder.

Ticketing

Currently there are four different ticketing systems used by the operators of the four PT modes in Cape Town (i.e. rail, BRT, conventional bus and minibus-taxis). Integrated ticketing is a key component of an IPTN, however the challenge is to achieve an integrated ticketing system between these four operators so that a passenger purchases a single ticket or smartcard that can be used as payment when transferring between any of these modes.

As set out in the IPTN Business Plan, TDA proposes to develop short- and medium-term strategies and programmes for new generation services. These services would track, control and integrate fare payment, addressing issues such as interoperability with rail, BRT, quality bus and minibus-taxi services, with multiple options to load onto payment media, while enabling effective access control. In the medium term TDA will design and implement pilot projects aimed at developing innovative new generation services and supporting the optimisation of single mode and multi-modal journey choices.

The myconnect smartcard that is currently in use on the MyCiTi trunk and feeder service could be extended for use on the rail, conventional bus and minibus-taxi modes. Although the initial capital outlay will be significant (e.g. to provide fare validation equipment on all the GABS buses and the specific minibus-taxis), the DoT's fare system interoperability regulations do provide a means to split revenue to different operators to enable integrated ticketing. The latter has not yet been achieved in the South African context, but specialist streams within TDA as well as the DoT are working on this item. Upon assignment of a contracting authority for all modes to TDA, all fare revenue would be collected by the contracting authority and distributed to the operators according to their respective operating contracts and fare arrangements, even for single, through tickets.

The City's current Fares Policy for contracted road-based PT (please see the Annexures listed in Appendix 2) includes the intention to move towards fare integration and a universal fare collection system and indicates that the "establishment of an Integrated Multimodal or Multiagency Payment System" and the "development of an Interagency Fares Policy Agreement" will require consideration in addressing an integrated system.

Timetables

The IPTN Operations Plan includes high-level timetables for each route in the 2032 IPTN. At this level, synchronising each route's timetable to enable the best transfer times between routes at each transfer point is not possible. When the routes are implemented, however, the principle of preparing integrated timetables will be required for all modes that form part of the IPTN system so that a passenger using the system and needing to make a transfer will know how long the waiting time will be until the next vehicle arrival. This will require the various operators to adhere strictly to their schedules, supported by TDA who will monitor adherence and apply penalties to operators for non-adherence.

Average waiting times for services are low when the frequency of the services is high and, therefore, during peak periods transfer times to other routes will not require significant attention, however, during off-peak periods when the frequencies are low, passengers will benefit from this integration exercise.

PRASA's intention to move all services to a "clock-face" timetable could be replicated, depending on cost, by the road-based modes as far as possible to provide a better customer experience. The timetables of all modes must be available as one timetable, regardless of the different operators.

Table 7 4 lists the planned transfer locations between rail and BRT services. All of these locations also accommodate taxi and conventional buses.

Table 7 4: Planned transfer locations between rail and BRT services

RAILWAY STATION	MyCiTi ROUTE
Bellville	T13, T14
Blue Downs Rail (Future)	T16
Bonteheuwel	T17
Cape Town Civic	A01, T01, T02, D12
Century City	T03, T17, T19
Chris Hani	T11
Claremont	T12

RAILWAY STATION	MyCiTi ROUTE
Eersterivier	T16
Firgrove	T10
Kapteinskliip	T13, T13
Khayelitsha	T11
Langa	T17
Lansdowne	T12
Mitchells Plain	D12, T10, T12
Mowbray	D12
Mutual	T17
Nolungile	T11, T17
Ottery	T11
Philippi West	T11, T12
Retreat	T14
Steenberg	T10
Stock / Joe Gqabi	T12, D12
Strand	T10
Woodstock	T01, T02
Wynberg	T11
Ysterplaat	T15

Park and ride

Based on the success of previously implemented P&R facilities at certain rail stations, the TDM Strategy proposes a programme of extensive evaluation and further rollout of P&R facilities at rail and MyCiTi PTIs according to criteria to be established through implementation of the relevant action plan (see Chapter 8).

8 TRAVEL DEMAND MANAGEMENT STRATEGY

8.1 Introduction

The objective of TDM is to manage congestion by reducing the 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 (please see the Annexures, listed in Appendix 2) sets out appropriate measures aimed at managing travel demand. These are summarised in section 8.2.

The City recognises that, to be effective, TDM needs to be supported by significant improvements to the PT system. To this end, the City's PT improvements are as set out in its PTP as referred to in Chapter 6 of this CIP.

The City also recognises the importance of TOD to the effectiveness of TDM. This is described further below.

8.2 TDM measures

The City's TDM measures for 2017 to 2022 are summarised in Table 8 1 extracted from the Travel Demand Management Strategy for the City 2016

Table 8 1: Travel Demand Management initiatives for Cape Town: 2017-2022

	TDM Measure	Actions
1.	Flexible Working Programme	<ul style="list-style-type: none"> Establish city-wide baseline data for the study Develop guideline document outlining application and assessment process Review legal and financial implications related to the implementation of the Flexible Working Programme Review the City's Office Accommodation Policy in order to: <ul style="list-style-type: none"> Take into account shared offices or workspaces, virtual offices (public spaces with network infrastructure) and working from home and Align the Policy with the City's new Area-Based Service Delivery Management Model Identify and ensure that the necessary IS&T tools are available to accommodate officials working remotely Identify and ensure that the necessary tools to monitor the individual's performance are in place Organise and facilitate a series of change management workshops for managers and staff Develop a communications plan for the roll-out of the programme Engage with unions regarding the Flexible Working Programme Roll out the Programme Monitor and evaluate the Programme Engage with other large employers, including Western Cape Government, to implement Flexible Working Programmes within their organisations Engage with the Western Cape Department of Education regarding school starting times and scholar transport

	TDM Measure	Actions
2.	High Occupancy Vehicle Priority Strategies	
2.1	Carpooling	<ul style="list-style-type: none"> Update the legal opinion obtained to determine and clarify legal and insurance risks and requirements associated with carpools Develop acceptable carpooling identifiers to enable its promotion within the regulatory framework Establish the feasibility of providing a ridesharing phone-in service/desk at TDA's Transport Information Centre Investigate the feasibility of either: <ul style="list-style-type: none"> developing a customised ridesharing website or mobile app for the City or collaborating with existing ridesharing websites and mobile app initiatives Develop a plan to encourage and facilitate the use of carpooling <ul style="list-style-type: none"> Determine the extent of carpooling at present, the target market and the geographic areas where this measure is used Establish preferential/ dedicated parking areas for carpool vehicles Investigate options for establishing and implementing 'guaranteed ride home' schemes for carpool users Investigate allowing registered carpool users to use high-occupancy vehicle lanes
2.2	Carsharing	<ul style="list-style-type: none"> Investigate legal issues and implications associated with carsharing Identify feasible carsharing options for organisations and the public and prepare business plan for rollout
3.	P&R	<ul style="list-style-type: none"> Undertake a detailed study to evaluate existing P&R upgrades and to investigate and assess a further rollout programme (all PTIs). This includes costed lighting and security interventions Focus on the existing MyCiTi trunk routes to identify possible improvement to P&R facilities along these corridors Investigate and consider bicycle P&R, rideshare and kiss and ride as part of the options at the P&R sites along MyCiTi and rail trunks Develop a management strategy to ensure that facilities are managed effectively, security is provided, access is prioritised and links to other services are provided (including night services) Develop and implement a monitoring and evaluation system Develop a targeted marketing and communications campaign to promote P&R facilities Develop an implementation rollout plan
4.	Parking Cash-Out	<ul style="list-style-type: none"> Investigate the feasibility of providing a reimbursement to City employee through various means Investigate Human Resources and conditions of employment issues Investigate and calculate any personal tax liabilities Set up a transversal PMT to agree scope and type Investigate scope and feasibility of extending the City's current on-line parking booking system to allow for ad-hoc and private booking of available bays and registered carpools Encourage other large employers/Western Cape Government to consider a similar approach

	TDM Measure	Actions
5.	Municipal Managed Parking Bays	<ul style="list-style-type: none"> Investigate and establish appropriate parking tariffs for the City's managed parking areas Obtain approval for agreed tariffs and managed parking area changes through the City's processes
6.	Private Parking Levies	<ul style="list-style-type: none"> 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 method
7.	Marketing and Communication Campaign	<ul style="list-style-type: none"> Rebrand the Travel SMART programme under the TDA banner and link to the City website Develop and implement targeted communication and awareness campaigns to raise the profile of and encourage the use of alternative transport modes and other TDM measures Provide high quality information to existing and potential market segments for alternative modes and other TDM measures Engage with NGOs and other support groups to assist with awareness campaigns, workshops and surveys Develop user friendly web-based applications, YouTube and other video clips, and infographics for inclusion on the TDA website and the City's main website

Implementation of the TDM measures and actions will be led by various TDA departments and through close collaboration with other key City directorates as well as key external stakeholders. Lead and supporting City directorates/ departments are identified in the TDM Strategy to ensure transversal buy-in and acceptability of allocated responsibilities.

A central tenet of the TDM Strategy is the reliance on the complimentary implementation of interventions and measures, such as PT provision and supporting NMT infrastructure, to lock-in the benefits of TDM. The timelines for implementation of proposed interventions from the TDM Strategy reflect this premise and the overall TDA Long Term Strategy. Over the term of this CITP, all items proposed in Table 8 1 will be progressed concurrently. However, given the nature of the proposals (and as stated in the TDM Strategy), some interventions will have a longer implementation timeframe.

8.3 TDM and TOD

The City's TDM Strategy sits within TDA's wider mandate of exploring the relationship between land use and PT in support of TOD. TDA has developed a TOD Strategic Framework that promotes a comprehensive TOD model to address spatial inequality, improve PT affordability and arrest sprawl, through the integration of PT and land uses. The specific TDM measures that relate to TOD are as set out in Table 8 2 below.

Table 8 2: Transit-oriented Development measures relevant to the Travel Demand Management Strategy

	TDM Measure	Actions
1.	Transit-oriented Development	<ul style="list-style-type: none"> Implement the TOD Strategic Framework for the City Explore land value capture mechanisms Explore location efficiency mechanisms Initiate public projects for BRT and rail stations Explore commuter trip reduction measures (without financial incentives)

The City's TOD Strategic Framework recognises the key TDM linkages between transport and land use, examples of which are set out in Table 8 3.

Table 8 3: Key Travel Demand Management linkages

No.	Transport	Land Use
1.	Reduce travel distances	Intensify and diversify urban development in close proximity to PT stations
2.	Minimise the difference between the number of people travelling in opposite directions	Promote an appropriate mix and form of residential, social and economic activity between nodes along PT corridors
3.	Generate a greater level of seat renewal by creating a greater mix of trip origins and destinations influenced by the purpose for which land is used	Promote an appropriate mix and form of residential, social and economic activity between district and local nodes along PT corridors

8.4 Implementation of managed parking in Cape Town

The City's Parking Policy (policy number 17913) that was 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 Parking 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 Parking 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 Implementation Framework contained in the Parking Policy states that the short-term priorities identified in the policy are to be included in the CITP review.

Subsequent to approval of the Parking Policy, the City's TOD Strategic Framework and the Travel Demand Management Strategy were both approved by Council.

Annexure A of the Parking Policy specifically requires that the City "Develop the Parking Guidelines document that will direct the implementation of the provisions in the Draft Parking Policy." Accordingly, Annexure B and C of the Parking Policy (2014) now require a review and update to reflect the approved TOD and TDM Strategies.

Changes to the tariff schedule are required to support the TOD and TDM policy direction of the City, and Council approved the new tariff in 2017 as part of the Tariff on Public Transport, Network and Information Management: Parking. The new 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 TDA Tariff Schedule.

However the new approved tariff provides that it will only come into effect once the following occur:

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

8.4.1 Proposed Framework for updating the Parking Policy (2014) mechanisms

The focus of the current parking policy addresses high demand parking areas but requires further detail to ensure parking management can contribute to a reduction in private vehicle dependency in areas of established economic nodes, areas where lower parking requirements are permitted (PT1 and PT2 zones), or areas identified in City policy to be targeted for strategic purposes, such as integration zones or Transit Accessible Precincts (TAPs). The policy therefore requires consideration of parking congestion at the city-wide scale, and to permit parking tariffs and the expansion of managed parking areas in order to reach these TOD/TDM objectives.

Due process be followed to include the following key priorities in the updating process:

- The use of the traditional transport planning 'Levels of Service' mechanism is no longer applicable, as it is a reactive approach to the current unsustainable travel behaviour. Instead, a proactive mechanism for ensuring that the City's Parking Policy supports TOD Strategic Framework and TDM Strategy.
- The criteria for the expansion of existing managed parking areas requires updating to reflect a new spatial logic for the expansion of these areas based on TOD and TDM principles.
- Criteria for the identification and prioritisation of areas for the introduction of new managed parking requires an updated spatial logic that is aligned to TOD and TDM approaches.

8.4.2 Development of a business plan for the management of parking

A business plan for the management of public parking is required to comprehensively manage and guide the implementation of an equitable and sustainable managed public parking system across the City as a whole. As outlined in the TDM Strategy for the City of Cape Town, public parking is considered a pivotal TDM tool and revenue enhancement (or value capture) mechanism to reduce car dependency and improve modal share.

The business plan will focus on developing the most appropriate business and contractual arrangements between the City and the managed parking service providers, as well as identifying optimal parking tariffs and defining the approach to the expansion of managed parking within the city.

In addition, it is acknowledged that further investigations are required in order to deal with the problem of congestion in the city. The following investigations are therefore recommended:

- The on-going approval of development applications where a limit to the amount of parking supplied is not enforced, especially within areas that have low parking requirements, as this serves to further encourage private vehicle use. A limitation on the amount of parking allowed along with potential cost implications or development implications related to thresholds should therefore be investigated.
- Congestion mechanisms should be investigated which intend to align both public and private parking fees, in order to further discourage private vehicle use and to achieve TOD and TDM outcomes.

9 NON-MOTORISED TRANSPORT PLAN

9.1 Introduction

9.1.1 Background

The NMT policy and strategy for the City was published in 2005. Prior to its completion, no overall framework or policy existed to guide the implementation of NMT programmes and projects within Cape Town's metropolitan area. The 2005 policy and strategy fulfilled this role by identifying areas (physical and institutional) where deficiencies relating to NMT existed in the City's transportation system. It also proposed strategies and set objectives to make improvements.

Ten years later, the physical, legislative and institutional landscape has changed substantially. Consequently, TDA undertook to review and update the 2005 policy and strategy to respond to these changes, new challenges and provide a way forward. The City's draft NMT Strategy 2017-2021 is the outcome of this undertaking. The City recognises that cycling is an important part of the City's transport system and developed a draft Cycling Strategy to support a growth in utility cycling. The draft Cycling Strategy has been developed in 2017 with a focus on increasing cycling's modal share. Summarised details are presented in Section 9.7. TDA intends to submit both strategies to Council for approval, in the near future.

9.1.2 Objectives

The City's NMT objectives are as follows:

- encouraged - to motivate for changes in legislation that improve NMT, to issue and influence appropriate policies and procedures to provide growth and the use of NMT, to obtain investment funding and to promote choice in how people move within Cape Town and to market the use of NMT
- user friendly network - to appropriately connect social, educational and economic opportunities by means of NMT facilities at regional and local scales and to promote a culture of excellence in the design and provision of NMT infrastructure
- safe - to reduce hazards including conflict with others and the number of NMT related crash incidents
- secure - to encourage an environment in which the NMT user is not in fear of crime through provision of adequate surveillance (including CCTV cameras), visibility, access opportunities and enforcement by officials and the community
- integrated and sustainable transport system - for NMT to contribute towards making the overall transport system sustainable
- improve access to bicycles
- improve safety and security
- provide and maintain cycling infrastructure
- improve monitoring and evaluation
- facilitate stakeholder collaboration

9.2 Proposed measures to promote walking and cycling

The City's proposed measures to promote walking and cycling are set out in Table 9 1. These include measures to encourage residents to walk or cycle instead of using motorised transport.

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

No.	Objectives	Measures
1.	Encouraged	<ul style="list-style-type: none"> prepare motivations for changes in legislation that will grow the use of NMT create TDA's NMT Standards and Guidelines document develop a TDA NMT Policy develop NMT by-law establish a NMT Working Group with officials from TDA, EESP, WCG and SANRAL that meets quarterly motivate and secure investment funding sources and ensure that investment into NMT projects and programmes is prioritised to have maximum benefit for NMT users and society advertise walking, cycling and other active forms of NMT on radio, social media and billboards by highlighting lifestyle, environmental benefits and cost savings publish city-wide NMT user map on the TDA, City, Cape Town Travel and Tourism websites, incorporate it within the TDA app and distribute on brochures to tourism centres
2.	User-friendly network	<ul style="list-style-type: none"> review and update the city-wide NMT Network Plan to reflect changes in land use and the transportation network with different maps for pedestrian and cycling routes construct strategic NMT routes develop Local Area NMT Plans at a neighbourhood level distinguishing between pedestrian and cycling routes involving district planners, transport engineers and local stakeholders such as community members and ward councillors construct local NMT projects develop a NMT Expert Review Panel to undertake to complete cycling demonstration projects and review all other NMT projects conduct user satisfaction surveys of NMT users to determine their level of satisfaction with specific facilities liaise with utility and engineering service providers to ensure that implementation of utility and engineering services (electricity kiosks, lampposts, signal boxes and rubbish bins) do not diminish the quality of NMT infrastructure and comply with TDA, NMT Standards and Guidelines (when developed)

No.	Objectives	Measures
3.	Safe	<ul style="list-style-type: none"> develop and implement a roll-out plan to retrofit existing NMT infrastructure to comply with TDA NMT Standards and Guidelines (when complete) pilot Pre-implementation Safety Audits of Concept and Detailed Designs to be undertaken improve collection of location data of crashes to assist in identifying NMT hotspots review and update the city-wide Rail Hotspots of NMT Movement Along and Across Railway Lines study at least every ten years to stay abreast of pedestrian-rail issues monitor 25 locations with highest EAN for NMT related crash incidents roll out education and public awareness programmes in conjunction with relevant stakeholders (e.g. DoE) undertake regular NMT safety audits of roads and NMT infrastructure at project initiation and post implementation stages improve law enforcement of NMT facilities to ensure the legal use of facilities
4.	Secure	<ul style="list-style-type: none"> undertake city-wide security study to identify NMT crime hotspots undertake detailed studies of NMT crime hotspots pilot the installation of CCTV cameras at NMT crime hotspots that are monitored by SAPS
5.	Integrated and sustainable transport system	<ul style="list-style-type: none"> monitor modal share of households indicating "walked all the way" and used "bicycles" as main mode (NHTS, Q8.4 or supplementary surveys) develop a target for the reduction in User Access Costs for the NMT User Group and monitor level of success based on TDI implement initiatives that improve access to bicycles e.g. bicycle distribution programmes promote walking, cycling and other forms of NMT as a feeder to PT
6.	Improve access to bicycles	<ul style="list-style-type: none"> formalise a partnership arrangement to guide and support collaborative investigations, feasibility and due diligence by trade and investment agencies to establish a bicycle production plant in the metropolitan area of Cape Town for the production of a low-cost bicycle assist with guiding multi-sphere policy, strategy and procedural alignment to facilitate the process review and cite lessons learnt on existing distribution programmes, previous processes and what tools, incentives, innovation schemes are available to facilitate access to bicycles investigate and review the existing institutional framework to guide how the City could assist with the process for the distribution of bicycles engage in a process to establish a bicycle distribution scheme through the establishment phase of the proposed structure for the scheme, ensure representation of various NGOs, NPOs and other stakeholders through a study, identify good practice and systems to guide the monitoring of distribution programmes
7.	Improve safety and security	<ul style="list-style-type: none"> engage in a process to develop a comprehensive marketing and communication strategy and plan and engage stakeholders on traffic regulations, the rights of users and safe user behaviour and improve incident reporting systems develop a strategy and plan through transversal approaches and agreements to improve and develop reporting systems, observation methods, prioritised enforcement operations, interagency agreements and standard operating procedures

No.	Objectives	Measures
8.	Provide and maintain cycling infrastructure	<ul style="list-style-type: none"> sustain the process and programme of securing funding and the planned MTEF implementation and programme engage in a process to identify lessons learnt and improved design approaches for specific contexts for consideration and application in future projects development of a maintenance strategy and action plan which includes reporting systems, transversal agreements and standard operating procedures to ensure an improved management and maintenance regime and plan of the cycling facilities engage in a project to develop cycle facility guidelines from a network perspective for the Cape Town context initiate and oversee a process to interface with development and review of cycles of legislation, policy and regulations to motivate and recommend bicycle related changes and benefits
9.	Improve monitoring and evaluation	<ul style="list-style-type: none"> initiate a process to apply the project lifecycle review methodology and processes to cite lessons learnt and areas for improved design approaches for specific contexts for consideration and application in future projects engage in a process to substantially expand the cycling data sourcing scope, survey methodologies, hot spot identification and analysis, explore technology efficient options and ensure that the processes align with the architecture and systems of the IIMS
10.	Facilitate stakeholder collaboration	<ul style="list-style-type: none"> engage in a process to draft and finalise the terms of reference, representation, schedule of meetings and agreed work streams

9.3 The proposed walking and cycling network

A city-wide NMT Network Plan was developed in 2010. The purpose of the plan is to identify NMT projects, prioritise and cost them for implementation. The plan was predominantly focused on cycle routes and shared facilities. In 2016, the plan was reviewed to align NMT planning with the IPTN which was approved by Council in 2014, as well as to respond to transport planning and built environment changes over the years and thus present a way forward.

The 2016 city-wide NMT Network Plan provides a schedule of proposed NMT projects for planning, design and implementation over the next five years.

In order to achieve the integrated approach towards planning, design and implementation of NMT facilities which include walking and cycling, the following objectives were developed:

- integrate NMT with the Integrated PT system, that is, passenger rail and road-based PT
- improve access to public facilities and areas of employment

The proposed cycling and walking network is presented in Figure 9 1 and Figure 9 2 as follows:

- existing and proposed walking and cycle routes comprising:
 - existing and proposed cycle routes by class of facility
 - existing and proposed PT facilities
 - pedestrian bridges
 - the City's regional boundaries
- proposed pedestrian infrastructure upgrades comprising:
 - macro zones selected for pedestrian facilities improvements
 - proposed pedestrian facilities improvements
 - existing and proposed PT facilities



Figure 9 1: Existing and proposed cycle routes

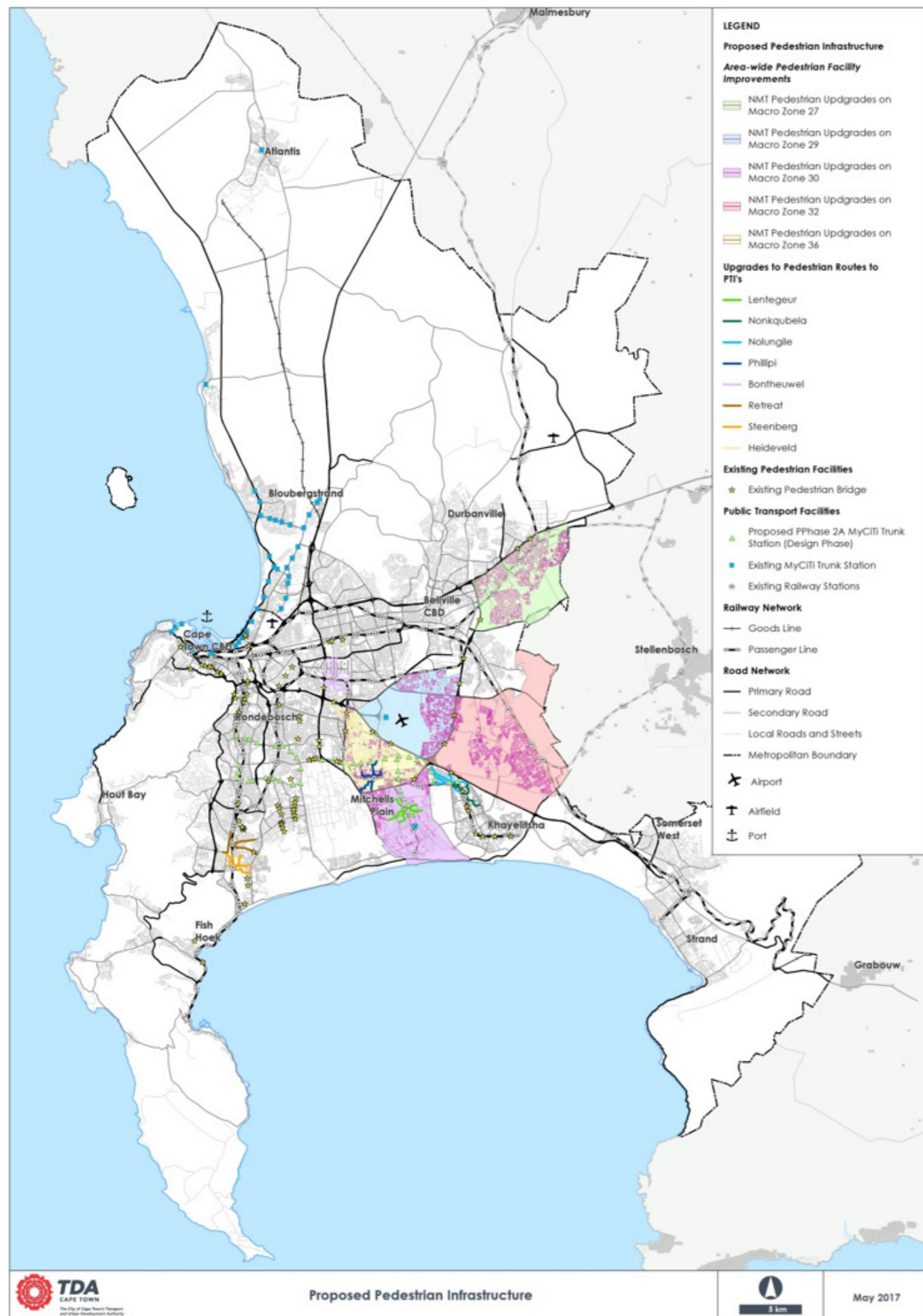


Figure 9 2: Proposed Pedestrian Infrastructure
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9.4 Plans to upgrade the existing road network to better accommodate walking and cycling

The following upgrades of the road network are in planning, design and construction stages and will improve walking and cycling:

- extension of Jip de Jager from the Vineyard Hotel to the intersection with St John’s Road - construction stage
- extension of Onverwacht Street from N2 to Sir Lowry’s Pass Road - planning stage
- Sir Lowry’s Pass Village Road from Schapenberg Road to Onverwacht Road - construction stage
- Broadway Boulevard (R44) from Beach Road to Main Road and from Gutsche Road to Main Road - construction stage
- Kommetjie Road from Ou Kaapseweg to Houmoed Avenue and Ou Kaapseweg from Kommetjie Road to Noordhoek Road - construction stage
- Houmoed Avenue - complete the extension along Vlei between Masiphumelele and Noordhoek Main Road - planning stage
- completion of the road network for Platteklouf Road, Tygervalley Road, Symphony Way, R44, Kruispad - planning stage

9.5 Five-year programme for building NMT networks and promoting behaviour change

The NMT five-year programme is set out in Table 9 2.

Table 9 2: Non-motorised transport five-year programme

City-wide NMT Programme: Projects in Construction July 2016-June 2017					
Region	Road/Route Description	Area/ Suburb		km	Type of Improvements
North	Area-wide NMT improvements along major roads in Bishop Lavis and Valhalla Park	Bishop Lavis and Valhalla Park	Completed	15.8	NMT & UA improvements
North	Construction of NMT facilities in De La Rey and Francie Van Zijl Drive	Parow Valley to Epping	Construction	10.0	NMT & UA improvements
South	Area-wide NMT improvements along major roads in Grassy Park and Lotus River	Grassy Park and Lotus River	Construction	10.0	NMT & UA improvements
South	Kendal Road from Main Road to Spaanschemat Road	Tokai, Westlake, Bergvliet	Construction	2.2	NMT & UA improvements
	Spaanschemat River Road from Tokai Road to Constantia Main Road		Construction	5.9	
	Tokai Road from Steenberg Road to Main Road		Construction	2.4	
	Upper Tokai Road from Orphen Road to Zwaanswyk Road		Construction	0.6	
	Firgrove Way from Spaanschemat Road to Ladies Mile Road		Construction	2.7	
	Ladies Mile Road from Spaanschemat to Road Main Road		Construction	3.2	
	Steenberg Road from Main Road to Tokai Road		Construction	4.7	

City-wide NMT Programme: Projects in Construction July 2016-June 2017					
Region	Road/Route Description	Area/ Suburb		km	Type of Improvements
East	Stock Road from Govan Mbeki Drive to R300	Philippi	Construction	2.5	IRT Priority Road, NMT & UA improvements
East	Area-wide NMT improvements along major roads in Somerset West and Strand	Somerset West & Strand	Construction	9.2	NMT & UA improvements
City-wide NMT Programme: Phase 3: July 2016 to June 2022					
City-wide	Cycle warning signage along routes frequently used by cyclists	City-wide	Planning		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		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		Bicycle parking
Central	NMT improvements at intersections in the Cape Town CBD area Phase 2	Cape Town CBD	Design		Pedestrian & UA improvements
Central	Area-wide NMT improvements along major roads in Kensington and Fracteton	Kensington and Fracteton	Design	15	NMT & UA improvements
Central	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	Pinelands/ Maitland	Planning	3	NMT & UA improvements
Central	Atlantis area-wide NMT improvements Phase 2: minor roads in the Atlantis area	Atlantis	Planning	10	NMT & 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 & UA improvements
North	Uitsig area-wide NMT improvements	Parow Valley	Planning	6	Pedestrian & UA improvements
North	NMT improvements along Old Paarl Road from Kruis Road to Brackenfell Boulevard	Brackenfell	Planning	10	NMT & UA improvements
North	NMT improvements along Lichtenburg Road from Fisantekraal to Klipheuwel Road	Fisantekraal and Durbanville	Design	9	NMT & UA improvements

City-wide NMT Programme: Projects in Construction July 2016-June 2017					
Region	Road/Route Description	Area/ Suburb		km	Type of Improvements
North	Area-wide NMT improvements along major roads in the Edgemoed and Bothasig areas	Edgemoed/ Bothasig	Design	10	NMT & 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 as Okavango Road, Brackenfell Boulevard. Old Oak Road and Brighton Road (to drop kerbs, paint and sign)	Brackenfell to Goodwood	Planning	10	NMT & UA improvements
South	Feasibility study of NMT route/ cycle route along Dieprivier from Tokai/ Kirstenbosch area to Princess Vlei	Diep River	Planning		Feasibility Study
South	Review and upgrade of the NMT project implementation along Military Road	Steenberg	Planning	10	NMT & 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	Design	10	NMT & UA improvements
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	Design	10	NMT & UA improvements
South	NMT improvements along Heideveld Avenue from Vangate Mall (Vanguard Drive) to Duinefontein Road, including 5th Avenue and Ascension Road	Heideveld	Planning	8	NMT & UA improvements
South	NMT improvements along NY3A, Koornhof Road, 3rd Avenue and NY78	Nyanga	Planning	6	NMT & UA improvements
South	Area-wide NMT improvements in Grassy Park / Lotus River Phase 2	Grassy Park / Lotus River	Planning	10	NMT & UA improvements
East	Albert Philander Road from Eersriv Way to Forest Drive. Blue Downs Road from Vineyard Road to Melton Road	Blue Downs/ Eerste River	Design	10	NMT & UA improvements
East	Nooiensfontein Road from Stellenbosch Road to Hindle Road, through residential areas of Camelot, Rondevlei, Highgate, Sunbird Park, Wembley Park and Silversands Village	Blue Downs	Design	5	NMT & UA improvements

City-wide NMT Programme: Projects in Construction July 2016-June 2017					
Region	Road/Route Description	Area/ Suburb		km	Type of Improvements
East	NMT improvements along Hindle Road from Kuilsriver Freeway (R300) to Blue Downs Way	Blue Downs	Design	7	NMT & UA improvements
East	Eersriv Way from Forest Drive to Buttskop Road. London Way and Rue Fouche Road, Malibu Village	Blue Downs/ Eerste River	Design	10	NMT & UA improvements
East	Area-wide NMT improvements along major roads in Mitchells Plain	Mitchells Plain	Design	20	NMT & UA improvements
East	Area-wide NMT improvements along major roads in Khayelitsha	Khayelitsha	Planning	15	NMT & UA improvements
East	Wesbank Main Road from Stellenbosch Road to Hindle Road. Silversands Road from R300 to Armada Road	Wesbank	Planning	6	NMT & UA improvements

Behavioural changes will be promoted through a series of actions which will include:

- establishment of the Sustainable Mobility Sub-committee
- market walking, cycling and other active forms of NMT as travel smart options by highlighting the cost savings, environmental benefits and health benefits
- market completed strategic NMT routes to residents residing within 1 km of the route
- continue to support concepts such as "car free days" and "open streets"
- support and promote recreational walking, running, cycling and other active NMT by advertising events on the City's website
- require non-cycling events to include cycling in their event transport plans
- prepare motivations to national government for amendments in legislation that will cultivate the use of NMT

9.6 Infrastructure

New NMT facilities are provided subject to the conditions set by TDA and approved in terms of the City's planning processes. From an NMT perspective, this will support the creation of safe and effective routes and promoting NMT on selected routes and in nodal precincts.

The provision of pedestrian and walking facilities in new developments is informed by the following standards and considerations:

- NDOT: Non-Motorised Transport Facility Guidelines (2014)
- Minimum Standards for Civil Engineering Services in Townships (TDA Guideline)
- TOD Strategic Framework
- Development Control Transport Toolkit
- pedestrian and cycle routes indicated on the NMT Network Plan
- existing pedestrian origin destination movement in the area
- existing and proposed land use and anticipated pedestrian trip generation

TDA will encourage NMT in new property developments by striving to include such facilities as part of the "conditions of approval" issued by the City for the development. Such conditions could include:

- sidewalks of adequate width being provided on both sides of internal roads (unless the roads are proposed to function as Woonerfs)
- gated development to have NMT access located as close as possible to PT and amenities
- cycle and pedestrian routes (and facilities) to be provided which connect to the City's NMT routes

9.7 The City's Cycling Strategy

Worldwide utility cycling is increasingly recognised as a vital contributor to cities which strive to be sustainable. The City sees cycling as an important part of Cape Town's transport system and developed the draft Cycling Strategy to support the growth in utility cycling. An increase in cycling generates a range of benefits for the community, including transport, environmental, health, tourism and recreation. Cycling contributes to more lively and active cities and has the potential to free up congested road space. This can result in reduced traffic delays on the road network, which can make cities and urban centres less congested and more productive.

The City's draft Cycling Strategy was developed in support of the NMT Strategy with input from a broad range of cycling stakeholders and the comments received during the public participation process.

The proposed vision for cycling in Cape Town is:

"Cape Town is the premier cycling city in South Africa where cycling is an accepted, accessible and popular mode of transport for all - residents and visitors alike."

Based on the vision for cycling in Cape Town the desired outcomes are:

- an increased mode share of cycling from 1% to 8% by 2030
- cycling has significantly contributed to a substantial reduction in congestion and greenhouse gas emissions in Cape Town by 2030
- more people across all sectors of the population have access to affordable bicycles and are cycling as a mode of transport
- a substantial shift to utility cycling
- cycling is substantially safer and secure
- cycling infrastructure and systems serve the needs of cyclists
- cycling is an accepted means of travel

The desired outcome of the Cycling Strategy is to increase cycling mode share from the current 1% to 8% by 2030 which will contribute to a reduction in congestion and greenhouse gas emissions. While the City has focused on the provision of cycling infrastructure, there is a realisation that a broader approach is required to grow utility cycling. The draft Cycling Strategy identifies six key focus areas to encourage more people to consider cycling and to increase utility cycling:

- improve access to bicycles to provide more people with the opportunity to cycle
- improve safety and security to reduce conflicts and risks to make cycling safer
- provide and maintain cycling infrastructure to improve coordinated planning and maintenance of cycling infrastructure
- improve data capturing and monitoring to build a stronger evidence base and make more informed decisions
- facilitate stakeholder collaboration to improve coordination between cycling stakeholders
- improve communication and education to make cycling more attractive

An implementation framework with actions is included in the draft Cycling Strategy. The implementation framework sets out priority actions for the short- to medium-term to deliver the strategy's objectives. Actions are aligned under the six key focus areas (see Table 9 3).

The draft Cycling Strategy is primarily about behavioural change. The monitoring and evaluation aspects of The Strategy's implementation will focus on the monitoring of outcomes such as the increase in numbers of cyclists, improvement in cyclists' safety and security, extent of cycling infrastructure and acceptance of cycling.

The Cycling Strategy will be reviewed and updated every five years to be in line with the CITP and to stay abreast of changes in the transport and urban planning environment.

Table 9 3: Cycling implementation programme and action plans

Key Actions	Timeline	Lead Dept	Support Dept
Focus Area 1: Improve Access to Bicycles			
Formalise a partnership to guide and support collaborative investigations, feasibility studies and due diligence by trade and investment agencies to establish a low-cost bicycle production plant in the Cape Town metropolitan area	A	Enterprise & Investment	Transport Planning
Assist with guiding multi-sphere policy, strategy and procedural alignment to facilitate the establishment of a low-cost bicycle production plant	A	Enterprise & Investment	Transport Planning
Review and cite lessons learnt for bicycle distribution programmes and what tools, incentives and innovative schemes are available to facilitate access to bicycles	B	Transport Planning	Business Support
Investigate and review the existing institutional framework to guide how the City could assist with distribution of bicycles processes	B	Transport Planning	Business Support
Investigate the implementation of a public bike share system	A	Enterprise & Investment	Transport Planning
Engage in a process to establish a bicycle distribution monitoring structure to monitor the various bicycle distribution programmes	C	Transport Planning	Business Support
From the establishment phase, ensure representation of relevant NGOs, NPOs and other stakeholders on the monitoring structure	C	Transport Planning	Business Support
Through a study, identify good practice and systems to guide the monitoring of bicycle distribution programmes	C	Transport Planning	Business Support
Focus Area 2: Improve Safety and Security			
Engage in a process to develop a communication strategy and plan focusing on the rules of the road/ traffic regulations, the rights of all road users and safe road user behaviour and improve incident reporting systems	A	Business Support	Network Management
Develop a strategy and plan through transversal approaches and agreements to improve and develop reporting systems, observation methods, prioritised enforcement operations, interagency agreements and standard operating procedures	A	Network Management	Transport Planning

Key Actions	Timeline	Lead Dept	Support Dept
Focus Area 3: Provide and Maintain Cycling Infrastructure			
Sustain the process and programme of securing funding and the planned MTREF implementation and programme	A	Transport Planning	Business Resource Management
Engage in a process to identify lessons learnt and improve design approaches for specific contexts for consideration and application in future projects	A	Transport Planning	Built Environment Management
Development of a maintenance strategy and action plan which includes reporting systems, transversal agreements and standard operating procedures to ensure an improved management and maintenance regime and plan for the cycling facilities	A	Asset Management Maintenance	Transport Planning
Engage in a project to develop cycle facility guidelines from a network perspective for the Cape Town context	B	Built Environment Management	Transport Planning
Initiate and oversee a process to interface with development of and review cycles of legislation, policy and regulations to motivate and recommend bicycle related changes and benefits	C	Transport Planning	Network Management/ Built Environment Management
Focus Area 4: Improve Monitoring and Evaluation			
Initiate a process to apply the project lifecycle review methodology to cite lessons learnt and identify improved design approaches for consideration and application in future projects	B	Transport Planning	Built Environment Management
Engage in a process to substantially expand the cycling data sourcing scope, survey methodologies, hot spot identification and analysis, explore technology efficient options and ensure that the processes align with the architecture and systems of the IIMS	C	Transport Planning	Network Management
Focus Area 5: Facilitate Stakeholder Collaboration			
Engage in a process to draft and finalise the Terms of Reference, representation, schedule of meetings and agreed work streams.	A	Transport Planning	Business Support
Focus Area 6: Improve Communication and Education			
Engage in a process to develop a communications strategy and plan focussing on safe and responsible driver behaviour and promotion of cycling as an accepted means of transport.	A	Business Support	Network Management

10 FREIGHT TRANSPORT STRATEGY

10.1 Introduction

The City has developed its freight transport strategy, the Freight Management Strategy, in terms of sections 36(3) and 37 of the NLTA, and the Minimum Requirements. Please see the list of Annexures in Appendix 2.

The City has developed its Freight Management Strategy with due regard to national and provincial policy, covering the transporting of goods, to, from and through the area by road, taking into account:

- the movement of goods to, from, and through the area by rail or pipeline
- the movement of goods to and from ports or airports

as required by section 37(1) of the NLTA.

10.2 National and provincial policies

In developing its Freight Management Strategy, the City has had due regard to the national and provincial policies, as well as certain legislation and strategies set out in Table 10 1 and Table 10 2.

Table 10 1: National policies, legislation and strategies

National Documentation	Themes/Relevance to Freight Management Strategy/ Information used
NLTA	Legislation on the requirements for a Freight Strategy
White Paper on National Transport Policy (1996)	<ul style="list-style-type: none"> • The establishment of sound intermodal structures • Maintenance of infrastructure, sustainability of economic and development needs • The promotion of a strong, diverse, efficient and competitive transport industry • Environmental protection • Policies on all transport modes
White Paper on National Ports Policy (2002)	<ul style="list-style-type: none"> • Vision for the National Commercial Ports Policy • The principal operational and administrative functions of a port • Goals and objectives of the National Commercial Ports Policy
NRTA	<ul style="list-style-type: none"> • Registration and licencing of motor vehicles • Fitness of vehicle • Operator fitness • Road safety • DG • Abnormal loads • Gross vehicle mass
National Freight Logistics Strategy (2005)	<ul style="list-style-type: none"> • Vision • Corridor interventions and management

National Documentation	Themes/Relevance to Freight Management Strategy/ Information used
National Road Freight Strategy for South Africa (2011)	<ul style="list-style-type: none"> • Provides the direction for key focus areas • Provides the direction for monitoring and evaluation • Provides the direction for identifying solutions • Promotes a requirement to: <ul style="list-style-type: none"> • promote an optimal split between road and rail • curb overloading • establish a system to collect freight data to support decision-making and policy formation
National Land Transport Strategic Framework (2006-2011)	<ul style="list-style-type: none"> • Proposals on prioritised strategic countrywide road network • Promotion of road and rail balance for freight • Integration of transport planning
Draft (National) Road Infrastructure Policy (April 2015)	<ul style="list-style-type: none"> • This policy gives direction and support to the new TDA strategy, on the role of freight on urban congestion, on the impact of freight on the urban road network, and the need to move freight to rail. The policy states that national government will support overloading control initiatives, increased penalties, and the move to promote the right mode per commodity
National Ports Act of 2005	<ul style="list-style-type: none"> • Provides for the establishment of and core functions of the NPA and the Ports Regulator • Introduces the National Port Consultative Committee, where local integration and issues must be debated and/or agreed
Review of the 2005 National Freight Logistics Strategy (2016)	<ul style="list-style-type: none"> • Provides insight into the challenges facing TDA in implementing its Freight Management Strategy • Promotes the creation of a regulatory framework which supports the competitive supply of freight transport services in all modes • Supports and gives direction to the City's focus on communication and stakeholder engagement; concerns regarding the reporting authority chain within South African ports are raised in this review

Table 10 2: Provincial policies and strategies

Provincial /Regional Documentation	Themes/Relevance to FMS/ Information used
<ul style="list-style-type: none"> • White Paper on Western Cape Provincial Transport Policy (1997) 	<ul style="list-style-type: none"> • Propositions related to integrated transport planning
<ul style="list-style-type: none"> • Western Cape Provincial Spatial Development Framework (2006) 	<ul style="list-style-type: none"> • Regional development plans, including freight and environmental policies
<ul style="list-style-type: none"> • Western Cape Strategic Infrastructure Plan (2006) 	<ul style="list-style-type: none"> • Background, strategic corridor identification, issues with road, rail and port infrastructure and plans to deal with these
<ul style="list-style-type: none"> • Western Cape Provincial Growth and Development Strategy (2008) 	<ul style="list-style-type: none"> • Principles and strategic goals to shift the developmental trajectory of the Western Cape onto a sustainable path

Provincial /Regional Documentation	Themes/Relevance to FMS/ Information used
<ul style="list-style-type: none"> Draft Western Cape Provincial Freight Transport and Logistics Plan (2009) 	<ul style="list-style-type: none"> Key recommendations for provincial and local government to facilitate and improve freight transport and logistics
<ul style="list-style-type: none"> Cape Winelands Freight Transport Strategy (2013) 	<ul style="list-style-type: none"> Identifies regional / functional area concerns and integration of current opportunities Documents existing policy and legislation that controls the movement of freight in the municipality, proposals for a general freight network and suitable routes for abnormal loads, some of which travel through Cape Town
<ul style="list-style-type: none"> Western Cape Provincial Land Transport Framework (PLTF) (2011/12-2015/16) 	<ul style="list-style-type: none"> General proposals on road infrastructure and rail Policy on overloading / overloading checks and the movement of hazardous goods Support of the Road Transport Management System Strategy to shift 'contestable' freight from road to rail by 10% Promotion of a 'Land Transport Safety Strategy'

TDA is responsible for the planning, implementation, coordination and the efficient functioning of road-based freight in and through Cape Town and its Functional Area. While TDA is able to support and encourage cooperation between stakeholders and play an important advocacy role, it has limited jurisdiction regarding matters such as provincial and national freight routes, rail freight, port operations, the development of freight regulations, law enforcement and the extent and imposition of penalties. Nevertheless, TDA is liaising closely with TFR to optimise the use of rail for freight and ACSA for air freight. In addition, TDA is liaising with the Port of Cape Town, the major generator of freight in Cape Town, to review its development plans and to ensure that it minimises the generation of road-based freight.

10.3 Summary of the Freight Transport Strategy

The vision for the City's Freight Transport Strategy is that freight transport within Cape Town and the City's Functional Area is safe and efficient, serves the needs of the local and regional economy without compromising the access and mobility needs of fellow road users and that freight operators understand and comply with regulations dealing with road safety, emissions, route and road asset preservation and the user-pays principle.

The City's Freight Transport Strategy is based on an analysis of 11 focus areas:

- Dangerous goods (DG)
- Abnormal loads
- Overloading
- Road congestion
- Freight demand
- Road safety
- Incident management
- Freight emissions and air quality
- Rail freight
- Technology and innovation
- Advocacy and inter-governmental structures

The focus areas are captured in an implementation and action plan. The actions will be monitored, evaluated and reviewed on an ongoing basis in accordance with the Freight Management Strategy.

10.4 Implementation and Action Plan

The actions arising from each focus areas are set out in Table 10 3.

Table 10 3: Actions arising from each focus area

	Focus Area	Actions/Project
1.	DG	<ul style="list-style-type: none"> Initiate a project to summarise the key requirements for the transportation of DG by freighters, SAPS and other stakeholders Review the regulatory and procedural framework for institutional and agency co-ordination, risk management, enforcement and compliance Develop and implement a training, marketing and awareness strategy and plan
2.	Abnormal Loads	<ul style="list-style-type: none"> Develop a preferred abnormal load route network and ensure its protection Control and manage safe passage of abnormal loads In collaboration with the provincial government and the City, review the permit procedure and system In collaboration with the provincial government and the City, develop a shared and centralised database Review SAPS's escort protocol and requirements Investigate the load carrying capacity of bridges Engage with the outputs of TDA's IIMS project to enable dissemination of real time information related to freight
3.	Overloading	<ul style="list-style-type: none"> Formulate a comprehensive load management strategy that includes weighbridge location, functionality, efficiency and use of ITS technology Use available data to locate truck monitoring stations Initiate and test a WIM device on a suitable segment of the network, and review and guide the rollout of further WIM devices on the network in accordance with the strategy Ensure greater operator awareness of the consequences of overloading
4.	Road Congestion	<ul style="list-style-type: none"> Engage in a transport modelling exercise to evaluate and determine the benefits of congestion relief measures Review and refine a list of congestion areas for freight, and formulate congestion management strategies and plans Review, analyse and align the Port of Cape Town planning and infrastructure processes and programmes to respond to the City's freight management objectives
5.	Freight Demand	<ul style="list-style-type: none"> Initiate a study to investigate and optimise freight demand and logistics strategies for depot locations, planning, distribution centres and warehousing with the assistance of transport modelling Analyse and review user-pay options, through a feasibility study to guide the preparation of a business plan and proposed implementation plan
6.	Road Safety	<ul style="list-style-type: none"> Initiate a process to identify the key causes of freight-related crashes in order to guide the review of the geometry of critical road sections, systems compliance measures and remedial infrastructure work Initiate a study to agree the imposition of additional freight limits on residential streets Initiate a study to determine the need for and possible locations for truck staging areas and stops Formulate a marketing and communication strategy and plan in connection with the above

	Focus Area	Actions/Project
7.	Incident Management	Review the City Disaster Risk Management Plan (2013) from a freight management perspective to improve response procedures, communicate diversions more effectively and promote other strategies to optimize incident management procedures
8.	Freight Emissions and Air Quality	<ul style="list-style-type: none"> Conduct a study with various stakeholders to consolidate a status quo report, agree on an approach on emission standards, and formulate standards and compliance systems and procedures Explore option of amending the current Air Quality Management By-law
9.	Increase Rail Share of Freight	<ul style="list-style-type: none"> Establish a working group under the Functional Regional Sub-committee to prepare a multi-stakeholder proposal to explore the increase of rail's share of freight - to include strategy development, intermodal solutions, pricing, costing and logistics, optimising TFR lines, transport technology and ITS Engage in a feasibility study to increase the transportation of waste by rail and the use of the City's rail sidings
10.	Innovation and Technology	<ul style="list-style-type: none"> Initiate a study to explore technology options in freight, to guide the development of a strategy and possible phased implementation of adopted options
11.	Advocacy and Inter-Governmental Structures	<ul style="list-style-type: none"> Establish a multi-agency working group to consolidate a programme and reference the action plan in the strategy as part of the terms of reference Ensure correct representation from institutions to each forum

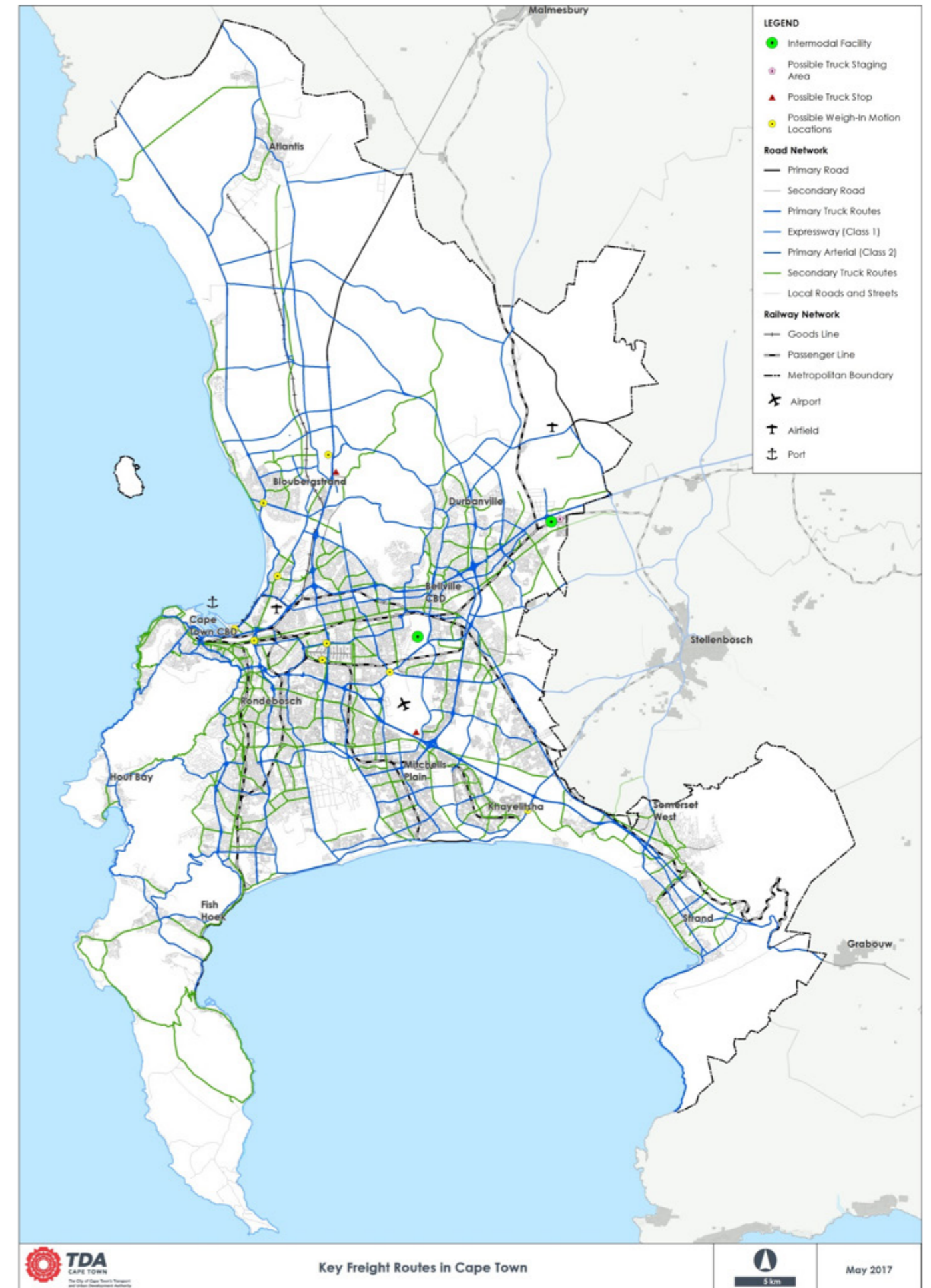


Figure 10 1: Key Freight Routes

10.5 Routes for moving goods

The City's Freight Management Strategy identifies routes for moving goods so as to promote their seamless movement and to avoid conflict with road traffic, in terms of section 37(2) of the NLTA. These routes are shown in Figure 10 1. The map showing the routes identified in Figure 10 1 was developed through surveys and a quantitative analysis of the detailed movement of commercial vehicles generated by a Freight Demand Model. The routes identified largely overlap with the City's primary and secondary road network which are interconnected through appropriate road classes and will therefore provide a seamless method of movement of goods.

The Freight Demand Model which comprised an extensive amount of commercial vehicle tracking data indicated that the majority of commercial freight transport activity undertaken in Cape Town occurs on higher order roads and outside of the peak commuting times which minimises travel times and avoids conflict with road traffic during peak periods.

10.6 Movement of dangerous substances and dangerous goods

The City has a detailed Incident Management Plan for incidents involving hazardous goods. The Freight Management Strategy does not include a plan for the movement of dangerous substances (contemplated in section 2(1) of the Hazardous Substances Act, 1973), by road along designated routes in keeping with the general guidance provided in the Western Cape Land Transport Framework. Instead, the relevant emergency services of the areas through which the vehicle will pass should be informed of the product to be transported and the intended route as per SANS 10231 and in compliance with the NRTA.

As required by section 36(3) of the NLTA, the City's routes for the transportation of DG by road are set out below in Figure 10 2.

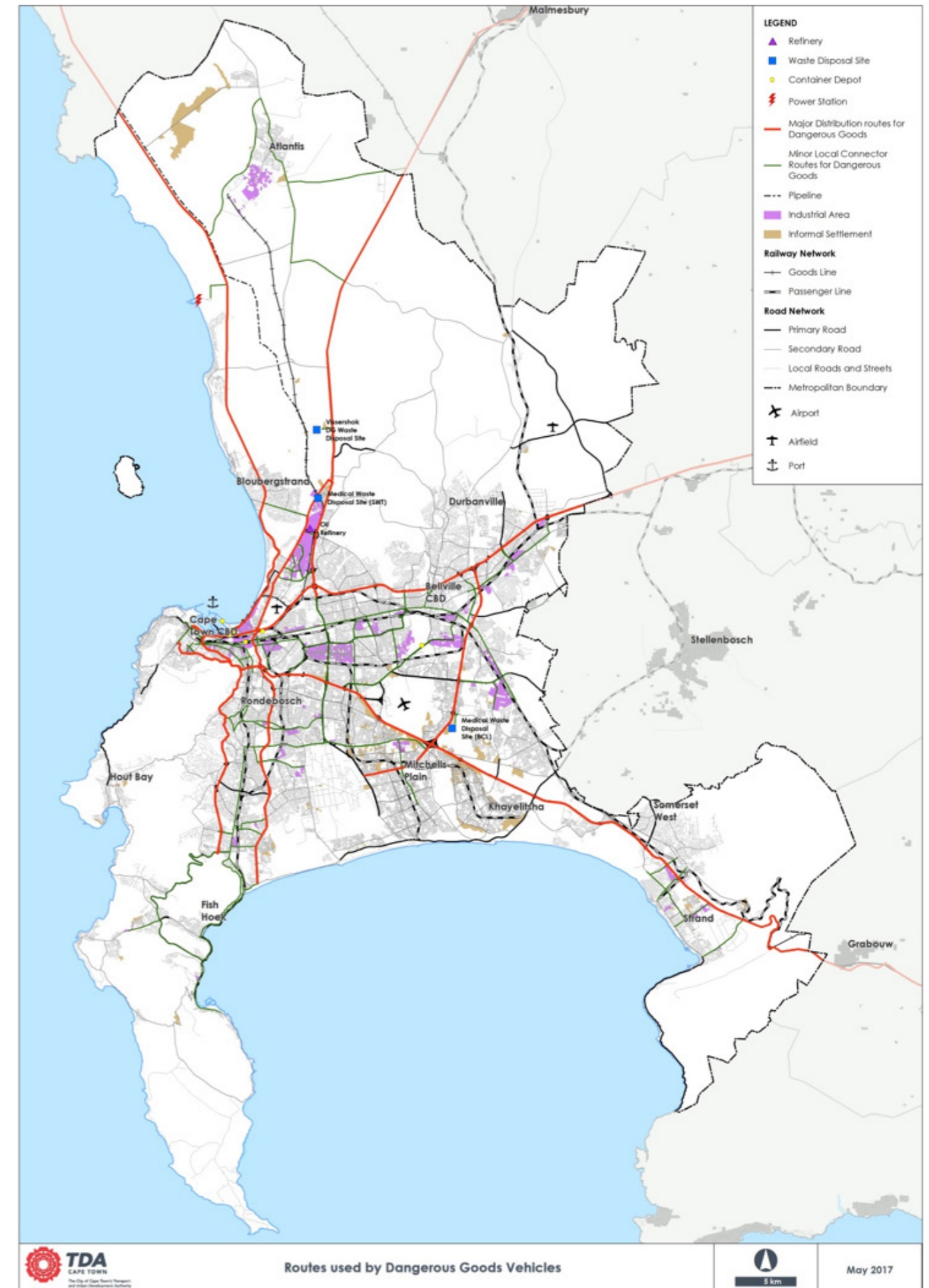


Figure 10 2: Routes used by Dangerous Goods vehicles

There is no specific legislation at provincial level regarding the transportation of DG. Both the provincial and local government rely on national legislation and/or standards (SANS). In terms of the NRTA, operators of vehicles carrying DG are required to carry a Transport Emergency Card (SANS10232/4).

At the municipal level, the City has developed a by-law that deals with the management of DGs transportation in accordance with the Fire Brigade Services Act, 1987, Act 99 of 1987 which is applicable to the inspection and vehicle permitting process - Community Fire and Safety By-law, 2004 (and Amendment of 2008). This by-law requires the City's Fire and Rescue Department to carry out inspections, issue permits and log all compliant vehicles on a database.

11 OTHER TRANSPORT RELATED STRATEGIES

11.1 Introduction

In addition to the strategies referred to elsewhere in this CIP, TDA has developed strategies and plans related to the following topics:

- PT safety and security
- Road user safety
- Law enforcement (road traffic and PT regulation)
- Tourism
- New institutional arrangements
- Accessible transport system
- TOD implementation
- Alternative technologies and the green agenda

These strategies and plans are summarised in the following sections of this Chapter. All references to "Long Term Strategy" relate to TDA's long and short-term activities on each of TDA's five strategies (A to E), together with the corresponding timelines for each strategy as set out in Table 11 1 to Table 11 8.

11.2 PT safety and security

TDA's strategies and plans in relation to PT safety and security are set out in Table 11 1.

Table 11 1: TDA's Public Transport safety and security strategies and plans

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
1.	A	Festive Season Transport Plan	<ul style="list-style-type: none"> • The Festive Season Transport Plan was piloted in 2014/15, with the focus being on 26 December, 31 December and 2 January, and then successfully rolled out in 2015/16 and in 2016/17 • This Plan relates to the prioritisation of PT along the Atlantic Seaboard so as to improve easy access to beaches and related facilities 	Rollout of a modified Plan (based on lessons learnt) in 2017/18 and beyond
2.	C	Scholar Transport Guide 2016	The Scholar Transport Guide has been developed to provide direction and certain administrative solutions so as to improve the safety of children having to access such services	<ul style="list-style-type: none"> • All ward councillors embarked on a communication campaign to schools in their areas during October 2016. • TDA commenced engagement with Province (Education and the Department of Transport and Public Works (DTPW)) for joint funding to improve scholar transport.

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
3.	A, C	Joint Business Plan for improved safety and security on rail infrastructure	TDA has developed a proposal for a three way business plan (City, Province, PRASA) to provide additional resources to improve the safety of rail infrastructure and decrease vandalism This business plan is based on preliminary data on accidents and security on rail for specific locations/trains	<ul style="list-style-type: none"> • Conclude business plan • Secure funding from the three parties • TDA to set up the management structure for this initiative • Roll-out and monitor

11.3 Road user safety

TDA's strategies and plans in relation to road user safety are set out in Table 11 2.

Table 11 2: TDA's road user safety strategies and plans

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
1.	C	Road Safety Strategy 2013	Provided in the Annexures as listed in Appendix 2	Review of Strategy based on monitoring and evaluation of the strategic actions proposed, its performance and lessons learnt
2.	C	Traffic Calming Policy 2016	Provided in the Annexures as listed in Appendix 2	Continue the clearing of the traffic calming interventions backlog Implement the prioritised programme for traffic calming measures at schools

11.4 Law enforcement (road traffic and PT regulation)

TDA's strategies and plans in relation to law enforcement are set out in Table 11 3.

Table 11 3: Law enforcement (road traffic and PT regulation) strategies and plans

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
1.	A	Memorandum of Understanding (MOU) between TDA and Safety and Security 2015	<ul style="list-style-type: none"> • Provided in the Annexures as listed in Appendix 2 • Database developed on all accidents and in the process of developing a costing exercise • An intersection management system for the five intersections that have the most accident frequency has been established • This function will also be improved upon assignment of the MRE 	<ul style="list-style-type: none"> • Commander for the TEU appointed in January 2017 • Exchange training programme with TfL in 2017 • Launch TEU • Further unpack elements of the MOU, including a strategy to address PT operators violating the conditions of their OL's and measures to be undertaken under section 85 of the NLTA • Concrete measures and organisational arrangements that will be put in place to improve the enforcement of road traffic violations • Strategy to address operators violating the conditions of their OLs • Continued development of costing exercise • Continued monitoring

11.5 Tourism

TDA's strategies and plans in relation to tourism are set out in Table 11 4.

Table 11 4: TDA's strategies and plans in relation to tourism

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
1.	D	Table Mountain Service 2014	The Table Mountain Management Company (TMCC) has entered into an agreement with TDA for the provision of a shuttle service run by MyCiTi, which will attract people onto the main PT service as well as to Table Mountain. TMCC pays for the full direct cost of the shuttle.	<ul style="list-style-type: none"> • Renew agreement with TMACC for three years from July 2017 • Supplement services on Route 107 which takes people to shuttle • Explore voucher system to access MyCiTi

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
2.	D	Waterfront Service	MyCiTi and Waterfront is in partnership as the PT service has a station at the Waterfront. Special arrangements made in peak season, especially for New Year's Eve where services run until 02:00	<ul style="list-style-type: none"> Explore operating and capital cost-sharing arrangements Explore festive season packages
3.	D	Century City Service	MyCiTi runs the Century City service and also services Ratanga Junction, one of the major theme parks in Cape Town. Take up of services has been lower than expected	<ul style="list-style-type: none"> Discussions to take place with Century City to enhance take up and explore operating cost-sharing arrangements Service may be discontinued unless Century City can facilitate higher take up or contribute to costs
4.	D	Event Management	There are numerous events held in the city throughout the year, in particular, at the Stadium where TDA provides a MyCiTi P&R service	<ul style="list-style-type: none"> Develop a MyCiTi events management plan Explore a myconnect events package Assess and cost an arts tour solution along the MyCiTi routes
5.	D	Unlimited Pass	A new product allowing tourists to purchase a pass that offers unlimited rides for a certain period on MyCiTi routes. This is expected to encourage the use of MyCiTi by tourists and will therefore be priced above the normal price	<ul style="list-style-type: none"> Introduce and market this new product
6.	D	Off-peak Pass	A new product that will allow unlimited off-peak rides for a certain period on MyCiTi routes. This should support tourism activity and encourage off-peak usage of the system by other classes of passengers e.g. pensioners and shoppers	<ul style="list-style-type: none"> Introduce and market this new product
7.	D	Road and Tourism Signage	The Regional Tourism Liaison Committee for Cape Town manages applications for tourism signage. The Committee is made up of representatives of the TDA, WCG DTPW, the WCG Tourism department and Cape Town Tourism	<ul style="list-style-type: none"> Continue with the processing and approval of tourism signage Continue with interventions to rationalise signage in tourism destinations Continue to address illegal signage Develop pedestrian signage and interpretation signage in tourism destinations or precincts

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
8.	D	Tourism Transport Plan and Action Programme	<p>Adopt programmes to improve transport access to the destination, in the destination and promote sustainable and responsible tourism transport</p> <p>Components of the transport system important to visitors are: water transport, air transport, land transport (private and PT), cycling and pedestrian routes</p> <p>Different modes of movement must be integrated as closely as possible. The ease of modal switching is important. Access to major tourism attractions/destinations and affordable travel options will enhance access and the visitors' experience</p> <p>Safety and cleanliness of the transport modes and maintenance of the modes and roads are important in tourism destinations</p> <p>Information provision (pre and in-journey and at interchanges), communication and training in tourism excellence are important for all modes of transport</p>	<ul style="list-style-type: none"> Establish a Reference Group responsible for the development of a Tourism Transport Action Plan Undertake research into visitor utilisation of the PT system and visitor satisfaction rating of PT Develop a Tourism Transport Plan and discuss it with the industry
9.	D	NLTA - National PT Regulator Functions	Metropolitan cities are requested by the PRE (under the oversight of the NPTR) to comment on applications for tourism or charter permits in their area of jurisdiction.	<ul style="list-style-type: none"> On assignment of the MRE function, TDA will undertake this role within the City's Functional Area boundary and coordinate responses with the city's Tourism Department.
10.	D	Rail Tourism Strategy	The requirement of tourism services on rail is to be an integral part of the movement system in order to provide access to tourism destinations and attractions and to provide responsible services that meet the expectations of the visitors. A Rail Tourism Strategy has been developed and needs to be implemented. Please see attached in Annexure 2	<ul style="list-style-type: none"> To engage with PRASA/Metrorail to promote and develop tourism services : extended hours for events or certain destinations, extend the Tourism Pass, training of staff, information at stations and provision of time tables and other important tourism information on a website, UA friendly facilities and infrastructure and allowance of bicycles and surfboards etc. on the train.

11.6 New institutional arrangements

TDA's strategies and plans relating to new institutional arrangements to establish the network authority envisaged in its Public Transport Plan to manage and regulate the PT system are set out in Table 11 5.

Table 11 5: TDA's strategies and plans in relation to new institutional arrangements

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
1.	A	City of Cape Town's Transport and Urban Development Authority	To give effect to the City's TOD Strategic Framework, March 2016, the functions of TDA were extended to include all of urban development (urban planning, human settlements and urban sustainability). TDA was established as the City's Transport and Urban Development Authority and its name changed to TDA Cape Town (TDA). This was effected by the Constitution of the Transport and Urban Development Authority for Cape Town Amendment By-law, No. 7716 of 2017	<ul style="list-style-type: none"> • Roll out TDA's new Long Term Strategy • Build on the TDA governance structure and develop other governance tools for urban development • Develop an UDI • Formulate mechanisms for transport and land use development at land parcel scale
2.	A	Assignments	The City has been pursuing assignments of the Contracting Authority and MRE functions respectively to the City	<ul style="list-style-type: none"> • Continue to pursue the full assignment of these functions

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
3.	A,B,C,D	TDA Training Academy	<p>South Africa and African countries are rated uncompetitive in the fields of Education Training and Development (ETD). TDA intends to improve training and education through a TDA Training Academy, which has both an internal and an external programme</p> <p>The internal programme will focus on specialised, TDA-related industry training to enable the transition of e.g. women into technical career streams, apprenticeships and mentorship</p> <p>The external focus of the Academy is to build capacity within the transport industry by providing, for example:</p> <ul style="list-style-type: none"> • Minibus-taxi driver training to support the transition from taxis to a formal PT environment • Business management training programmes for the VOCs to ensure sustainability of empowerment agreements concluded • Transport programmes in other African countries, to unlock the potential of their economies through transport investments, utilisation of development opportunities and improving the performance of the relevant transport organisation. The potential TDA/UATP partnership plays a key role in facilitating the transformation of the transport industry in Africa 	<ul style="list-style-type: none"> • Finalise the TDA Training Academy Business Plan and related costing strategy • Further rollout the Women's Teams initiative to all TDA depots, as well as explore and secure sponsorship to enable long-term sustainability • Develop an e-training module for use in Cape Town, South Africa and Africa - the first topic being AFC / APTMS / integrated ticketing • Further unpack a TDA mentorship programme • Explore additional funding sources for the Training Academy with a specific focus on the Development Bank of Southern Africa and Brazil, Russia, India, China, South Africa (BRICS) • Further roll-out the training for the MBT Industry (VOC, TOC, etc.)

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
4.	A,B,C,D	UITP/UATP	<p>The City became a member of UITP/ UATP in 2014 and as a result is on the Executive of UATP. In April 2016, TDA became a member of the OAC and was asked to establish the Africa and Middle East and North Africa (MENA) Platform of the OAC.</p> <p>TDA and the City consider this membership to be important for furthering their transport-related investment strategy by having access to international best practice</p>	<p>Under the auspices of UATP, the following steps are to be taken:</p> <ul style="list-style-type: none"> Formulate the Africa Strategy, the concept for which emanated from the UATP Workshop on Best Practice for Africa held in Cape Town in 2015. This was presented at the UATP/ ITSSA Congress in March 2017 The Commissioner of TDA, as part of the UATP Executive Committee, is to establish a working relationship with the African Union <p>Under the auspices of UITP, the following steps are to be taken:</p> <ul style="list-style-type: none"> The Commissioner of TDA is to establish and chair the Africa and MENA Platform of the OAC. TDA is also to provide secretarial support, as well as be part of “the communities of knowledge” workstream As a member of the OAC, the Commissioner of TDA is to attend all OAC meetings and report back on lessons learnt for application in Cape Town and its Functional Area TDA will both participate in and contribute substantively to the UITP Congress, which is to be held in Montreal, Canada, in May 2017
5.	B	Governance of the MLTF	<p>The MLTF is a financial mechanism envisaged in sections 27 and 28 of the NLTA and which “ring fences” transport related funding for the furtherance of the objects of integrated transport. TDA is continuing the process of unpacking the workings of its MLTF, given that having an MLTF is a requirement for a municipality that has an IPTN. The ultimate aim is to ensure that all funding sources and investment revenues that TDA has (as covered in its strategic, functional and operational mandates), are channelled through and managed under its MLTF.</p> <p>Please also refer to Chapters 1 and 12</p>	<ul style="list-style-type: none"> Develop and conclude TDA’s MLTF Manual and ensure consultation with all necessary stakeholders Link the parameters of the MLTF Manual to the TAMS Facilitate a process of ensuring that National Treasury acknowledges the MLTF in the Division of Revenue Acts (DORA) once the parameters in the MLTF Manual have been concluded and implemented

11.7 Accessible transport system

TDA’s proposed actions to implement universally accessible transport services on its PT network in terms of infrastructure, operations and passenger information has been informed by the Implementation Strategy to Guide the Provision of Accessible Public Transport Systems in South Africa (2009), the MyCiTi Universal Design Access Plan (2014), the Universal Access Policy for the City of Cape Town (2014) and the MyCiTi Universal Accessibility Technical Guideline document (2015). The desired outcome of these actions being to improve accessibility.

White Paper on the Rights of Persons with Disabilities (Department of Social Development, 2016)

The White Paper on the Rights of Persons with Disabilities (WPRPD) reiterates that the primary responsibility for disability equity lies with national, provincial and local government, other sectors of society and allocates responsibilities to persons with disabilities and their families.

Minimum Requirements for the Preparation of Integrated Transport Plans (DOT, 2016)

The integrated transport plans prepared by planning authorities must comply as a minimum with the provisions of the National Land Transport Act, Act 9 of 2009 and the Requirements. The desired outcomes of integrated transport plans (ITP’s) include improved accessibility.

Implementation Strategy to Guide the Provision of Accessible Public Transport Systems in South Africa (DOT, 2009)

The purpose of the Implementation Strategy is to provide guidance to the (1) Implementation of the Public Transport Strategy and Action Plan and the (2) Provision of transport for the 2010 FIFA World Cup so that these initiatives produce the desired outcome of an accessible public transport system throughout South Africa.

The initiatives affect both road and rail transport and implement systems that will be in place for the next 30 to 50 years. A key component that is to be incorporated into both initiatives is for the legacy mainstream transport system to be usable by as many people as possible without the need for further adaptation or specialised features. This concept is based upon the principles of universal design being inherent in the rollout of the two initiatives.

Universal Access Policy (CCT, 2014)

The Universal Access Policy for the City of Cape Town provides the overarching approach and strategies towards providing for universal accessibility in Cape Town transport systems. This Universal Access Policy sets out a comprehensive approach to the planning, provision, management, regulation and enforcement of universal access measures for the city area. The Policy provides policy principles and directives that guide and support the following transport elements:

- Rail
- BRT
- Bus
- Minibus-taxi
- Dial-a-Ride
- Metered taxi
- Non-motorised transport
- Network infrastructure
- Facilities

This Universal Access Policy supports the incremental implementation towards a more inclusive approach providing physical accessibility to all. The ‘bottom up methodology of Universal Design’ encompasses the entire spectrum of users.

This policy defines Universal Access as “a transport system and network which is useable by all people. Universal Access is focused on making all environments accessible to all people, throughout their life”. The policy also quotes the Department of Transport’s definition for Universal Design as the “design of products and environments to be usable by all people to the greatest extent possible, without the need for adaptation or specialised design”.

The Universal Access Policy prescribes that a Universal Design Access Plan and a technical guideline document be produced to facilitate the implementation of transport infrastructure that is accessible to all. The Universal Access Policy was approved by Council in March 2014 and will be reviewed and updated every five years following the date of approval.

Draft Universal Design Access Plan (CCT, 2014)

The Draft Universal Design Access Plan was compiled in terms of the requirements from the National Department of Transport for the MyCiTi bus rapid transit system. The document provides an overview of the legislative requirements, design principles of the MyCiTi system, the MyCiTi Bus System (existing phases, future routes and future phases), the travel chain and how the MyCiTi service responds to these requirements, risks and mitigating factors and the different programmes within the MyCiTi system (Transport Planning, Marketing and Communications, Customer Care, Fare System, Passenger Information and Signage, Infrastructure and Vehicles).

MyCiTi Universal Accessibility Technical Guideline Document (CCT, 2015)

This Technical Guideline Document was produced to fulfil the requirement identified in the Universal Access Policy.

The MyCiTi system is guided by the principles of quality, equity, security, sustainability and integrity. These principles translate into design principles of universal access, passenger mobility, accessibility, modal integration, customer convenience, safety and security, sustainable transport, congestion management, the optimal use of scarce resources and transport that supports economic development.

In the efforts of enhancing the universal accessibility of the MyCiTi BRT system, this guideline document has been produced to provide practical guidance on planning and designing for universal access of this system. The Technical Guideline Document includes the typical pedestrian crossing details.

Table 11 6: TDA's strategies to implement universally accessible transport services

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
1.	D	Development of Universal Design Access Plan (UDAP) for the City of Cape Town	The UDAP will be developed in terms of the latest requirements of the National Department of Transport (NDoT) to guide the provision of universal design and access across the IPTN 2032	<ul style="list-style-type: none"> SCM process and appointment of a Service Provider to assist with the development of the UDAP. Development of a Draft UDAP by June 2018 and a final Draft UDAP by December 2018
2.	D	Universal Access Policy 2014	The Policy provides the overarching approach and strategies towards providing for universal accessibility in Cape Town transport systems. This Policy sets out a comprehensive approach to the planning, provision, management, regulation and enforcement of universal access measures for the city area	<ul style="list-style-type: none"> Undertake Phase 2 of the Universal Access infrastructure audit Continue with the short- to long-term incremental rollout of the Policy Directives in terms of infrastructure and operational costs Informs the rollout of MyCiTi services in terms of the IPTN 2032 and the city-wide NMT Programme
3.	D	Draft Universal Access Plan 2014	Guide the implementation of the MyCiTi system	<ul style="list-style-type: none"> Review and update of the Draft Universal Access Plan 2014 to develop a Universal Design Access Plan (UDAP) for the City of Cape Town aligned with IPTN 2032

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
4.	A	MyCiTi Universal Accessibility Technical Guideline Document, April 2015	The Technical Guideline Document includes the typical pedestrian crossing details	<ul style="list-style-type: none"> The guideline document provides continuous practical guidance on planning and designing for universal access of the MyCiTi system
5.	D	Dial a Ride (DAR)	Dedicated curb-to-curb PT service for people with disabilities who cannot access mainstream PT	<ul style="list-style-type: none"> Further develop a Communication and Rollout Plan for On-demand DAR PT service to supplement mainstream PT system
6.	C	Parking Policy, 2014	Comprehensive approach to the provision, management, regulation and enforcement of parking and addresses on-street parking, off-street parking, P&R facilities, loading bays, bus bays, reserved parking and parking permits and bicycle and motorcycle parking.	<ul style="list-style-type: none"> Introduce a new parking permit and parking pricing for the disabled to address abuse of reserved parking for the disabled Improve enforcement to eliminate illegal use of reserved parking bays Develop the Parking Guidelines document that will direct the implementation of the provisions
7.	C	Transport Impact Assessment Toolkit	Requires approval of developments to comply with universal access principles	<ul style="list-style-type: none"> Ongoing process being applied city-wide

11.8 Transit-oriented development (TOD)

TDA's proposed strategies to implement TOD are set out in Table 11 7

Table 11 7: TDA's strategies to implement transit-oriented development

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
1.	E	TOD Comprehensive Land Use Model, 2015 (TOD-C)	The model developed and used by the City to take a city-wide approach TOD	<ul style="list-style-type: none"> Roll-out TOD Comprehensive Land Use Model in terms of the planned TOD catalytic projects Develop an UDI (based on the TDI)

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
2.	E	TOD Strategic Framework, March 2016	The City's strategic framework for bringing about spatial transformation and building sustainable communities	<ul style="list-style-type: none"> Progress the Implementation of planned TOD catalytic projects Establish transport-related mechanisms to give effect to the TOD catalytic projects Develop regulatory tools that will enable TOD, the development around stations (rail and BRT), mixed land use and densification so as to address the financial viability of the transport mechanism Determine TDA's carbon footprint, along with mitigation projects that will achieve operational efficiencies, source additional funding and address the environmental agenda of Cape Town

11.9 Alternative technologies and the green agenda

Recognising the impacts of transport on the environment is necessary. While there might be positive impacts on the economy, there may be negative impacts on the environment and these are considered in TDA's proposed strategies to incorporate and adopt alternative fuels, technologies and the green agenda into the transport system. These strategies are set out in Table 11 8.

In developing these strategies further TDA recognises the need to comply with the National Environmental Management Act, Act 14 of 2009, the NDP and to further provide clarity on the roles of the other actors such as the required relevant support and or cooperation by other spheres of government and relevant departments (human settlements, tourism etc.) and academia especially in driving research to advance green transport technologies where appropriate. The strategies go towards addressing sustainable transport objectives stated in the City's Action Plan for Energy and Climate Change as well as the City's objectives in terms of clean air articulated in its Air Quality Management Plan (2005).

TDA recognises in advancing these strategies that the need to transition to a low carbon economy also calls for strong institutional arrangements and collaboration at all levels of governance (as per Chapter 3 of the Constitution) in the promotion of sustainable low carbon transport and a comprehensive package of measures that promote its green agenda.

Table 11 8: Technologies and the Green Agenda

No.	Long Term Strategy Reference	Policy / Strategy / Agreement	Explanation / Description	Next Steps
1.	D	Carbon Footprint	TDA has acknowledged the need to address how the carbon agenda relates to transport. For transport to adequately address the climate change and green agenda and the City's 2040 Energy Vision a focus is required on the carbon impact of TDA's functions.	<ul style="list-style-type: none"> To determine TDA's current carbon footprint across its departments To compile a data-driven baseline which can be used to develop a carbon management strategy in close collaboration with key stakeholders to investigate ways to achieve a reduction of TDA's carbon impacts. To formulate a comprehensive approach to the carbon agenda that will allow for a multiplicity of innovative investment opportunities in terms of potential projects. To consider extending the evaluation for all City departments and to work with other spheres of government to further develop cooperation in relation to low carbon strategies.
2.	D	Alternative Fuels	Concerns about the environmental impact of using the current fuel mix in the City's transportation services, the availability thereof and potential rising prices as well as the potential of new more environmentally friendly ways to reap benefits from waste have led TDA to compile and investigate different resources, production technologies and properties of alternative fuels for transportation.	<ul style="list-style-type: none"> An on-going process is currently underway to investigate the potential extraction and use of bio-fuels from the City's Waste Water treatment works. The compilation of a holistic scenario of different resources, production technologies and properties of alternative fuels for transportation.
3.	B	Greening TDA Infrastructure	TDA is undertaking a greening programme for its current infrastructural facilities including depots and transport interchanges. The aim is to reduce its carbon emissions through the use of renewable energy sources. A project to investigate the use of rooftop PV's for some of TDA's depots has already been concluded.	<ul style="list-style-type: none"> Installation of rooftop PVs in accordance with the report and study concluded. Further studies to develop guidelines for TDA to enable it to reduce its carbon emissions through the use of renewable energy sources.
4.	D	Electric Buses	As the footprint of the MyCiTi service is extended across the city, TDA has a responsibility to reduce its carbon emission and the impact of pollution on the urban environment. As such, the City has proceeded with a pilot project to expand its current fleet of diesel buses with 10 electric buses.	<ul style="list-style-type: none"> The assembly and manufacture of the bus bodies at a facility in Cape Town. The evaluation of the benefits of battery powered electric buses as an alternative fuel option for the MyCiTi fleet. This includes the overall lifecycle cost - the procurement, operations and maintenance to inform future selections.

12 TRANSIT-ORIENTED DEVELOPMENT

12.1 Building a more inclusive city through better land use

“Cape Town’s built environment is characterised by low densities, long distances between residential areas and workplaces and historical disparities with the majority of low-income residents living far from work opportunities and spending a significant percentage of their income on transport.

The current state of mobility is unsustainable with the barriers of cost and inefficiency entrenching economic exclusion. National government and City policy pinpoints the public transport network as one of the key strategic levers to overcome apartheid spatial planning and the associated inequalities that this fragmented urban form perpetuates.

As such, Transit-Oriented Development is the new order of business. It prescribes how new development across Cape Town should happen and how existing public infrastructure will be transformed to deal with apartheid spatial inequality and the high cost of public transport while also stimulating economic growth.

It is a bold commitment to correcting our spatial reality over the next few decades and prioritises more efficient land use with increased densities and mixed uses.

It prioritises the right development in the right locations to reduce travel times and costs. It also prioritises public transport and non-motorised transport.”

Brett Herron
Mayoral Committee Member
Transport and Urban Development Authority
March 2017

12.2 Why TOD is central to this CITP

The City’s view is that TOD is so important to this CITP that it has included this Chapter that is dedicated to TOD. The reason for this is that, in order for the City to achieve the spatial transformation of Cape Town and build sustainable communities and contribute to the fiscal and financial sustainability of the PT system, all of its key transport and land use strategies need to work together. This means that all of the transport strategies, policies and inventions envisaged in this CITP must be implemented through the strategic lens of TOD.

12.3 What is TOD?

TOD is an approach to development that focuses land uses around a transit station or within a transit corridor. It is typically characterised by:

- its strategic location around PT
- transportation choices that promote PT and NMT
- a mix of land uses that promote multi-directional travel demand and shorter average travel distances
- moderate to high density
- pedestrian orientation/connectivity
- reduced parking
- high quality design, including of public space

In other words, TOD uses PT (transit) as a catalyst for transforming and structuring the built form of a city in an integrated and multi-dimensional way in order to improve the way that people and goods are moved. This will make a city more efficient and, importantly, promote both economic development and social equality.

This catalytic impact of TOD has been proved many times on the international stage. Examples include:

- Stratford City Regeneration Project, London, UK
- Europa-City, Heidestrasse, Berlin, Germany
- Transbay, San Francisco, USA
- One North Precinct, Singapore
- Hong Kong Station Redevelopment, Hong Kong

The proposed use of TOD by the City is therefore fully in line with international best practice.

12.4 TOD in Cape Town

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 (please see the Annexures listed in Appendix 2).

In order to give effect to this scale of TOD in Cape Town, the City needed it to be driven at both an institutional and governance level. As a result, it extended the functions of its then Transport Authority, TDA to include all of urban development (urban planning, human settlements and urban sustainability) alongside integrated transport. TDA was then established as the City’s Transport and Urban Development Authority and its name changed accordingly to TDA Cape Town. This was effected by means of the TDA By-law 2017.

12.5 Strategy of Together

Under the TDA By-law 2017, TDA is charged with developing and implementing the Strategy of Together. This Strategy is designed to tackle head on the legacy of apartheid spatial planning and social inequality. In essence, it aims to reverse the effects of apartheid by implementing TOD as it relates to both integrated transport and urban development so as to bring about the social, economic and spatial transformation of Cape Town. This will result in Cape Town becoming more integrated, more efficient and more effective. At the same time, it will also address the user access priority costs identified in the TDI in a sustainable manner.

12.6 The City’s TOD methodology

Figure 12 1 shows diagrammatically the City’s methodology for developing its TOD Strategic Framework.

The first three stages set out how, as mentioned above, the City determined that the comprehensive TOD land use scenario should be its long-term development strategy to address the urban inefficiencies and social inequalities of Cape Town.

In stage four, the City will address the challenges in restructuring its spatial form and building sustainable communities that arise from the following inefficiencies:

- lack of cooperation between the City and the private sector
- Government’s mandate to address social inequality through rapid short-term and low-cost development
- lack of funding to pursue long-term, compact and sustainable development options
- strong public preference for low-density development and private car use

In order to deal with these inefficiencies, the City will make strategic interventions in the following areas:

Institutional alignment

The coordinated delivery of integrated transport and urban development services will be achieved through TDA’s operations so as to promote comprehensive TOD.

Integrated business model

TDA's approach to implementing TOD is to adopt an investment approach. This means that it will use a combination of its own capital budgets, grants and private sector investment, together with a methodology that captures value from new developments (whether through land value capture, revenue generation or footfall led investment). This will also include new approaches to inclusionary housing provision in TOD nodes.

Private sector collaboration

The City's enabling powers and mechanisms will be used to incentivise the private sector to lead developments that meet TOD objectives and which are in the optimal locations. In this way, the City can access private sector capital without overstretching itself financially.

Civil society participation

The City will change the current unsustainable behaviour of transport users by improving choice of transport and integrating modes as well as addressing the relationship between transport and land use. It will do this through a combination of TDM, the provision of improved NMT facilities and the delivery of sustainable integrated human settlements and quality urban design. All of this will be supported by effective communication.

Stage five recognises that TOD means different things at different scales of planning. The tools and mechanisms to implement TOD are therefore different according to which scale of planning is being considered. The five scales of planning are:

- Metropolitan
- Corridor
- Nodal/local area
- Precinct
- Projects and programmes

These are shown in Figure 12 2 and are explained further below.

Metropolitan

At this scale, the City will ensure that future land use and development will be located so as to optimise the impact of their resulting travel patterns across the whole of Cape Town. The IPTN forms the basis by which the spatial transformation of Cape Town will be brought about through intensifying and densifying development at both rail and BRT stations and PTIs.

Corridor

At this level, the City will focus on land development along selected transit corridors, where the combination of transport investment and development would optimise the utilisation of transport. The focus of these transport developments would be to achieve a PT system that is both intermodal and interoperable. This promotes both the bi-directional flow of trips and the financial sustainability of trunk PT services as well as shorter travel distances between development nodes along corridors.

Nodal/local area

Urban nodes are characterised by the intensity, mix and clustering of activity or land use. The City will consolidate the role of such nodes in the context of the corridors so as to achieve the appropriate density and mix of land use. PTIs are usually at the heart of functionally effective nodes. The focus should be on redesigning their operability in order to maximise footfall and to release land for other purposes such as residential.

Precinct

At precinct level, the City focuses on appropriate urban design and the placing of infrastructure and facilities in support of both the corridor and local destinations within the node.

Projects and programmes

The City will identify specific projects as part of the planning stages for nodes and precincts. This process has already started, as set out later in this Chapter.

As is the case with nodes and precincts, a key consideration for the identification of these projects is the allocation of space, creation of more opportunities for walking and cycling, and the greater use of public spaces with sound urban design to create a sense of place.

Stage six of the methodology provides a mechanism by which the appropriate tools to promote development are identified (ranging from the relaxation of onerous development guidelines through to value capture mechanisms).

These tools will then be applied to either the public or private sector as appropriate.

Stage seven sets out the plan of action to implement TOD projects, while the final stage (stage eight) provides for a monitoring and evaluation process.

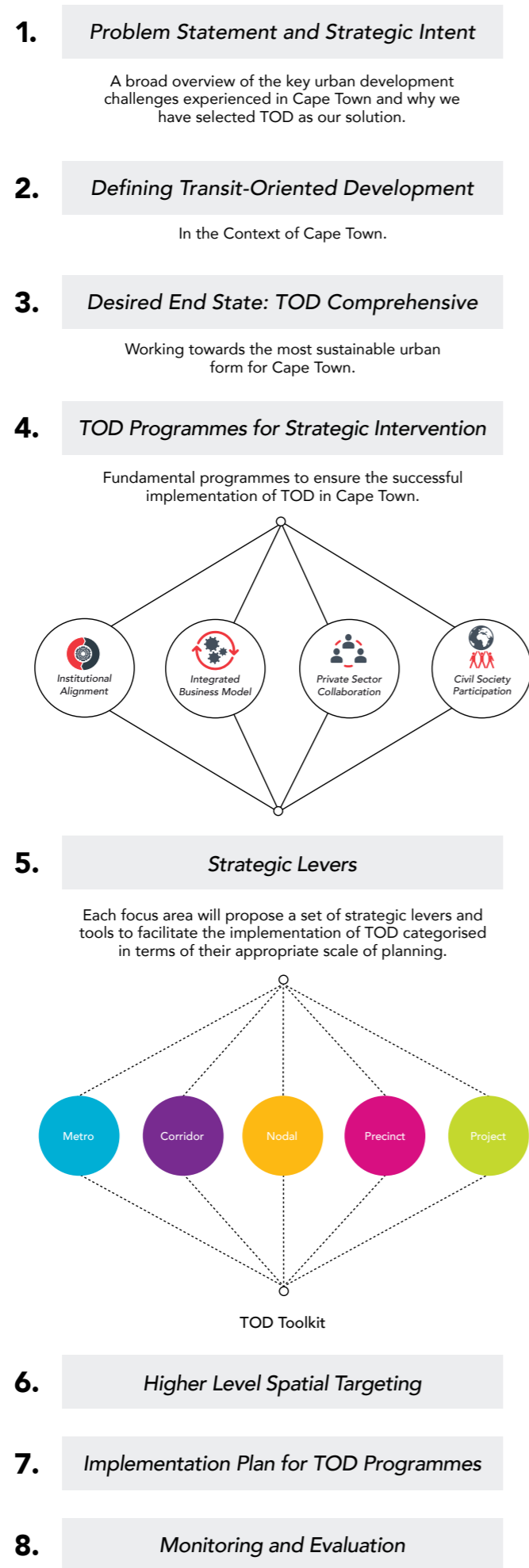


Figure 12 1: TOD Strategic Framework methodology and structure

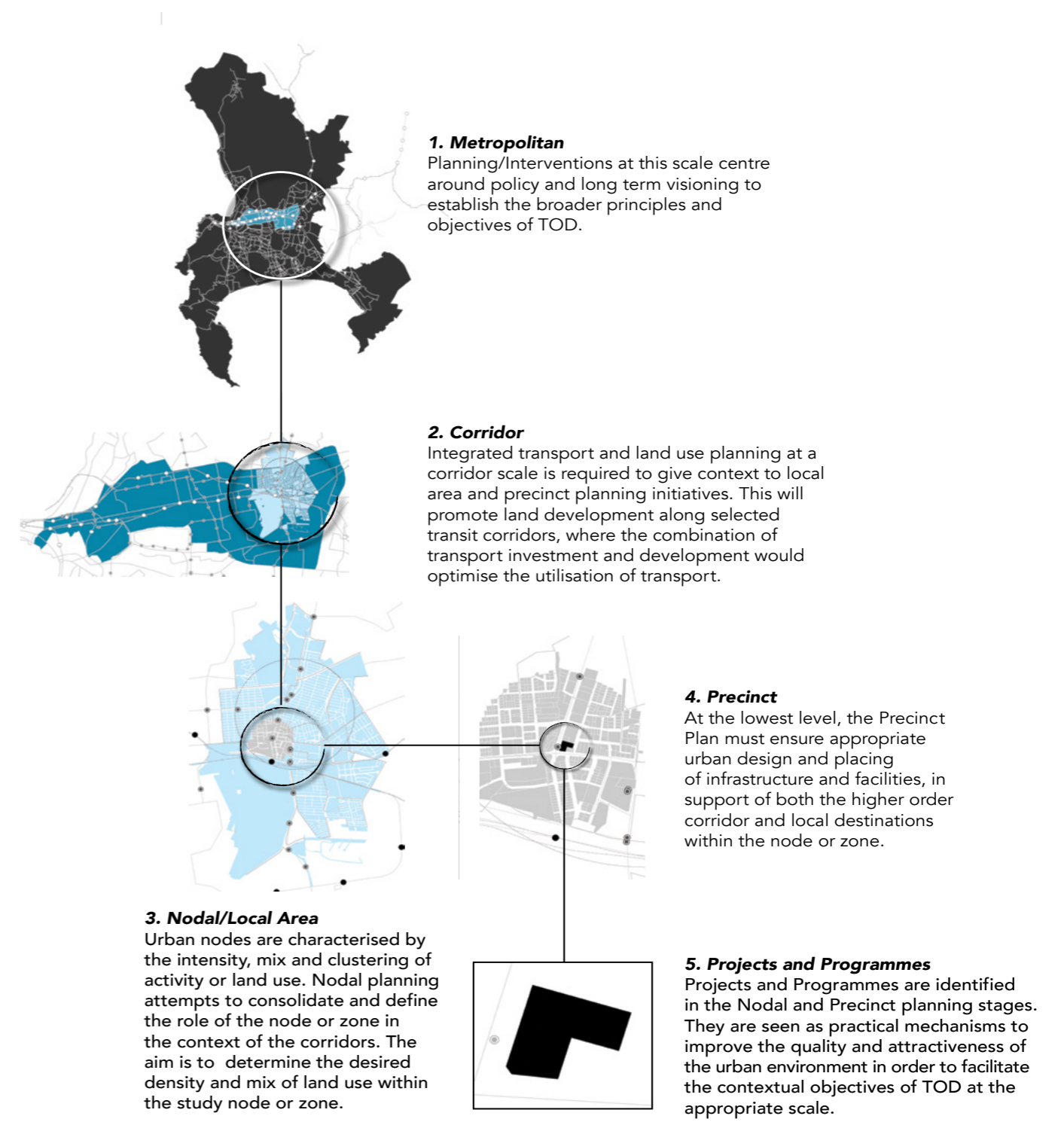


Figure 12 2: TOD and the different scales of planning

12.7 The City's commitment to TOD

In order to make TOD a reality in Cape Town, the City has committed that all its land use planning decisions and public investment will be directed from a comprehensive TOD perspective. This means that:

- new development in Cape Town should be strategically located around PT
- new development should have an appropriate mix of land uses and be located in the right areas
- the City should focus the level of PT service provision in areas of higher density and intensity
- the high quality of public space should promote the use of PT and NMT
- to achieve TOD the City should deploy its strategically-located land holdings and partner with the private sector to lead by example

12.8 Applying the TOD methodology in Cape Town

12.8.1 Overview

The purpose of applying TOD to Cape Town is to make the City more consolidated and compact and, in doing so, to improve its operational efficiencies. These efficiencies include both connectivity and the resulting promotion of socio-economic benefits. The City's approach is to identify corridors that together form a compact urban core. The focus of service delivery investment should therefore be within this urban core.

This investment, however, will only be effective if the access within the urban core is improved. To achieve this, the City has identified three integration zones that overlay the urban core. The result is that Cape Town will be compacted, services will be optimised and development, employment and human settlements will benefit accordingly. This approach is explored further below.

12.8.2 Metropolitan scale

Seven years ago, the only trunk routes in Cape Town were the rail corridors. There was neither integrated transport service delivery nor any focus on achieving operational inefficiencies in the built environment. As a result, there were three main blockages: the western corridor, the MSE corridor, and the north-south corridor (see Figure 12 3). Each of these corridors has different problems which the City has started to address and will continue to do so:

Western corridor (Voortrekker Road)

Although this corridor (which spans from Cape Town CBD to Bellville) has had some development along it, it does not have a dedicated right of way for road or rail. There is also now a need to intensify and densify the land uses so as to improve operational efficiencies.

MSE corridor

The current rail services on MSE corridor (which spans from Cape Town CBD to Khayelitsha) are operating beyond their capacity. In addition, there are the difficulties of land uses for dormitory purposes only and the location of informal settlements at the edge of the urban core and away from employment opportunities.

North-South corridor (Blue Downs)

This corridor (which spans from Brackenfell in the north to Khayelitsha in the south) currently does not have a direct rail or road dedicated right of way. Because of this, commuters (mainly PT users) from the MSE corridor have to go into the CBD first before they access the Voortrekker Road corridor. Although the Blue Downs rail link and development along Symphony Way are being contemplated, additional intensification and densification of land use are needed. This can only be achieved if the access issues are addressed.

In the next section, these challenges and the City's proposed solutions are explored in further detail.

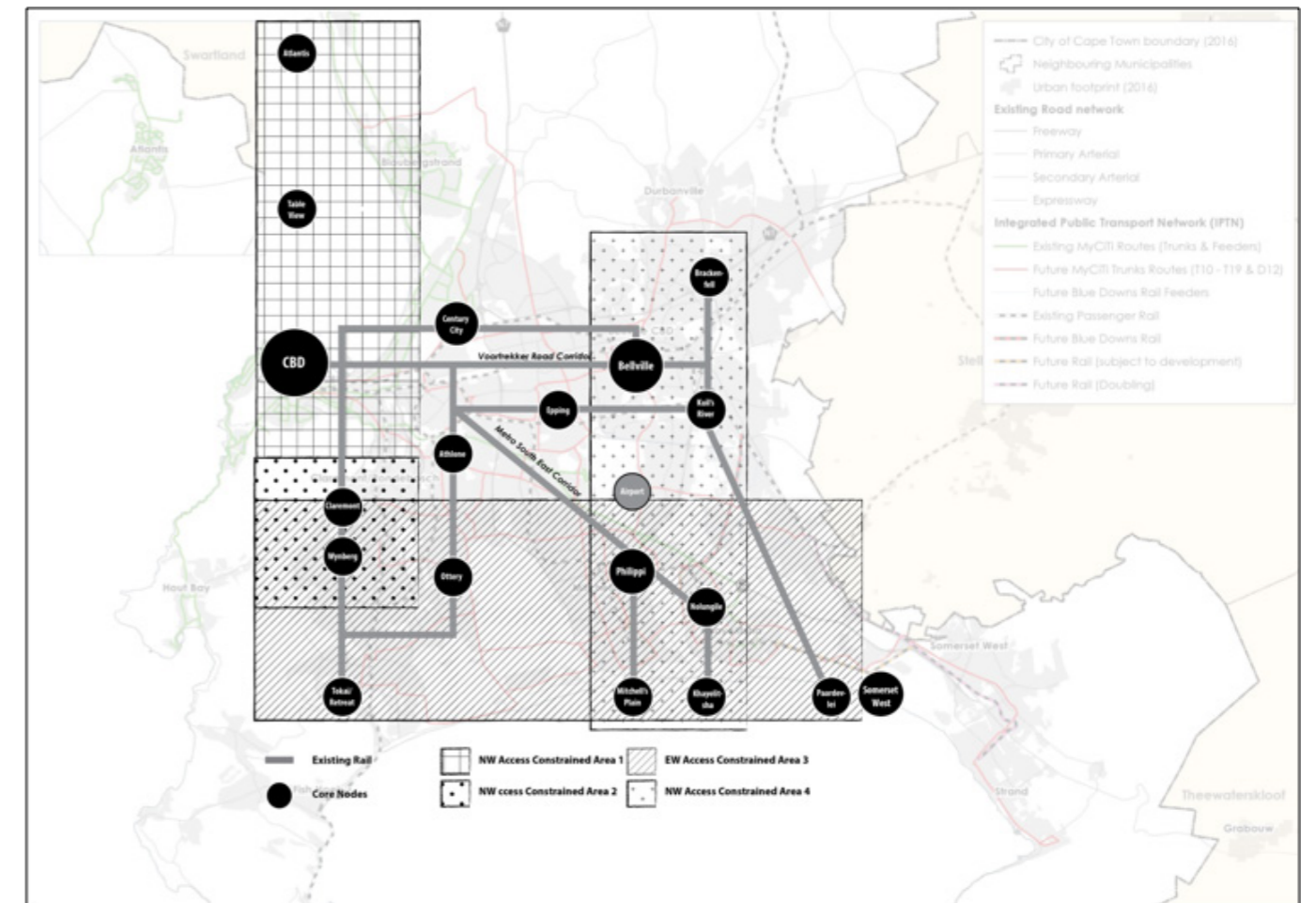


Figure 12 3: Access-constrained areas prior to the approval and implementation of the City's 2032 Integrated Public Transport Network

12.8.3 Corridors

In order to address Cape Town's spatial constraints, the first stage of the rollout of the IPTN was to introduce a BRT service (MyCiti) from the CBD up the West Coast corridor past Dunoon and Table View to Atlantis. This has improved access for this part of the population as well as released land for suitably intensified development. This is especially the case around the BRT stations and as far as Century City.

At the same time, BRT was rolled out as the N2 Express service from Khayelitsha and Mitchells Plain along the N2 Highway to the CBD. Although this service has only been in operation for two years, it has become increasingly pressurised because of the need for more PT and the progressive collapse of the nationally controlled rail service.

As a result, there is now the need to release the economic development potential of the MSE corridor, as well as the residential opportunities of the Voortrekker Road corridor. This has naturally led to MSE and Voortrekker Road being identified as the first two integrated zones for Cape Town.

The City is also to invest in the infrastructure that will release the Khayelitsha - Century City corridor. This is in order to promote a more sustainable and development-focused corridor than the N2 Express. By addressing the development and human settlement potential of the corridor in this way, investment across the central diagonal can be consolidated.

The next stage is to invest in the MyCiTi Phase 2A corridor from Khayelitsha and Mitchells Plain through Philippi (a core interchange hub) to Claremont and Wynberg. This corridor has been selected because it has the highest identified demand as well as no existing direct east/west rail infrastructure.

As stated above, the City had identified two integration zones: the MSE corridor and the Voortrekker Road corridor. The City has now decided to add a third integration zone: the North-South corridor. This includes the proposed BRT (Symphony Way) and rail (Blue Downs) rights of way. This zone has experienced significant growth but the lack of access within the zone means that the densities and intensities are very low.

PRASA, the lead investor for this third integration zone, has made a commitment to construct this 10 km connection. As this will form the last line of the development of Cape Town's urban core, this investment now needs to be expedited so that the lack of access can be addressed. Without this, the City's development on TOD principles will be significantly hindered.

The three integration zones (MSE, Voortrekker Road and Blue Downs/Symphony Way) are shown in Figure 12 4.

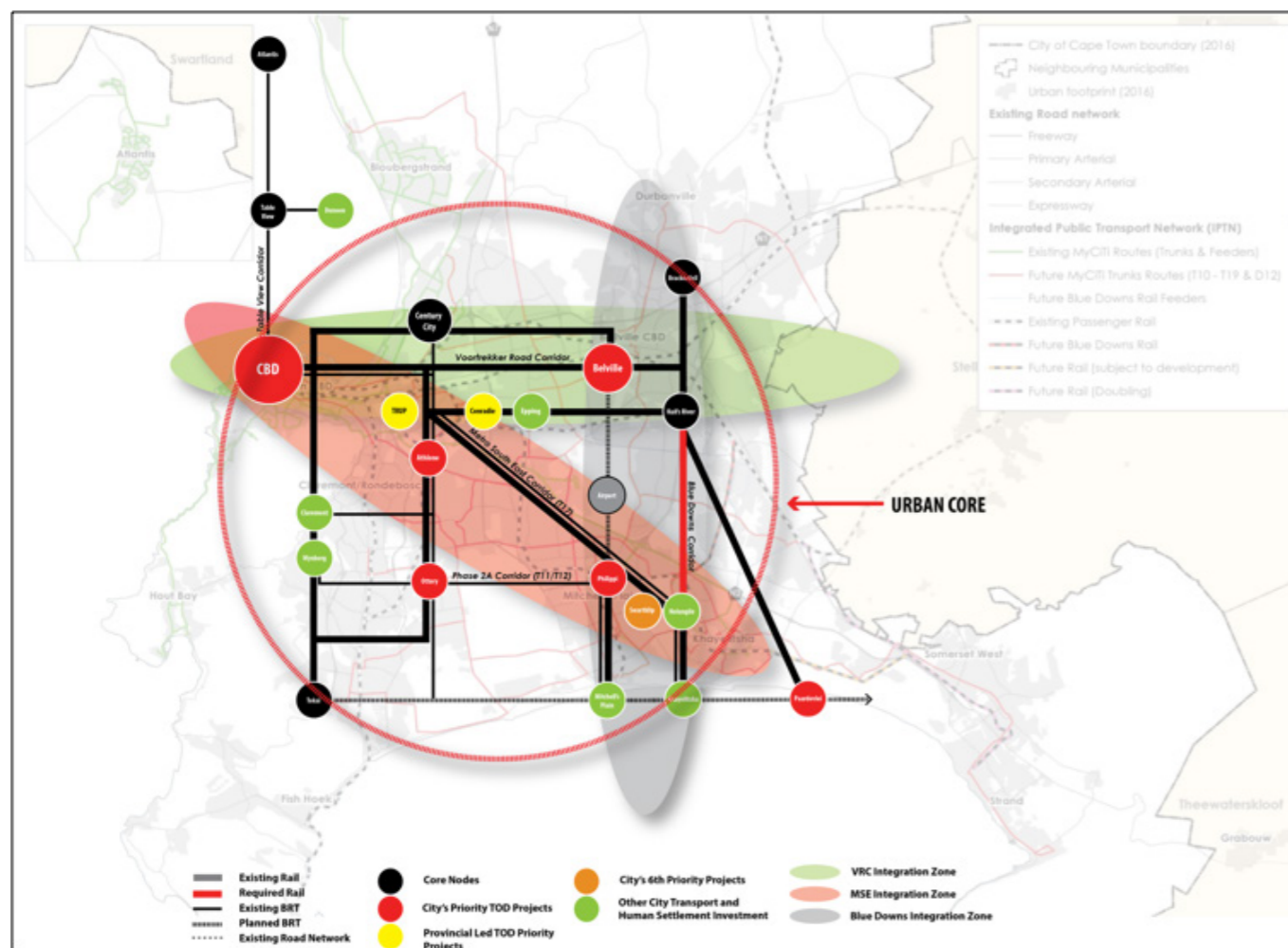


Figure 12 4: Integration Zone 1 (Voortrekker Road corridor), Integration Zone 2 (MSE Corridor) and Integration Zone 3 (Blue Downs rail corridor and Symphony Way)

12.8.4 Precincts and nodes

As stated above, development in Cape Town will be consolidated within the three integration zones that overlay the related urban core. The next step is to identify the TOD priority development precincts within this structure. Figure 12 4 shows the key nodes of the City with those coloured red, green, yellow and orange representing investment in the node. Investment shown in red depicts the location of the City's TOD priority projects. The lower order priority investments are shown in green. The yellow depicts two large scale TOD investments by Province, and the orange a newly emerging sixth TOD priority project. At a precinct level, investment will be focused on Transit Accessible Precincts. There are 98 Rail Stations, 42 BRT stations and PTIs that require precinct level TOD investment.

12.8.5 Implementation drivers, TOD catalytic and other TOD projects in the integration zones

The implementation drivers, TOD catalytic and other TOD projects for the three integration zones are summarised in Table 12 1.

Table 12 1: Implementation drivers, TOD catalytic and other TOD projects for each integration zone

Integration zone	Implementation drivers, TOD priority and other TOD projects
1. Voortrekker Road	<ul style="list-style-type: none"> • Modernisation along the rail corridor • Bellville CBD TOD Catalytic Project • Foreshore Freeway TOD Catalytic Project • Conradie TOD Catalytic Project - Provincial led • Alternative TOD housing development in the inner cities of Bellville, Parow and the CBD • Land swap with Province to enable inclusionary housing e.g. Stikland, Woodstock Hospital • Development of an urban school in Bellville • Partnership with PRASA for the redevelopment of Bellville PTI so as to release the road-based PTI and Paint City for TOD development
2. MSE	<ul style="list-style-type: none"> • Implementation of Phase 2A: T11 / T12 Trunk Routes - MSE to Claremont and Wynberg • Philippi TOD Catalytic Project • Athlone TOD Catalytic Project • TRUP TOD Catalytic Project - Provincial-led • Alternative TOD housing development in the inner cities of Khayelitsha CBD, Mitchells Plain, Wynberg, Claremont and Nolongile • Identified informal settlement upgrades along the T11, T12 and rail corridors • Development of Ottery • Focus on the upgrading of the hostels in accordance with collective standards • Social and Affordable Housing in Woodstock/Salt River and Inner City area.
3. Blue Downs and Symphony Way	<ul style="list-style-type: none"> • PRASA to expedite the development of the Blue Downs Rail Link • City to focus on the feeder systems • TOD developments around the four new stations • Paardevlei TOD Catalytic Project • Redevelopment of the Nolongile and Kuilsriver PTIs on TOD principles • Rollout of the Taxi Transformation Strategy • Partnership with ACSA on Symphony Way and Swartklip land development - proposed sixth TOD Catalytic Project as suggested in the stakeholder consultation process that informed this CITP, and as mentioned in the Executive Summary • Facilitate land use rights change to enable densification

The following section provides more detail on a number of the key TOD Catalytic Projects.

12.9 TOD catalytic projects

The following projects represent the City's priority TOD projects. These projects were identified through careful consideration of their alignment to the TOD Strategic Framework and their anticipated potential to catalyse spatial transformation and the resultant urban efficiencies. These projects represent strategic investment by the City as a demonstration of clear intent to develop these projects and nodes for the purpose of achieving TOD outcomes as described in the TOD Strategic Framework and the associated TOD comprehensive land use scenario.

12.9.1 Foreshore Freeway TOD catalytic project

Current project development objectives:

- mixed use integrated development
- create local employment opportunities
- open up low-income housing opportunities
- create private investment opportunities
- congestion relief and improved access

The Foreshore Freeway Precinct is a strip of land owned by the City and which is located under and between the existing and unfinished highways between Cape Town's northern edge and the Cape Town Harbour. The strip of land comprises six hectares and is 140 metres wide. It is situated in a prime location and has the potential to provide developers with a significant return on investment.

This TOD catalytic project is being run as a competitive process under which the City will make this prime land available to the successful bidder for development in return for the provision of important road infrastructure. This road infrastructure will resolve the future of the unfinished highways, address current and future traffic congestion and deal with the lack of access to and from the CBD.

This project is a good example of how the development of well-located land on TOD principles can improve access to economic and social opportunities by addressing transport inefficiencies and help create affordable housing opportunities. In this way, the City can use development as the catalyst for spatial transformation in creating efficient, inclusive and sustainable communities.

The timetable for Stage 1 of the project is as follows:

- Phase 1 submissions received on 9 February 2017
- Public consultation 6 to 21 March 2017
- Bid Evaluation Committee decision on preferred bidder to go to Phase 2 - estimated by June 2017



Figure 12 5: Plan of Foreshore Freeway TOD catalytic project

12.9.2 Bellville TOD catalytic project

Current project development objectives:

- transformation and social inclusion
- rates generation and land sale
- mixed income and mixed use development
- leveraging private sector investment

Bellville is essentially Cape Town's second CBD. The area has been subject to progressive urban decline over the years. To address this, there is an opportunity to revitalise the area around the PTI. This will use the City's two sites: the PTI itself and the adjoining site, Paint City.

The project entails a major mixed use development on TOD principles. This project is considered to be a catalytic nodal-scale development project with the potential for land value capture opportunities for reinvestment into the public realm and affordable housing and passenger value capture opportunities to sustain economic development. Opportunities also exist in this node for decentralised institutional offices to create critical mass as an enabler to sustainable private sector-supporting residential and economic land uses. The investment opportunities include:

- student accommodation
- development of an urban school in Bellville
- partnership with PRASA for the redevelopment of Bellville station and the commercial exploitation of airspace rights above the station

The project is at pre-project (development approach) stage. A plan of the Bellville TOD Catalytic Project is shown in Figure 12 6.



Figure 12 6: Plan of Bellville TOD Catalytic Project

12.9.3 Philippi East MyCiTi transfer interchange TOD catalytic project

Current project development objectives:

- mixed use integrated development
- create local employment opportunities
- open up low-income housing opportunities
- create private investment opportunities
- integrate development with PT provision

The Philippi East interchange is the largest transfer hub in Cape Town and is where six of the nine trunk routes interchange. There is an opportunity to develop both the interchange itself so that it can become an activity space, as well to create a mixed use development. The commercial exploitation of the airspace above the interchange is a further investment opportunity.

In addition, there is a retention pond adjoining the interchange. There is the potential to transform this into a permanent wet pond and then to develop a high-density residential development on this site in support of the interchange.

The project is at the pre-feasibility stage. An illustration of the project is show in Figure 12 7.



Figure 12 7: Illustration of Philippi East MyCiTi transfer interchange TOD catalytic project

12.9.4 Athlone Power Station redevelopment TOD catalytic project

Current project development objectives:

- spatial transformation and social inclusion
- mixed income and mixed use development
- TOD associated efficiencies and form
- leveraging private sector investment
- rates generation and land sale

This site was historically used as a power station. It was decommissioned a number of years ago although there are still contamination issues to be addressed. The site is prime real estate in the urban core of Cape Town and will be developed on TOD principles. The potential opportunities currently under consideration are:

- using the site to incubate alternative energy businesses, together with a supporting training facility
- using the site to address Cape Town's sanitation needs
- the redevelopment of the rail infrastructure in the immediate vicinity

This project is at the preparation (feasibility) stage. An illustration of the Athlone Power Station redevelopment TOD catalytic project is shown in Figure 12 8.



Figure 12 8: Athlone Power Station redevelopment TOD catalytic project

12.9.5 Paardevlei TOD catalytic project

Current project development objectives:

- mixed use integrated development
- create local employment opportunities
- open up low-income housing opportunities
- create private investment opportunities

The City is currently developing the masterplan for this 650 hectare site. The proposal is to develop a mixed use “small town” on the site on TOD principles. This project presents the opportunity to leverage for PT investment in the form of a rail link duelling north of the site as well as future road-based PT options. The potential also exists for a balanced mix of residential and job creation land uses.

The current status of the project is that parameters for a call for proposal are being prepared. The Paardevlei site is shown in Figure 12 9.



Figure 12 9: Paardevlei site

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 the sources of income and funding constraints in relation to these proposals, projects and programmes
- an explanation of the prioritisation of these proposals, projects and programmes and the allocation of funds to them, depending on budgetary constraints
- a description of the budget and programme for the five-year period of this CITP

13.2 Summary of proposals

Table 13 1 contains a summary of all the proposals, projects and programmes provided for in this CITP, together with the financial implications of each, including subsidies and operational costs.

The Municipal Finance Management Act (2003) (MFMA), together with the Municipal Systems Act (2000) ensure that municipalities' 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 report, the following are applicable:

- The Integrated Development Plan (IDP) sets out the municipality's goals and development plans, which need to 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 financial implications for the IDP (and thus its sector plan the CITP) are reported over a three-year period. Accordingly capital proposals and projects along with their respective budgets are summarised in Table 13 1. These are planned to be executed over the three-year MTREF period. Projects over the remaining term of this CITP are considered on their merits annually and will be reported on in subsequent reviews.

Operating budgets for the City are reported on an annual basis and per directorate. Given the variable nature of operating budgets, only the current year budget is fixed, and as per normal municipal reporting requirements, the budgets for the following two years are estimated and confirmed annually along with the City's overall budget requirements. From the City's current approved budget, operating costs for TDA for the 2017/18 FY are R5.68bn; for 2018/19 estimated to be R5.80bn; and for 2019/20 estimated to be R6.49bn. A significant transport component of this budget is the payment to the VOC's of the MyCiTi system amounting to R591m in the current FY, and budgeted at R690m for 2018/19 and R665m for 2019/20. The income received from the fare revenue and advertising is used to offset direct operating costs.

Table 13 1: Summary of all the proposals, projects and programmes provided for in this five-year CITP

NAME OF PROPOSAL, PROJECT OR PROGRAMME	SUMMARY OF PROPOSAL, PROJECT OR PROGRAMME	FINANCIAL IMPLICATIONS OVER THREE YEARS	
		TOTAL CAPEX	FUNDING SOURCE(S)
Metro South East Biodiversity offsets	Purchase of equipment	R15 189 209	CRR: General
MyCiTi bus system	Vehicle acquisition, depot construction, control centre and fare collection	R868 127 901	NG DOT, & NT PTNG
TOD priority projects	Paardevelei project: stormwater, N2 and R44 upgrades, soil remediation	R250 400 000	NT USDG & EFF
Environmental management	Local environmental and heritage projects	R40 297 123	NT USDG
Human settlements projects	Bulk roads for housing, informal settlements upgrades	R906 964 978	EFF & CRR: General
Housing projects	ACSA Symphony Way housing project	R150 812 923	Various
Roads Projects	Infrastructure construction, maintenance and congestion relief projects	R1 235 642 422	EFF & CRR: General
Non-motorised transport	Various NMT projects	R529 431 119	NT PTNG & CRR
Public realm upgrades	Public spaces at informal settlements, Imizamo Yethu sporting precinct 7 various projects	R128 223 208	EFF & NT ICDG
Public transport infrastructure	Upgrades to PTI's, facilities and systems management	R590 240 000	NT PTNG
Stormwater and coastal management	Various projects and rehabilitation of coastal structures	R354 330 000	EFF
Traffic calming	City-wide projects, road signs	R12 934 000	EFF & CRR: Ward
Network management	Traffic signals and systems upgrades	R18 173 092	EFF

13.3 Funding strategy

This part of Chapter 13 deals with sources of income and funding constraints.

Municipal Land Transport Fund

The Municipal Land Transport Fund (MLTF) is a vital tool for TDA. As mentioned above, it is the MLTF that will be used as the funding mechanism for all TDA's priority programmes and projects. Sections 27 and 28 of the NLTA require the City (and so TDA) 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 on the City will be discharged by TDA and will be subject to the Municipal Finance Management Act, Act 56 of 2003. In short, this means that any sums that are to be expended by TDA 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; and
- donations and contributions to the MLTF from any other source, including foreign aid agencies

Section 28 then gives the City (and so TDA) wide powers to impose a variety of user charges.

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

In practice, this investment-driven approach means that TDA will use the MLTF to:

- deploy the funds TDA 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 charges; and
- Spend its funds more innovatively so that they go further.

In essence, this means that TDA will use the MLTF to support its focus on driving down the cost of the User Access Priority.

Table 13 2 sets out the sources of funding that TDA has access to in the five-year period covered by this CITP.

Table 13 2: Sources of funding

ABBREVIATION	NAME OF FUND, GRANT OR INITIATIVE	BRIEF DESCRIPTION/USE
EFF	External Financing Fund	The equivalent of municipal rates. TDA's EFF allocation primarily goes to repairs and maintenance of the road and stormwater network. This allocation is only increased by CPIX + 1% annually
PTNG	Public Transport Network Grant	For funding construction of IRT and related PTIs as well as the operations of the IRT. It should be noted that the City contributes 4% of the rates to the operations of the MyCiTi services (Phase 1A, 1B and N2 Express). The PTNG has an operating and capital component, details of which are set out in paragraph 11.5
PTOG	Public Transport Grant Operations	For funding of provincially managed and contracted bus operations
USDG	Urban Settlements Development Grant	For upgrading and/or establishing road and stormwater infrastructure in previously disadvantaged areas. This is also for the rehabilitation of the concrete roads in Gugulethu, Mannenberg, 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 Programme (R750 million over the next five years)
CSP	Cities Support Programme	For funding major projects such as Transit-orientated development
ORIO	Ontwikkelingsrelevante Infrastructuurontwikkeling (Facility for Infrastructure Development)	For funding commercial and maintenance opportunities at PTIs for the BRT. This project is in the development phase. Once the development phase has been approved by the Dutch, this will lead to the funding being released for the implementation phase.

ABBREVIATION	NAME OF FUND, GRANT OR INITIATIVE	BRIEF DESCRIPTION/USE
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	<ul style="list-style-type: none"> This is a newly established grant that can be accessed for projects within the integration zones that have been defined as catalytic projects TOD initiatives could source this funding R3,46 million in 2016/17 for stormwater management plan R1.8 million in 2016/17 for TOD preparatory work - 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	e.g. V & A Waterfront, Century City - agreements to share costs of infrastructure in return for extension of MyCiTi service
	Parking	<p>Parking policy and parking tenders to be analysed to ensure optimisation of revenue and service provision. The new parking tender has a revenue model where the City collects the revenue.</p> <p>The costing estimates the City contributing in year 1, breaking even in year 2 and making an increasing profit from year 3</p>
	Other potential revenue sources	<ul style="list-style-type: none"> 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 this CITP. The estimates of expenditure are set out in Table 13 1 above (summary of all the proposals, projects and programmes provided for this five-year CITP).

Table 13 3 below shows how these sources of funding will be applied to cover the total cost of each proposal, project and programme and Table 13 4 shows a summary of the amounts of each funding source.

Table 13 3: How sources of funding will be allocated

Name of proposal, project or programme	Total cost in Rands (R)	Sources												
		EFF	PTNG	PTIS&G	USDG	CMTF	CRR	ORIO	AFD	AR	PVT Sector	PGWC	PM&R - TS&I	BICL
City-wide NMT projects	278 565 000		√											
IRT control centre & fare collection	143 770 000		√											
Klipfontein/ Weltevreden Roads	3 011 758				√									
Road Maintenance and rehabilitation	288 032 362				√									
IRT - MSE PT facilities	48 000 000										√			
Roads rehab. Bishop Lavis	99 366 902				√									
IRT - vehicle acquisition	160 000 000			√										
Mitchells Plain TI	5 120 000		√											
Glencairn rail and road stabilisation	3 593 692											√		
IRT Phase 2A - Design	96 500 000		√											
IRT - Phase 1B Koeberg to Century City	74 000 000		√											
Heideveld Road rehab	14 006 913				√									
PT facilities and interchanges	207 187 394		√											
NMT Network & UA	138 500 000		√											
IRT- Phase 2A	733 033 000		√											
IRT Phase 2A - Stock & Strandfontein Rd.	60 000 000	√												
PTI programme	60 680 000		√											
Imizamo Yethu Phase 3	37 000 000				√									
Lotus River Canal	1 400 000				√									
Morkels Cottage: Rds. & Ewks.	9 000 000				√									
Pedestrianisation: low-income areas	5 826 351				√									
Roads: Bulk: housing projects	150 161 004				√									
Stormwater rehab/improvements	36 065 361				√									
R300/Bottelary interchange	27 201 744							√					√	
Bottelary Area Main Roads	3 500 000													√
Public Transport Management Systems	220 000 000		√	√										
Transport Management Centre Ext.	82 500 000		√											
Dualling Broadway Blvd. MR27	47 400 000	√							√					√

Name of proposal, project or programme	Total cost in Rands (R)	Sources												
		EFF	PTNG	PTIS&G	USDG	CMTF	CRR	ORIO	AFD	AR	PVT Sector	PGWC	PM&R - TS&I	BICL
Main Road: northern corridor	32 994 316	√												√
Durban Rd. Corridor: Modderdam	3 000 000													√
Hindle Road upgrading	1 500 000													√
Platteklouf Road dualling	7 530 000													√
Atlantis: development of corridor - M12	3 879 044													√
Kommitjie Road upgrade	203 600 000							√						√
M3 Corridor: Hospital Bend	1 600 000							√						
Congestion Relief Projects	91 100 000	√												
Platteklouf Road Dualling	39 000 000	√						√						
Road Constr: Belhar Main Rd: StlndI-Hghby	26 000 000							√						
Road Constr: Saxdowns Rd: Lngvrwch-VanRbck	25 000 000							√						
Road Upgr: Amandle Rd: Bottelary Rv-Church	25 000 000							√						
Road Upgr: Amandle Rd: Church-Langverwacht	6 000 000							√						
Road Upgr: Langverwacht Rd: Amndle-Zvnwcht	33 900 000							√						
Road Upgrade: Jip De Jager: North	14 200 000							√						
Strand St. widening: Kuilsrivier	5 000 000							√						
Road upgrade: Sir Lowry's	23 342 564	√						√						√
E-Systems enhancements	16 750 000	√												
Transport Facilities and Interchange upgrades	10 500 000		√											
Ward allocations: traffic calming & sidewalks	6 251 203							√						
R44 N-bound lane	26 000 000	√												
Butskop Road upgrade	3 400 000	√												
City-wide traffic calming	7 235 628	√												
Road structures construction	7 900 000	√												
Upgrading depots	5 710 829	√												
Reconstruction & rehab of roads	190 189 110	√												
Traffic signals & system upgrades	4 233 565	√												
Coastal Structures rehabilitation	65 011 787	√												
Greenpoint promenade upgrade	4 000 000	√												
Transport Systems Management	9 569 276	√												

Table 13 4: Summary of funding allocation per source

Name of proposal, project or programme	Budget 2016/17 (R)	Budget 2017/18 (R)	Budget 2018/19 (R)
EFF	401 051 626	249 954 323	225 208 110
PTNG	680 279 000	687 007 000	702 017 000
PTI&SG	40 000 000	120 000 000	0
NT- EE&DSM	10 500 000	0	0
NT- ICD	2 487 394	2 100 000	27 540 900
NT- NDPG	12 215 000	0	0
USDG	623 543 060	475 162 533	511 052 589
WCG- Rail Safety	3 593 692	0	0
PM&R - TS&I	15 219 402	0	0
Prov. House Dev Board	2 034 418	3 320 000	33 635 000
CRR	79 025 563	207 000 000	203 080 618
Revenue	14 098 878	300 000	300 000
BICL	39 048 422	29 700 000	1 500 000

13.4 Prioritisation of projects

The proposals and programmes summarised in Appendix 4 align with Cape Town's IDP process and form the sectoral transport component of the IDP as required by section 31 of the Act. Please see the sections related to Strategic Focus Area 1 - road infrastructure investment programme and other programmes under the Inclusive City Focus Area of the IDP in this regard.

All actions identified in the strategies and plans are therefore proposed from 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 MSDSF.

Given the number of projects, the extent of the city (in terms of area) and the City's area- based method of operation, 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/ 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 ensuing requirements.

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.

13.5 Budget per project and programme

Appendix 4 (Funding Strategy for Projects: Prioritisation, Programme and Budget) sets out for each project, programme and strategy in this CITP a budget and programme for three of the five-year period of this CITP.

14 STAKEHOLDER CONSULTATION

14.1 Introduction

As TDA's mandate had extended since the CITP 2013-2018, 2016 Review, the vision and long-term strategy required redrafting. A significant expansion in the definition of "integrated transport" within the vision was required, from meaning not only the mandate of "integrated, interoperable and intermodal transport", but including "the relationship between integrated transport and urban development".

An initial stakeholder consultation was held in March 2017 in accordance with the Minimum Requirements for the development of an ITP as set out in the Government Gazette 40174 of July 2016 with the intention of receiving input into the draft vision and long-term strategy of TDA. The purpose being to ensure that the relevant stakeholders informed the development of the CITP.

TDA also requested feedback from stakeholders on the long-term strategy, by answering the following questions:

- do stakeholders have any comments or additional suggested actions to include in Strategies A to D of the long-term strategy?
- can stakeholders identify any additional actions that do not sit under Strategies A to D and so could form a Strategy E?

At these meetings, it was agreed that the City would provide feedback on the outcomes of this process to these stakeholders and that they would be able to review changes incorporated in conjunction with the overall draft CITP. A subsequent full public participation process was therefore undertaken to comply with procedural and City requirements.

14.2 Methodology for initial stakeholder consultation

A comprehensive list of stakeholders was developed, building on previous processes, and categorised into six sectors: business; large contracted transport operators; non-contracted transport operators; spheres of government and state owned enterprises; non-profit organisations and academics; and officials internal to the City of Cape Town (see Table 14 1 for the list of stakeholders).

The methodology was formulated to maximise stakeholder involvement, through TDA hosting six identical workshop sessions with the identified sectors. Each workshop was hosted over a half day period between 13 and 23 March 2107. The format of the workshop is shown in Table 14 1. It started with a plenary session to explain the purpose of the CITP and provide an overview of the process. The second session included a smaller group exercise where participants were asked to use colour coded stickers to register their position on the vision once it had been presented. A short input was then given on the long-term strategy and each of its themes. This was followed by an exercise requiring the groups to provide comments on these. The workshop was concluded with a short report back session. Time was given for informal interaction during refreshments.

A further opportunity was also provided for delegates to comment in writing. Translations were provided and participants were encouraged to communicate in the language of their choice to maximise participation. The workshops were organised and facilitated by the City's Transport Planning Department.

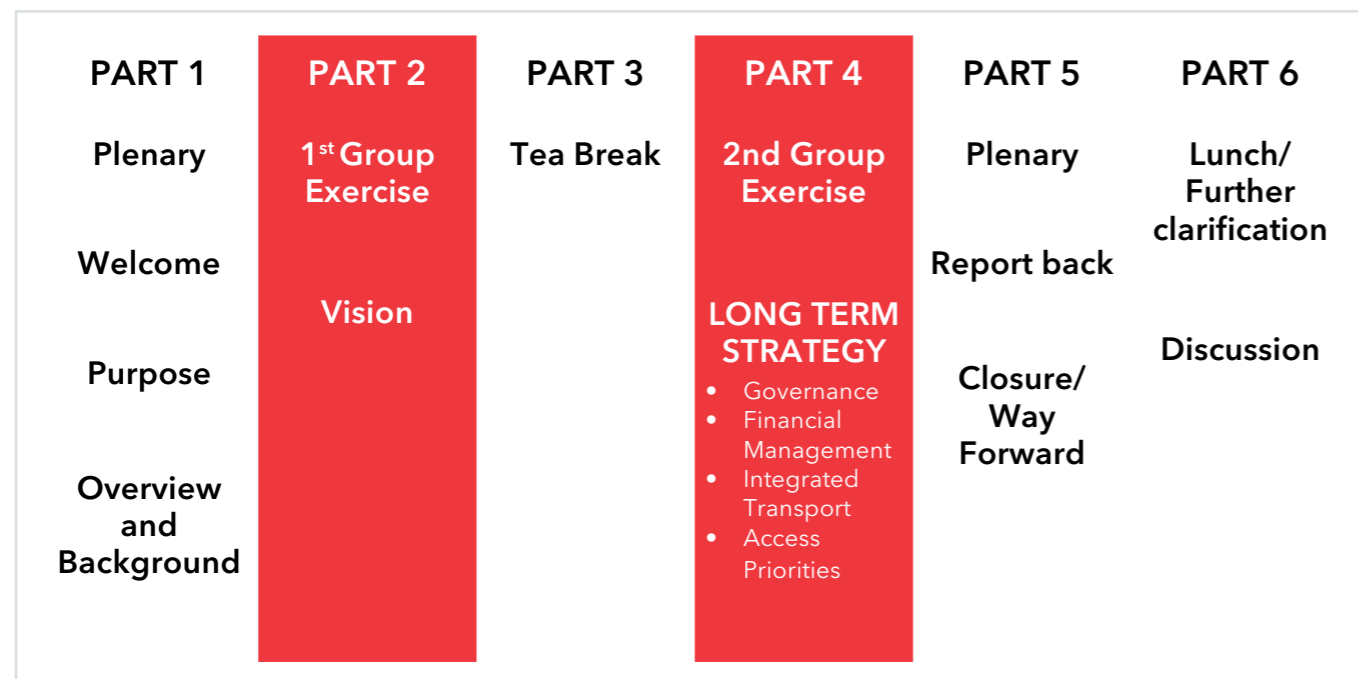


Figure 14 1: Workshop format

14.3 Vision

As part of the Vision exercise, each participant received the Vision on an A4 page. Colour coded stickers were provided for the participants to comment on the Vision with respect to which part of the Vision they liked, felt comfortable with, or whether they would like consideration of an alternative approach.

Responses provided (see Appendix 5) were collated, summarised into themes. Following due consideration of the responses, the draft TDA Vision statement was revised to the Vision presented in Chapter 2 (Transport Visions and Objectives).

14.4 Long Term Strategy

A different approach was necessary for the consultation on TDA's Long Term Strategy - four facilitators provided background for each Strategy element and outlined some achievements made by TDA over the 2013-2017 period. Comments, per strategic theme, were invited from the audience and captured at the event. A further opportunity was also provided for delegates to comment in writing. All comments were summarised into each Strategy by theme and are presented in Appendix 5.

As a result of the comments made during the stakeholder consultation sessions, and following due consideration, TDA's Long Term Strategy has been amended as reflected in Chapter 2 (Transport Vision and Objectives).

14.5 Results

Following due consideration of the responses, the draft TDA Vision statement was expanded, and additional definitions added, as presented in Chapter 2 above. The long term strategy was also revised to accommodate the comments and suggestions. Feedback from participants was generally very positive, as stakeholders appreciated being consulted at the beginning of the process, rather than to be confronted with a completed draft document near the end of the process. They looked forward to further consultation on the full document during the public participation process.

14.6 Public Participation Process

In keeping with the Constitution of the Transport and Urban Development Authority By-Law, specifically one of its functions - to ensure alignment with the IDP and integration between spatial planning and transport, a joint public engagement process for both the CITP and the MSDF was conducted.

The CITP's commenting period was extended to 60 days to coincide with the legislative requirements for consultation on the MSDF and so that the consultation nature aligned with the objectives embodied within the Constitution of the Transport and Urban Development Authority By-law.

Both the CITP and MSDF processes were therefore timed to start and end at the same time, between 24 July and 26 September 2017, to ensure a consistency of approach, and so that the proposed integration between landuse and transportation was well understood.

A summary of the methods of providing information to the public about the process, distribution of the respective documents and engagement process undertaken is as follows:

- Newspaper advertisements were placed in Die Burger on 22 July, the Cape Argus on 22/23 July, the Daily Voice on 28 July, the Son on 28 July and on various other local newspaper between 26-28 July (see details in the Discussion Section);
- A media release was made on 19 July;
- A Western Cape Government Gazette notice was placed on 21 July notifying the public, different government levels and state owned enterprise stakeholders to register interest, note the commenting period, the different engagement plans and the availability of documents at libraries and subcouncil offices as well as on the City's website;
- Landing pages were provided on the City's "Have your say" website with electronic links to the documents, the advertisements, copies of the presentations and comment forms to be used for feedback; and
- Copies of the draft CITP, MSDF and their respective executive summaries were made available at all municipal libraries in the City and at subcouncil offices along with comment forms.

Previous interaction points with the sector specific stakeholders used for the CITP engagements in March 2017 were extended to incorporate other built environment professional stakeholders relevant to MSDF engagements. Both sets of sector-specific stakeholders were jointly consulted to further reinforce the land use transport connection and interaction debate.

In addition to these consultations and in keeping with the new area-based approach to service delivery as per the City's Organisational Development and Transformation Plan, the City's Public Participation Unit advised that the City's approach to public engagement would now be through a series of meetings at each area-based office. Therefore, and in order to facilitate maximum public engagement and comment, meetings were held during weekday evenings at each area-based office in two different locations. The groups engaged at these meetings were:

- Businesses
- Inter-governmental and state owned entities
- City corporate and line departments
- Built environment professionals
- Area-based offices: Central, South, North, East (members of the public)
- A two-day workshop with the Minibus Taxi Industry
- TDA Transversal Committee, subcouncil chairpersons, chairpersons of the Economic and Environment, Community Development and Sustainability and Resilience Clusters, and area-based office Mayco members

In summary, the resulting outcome in terms of attendance was that a total of 1 958 persons attended the engagements (including City technical officials, members of the City's Public Participation Unit, subcouncil members, area-based directors and support staff) indicating widespread and well-organised communication and facilitation as well as interest in the subject matters.

By the closing date of the process (26 September), 75 electronic and 39 hand-written submissions were received in response to the CITP and 81 in response to the MSDF. These responses, as well as comments/ questions received during the above-mentioned meetings deemed to be relevant to the ambit of this document by the technical staff, have been reviewed and responded to in Appendix 6. Any changes required have been incorporated into revisions to this document.

Table 14 1: Extent and results of consultation

Stakeholder	Extent of consultation	Results of consultation
Operators:		
Large contracted operators:		
GABS	Consultation on TDA Vision and Long Term Strategy on 15 March 2017	See Appendix 5
Sibanye	Consultation on TDA Vision and Long Term Strategy on 15 March 2017	See Appendix 5
Trans Peninsula Investments	Consultation on TDA Vision and Long Term Strategy on 15 March 2017	See Appendix 5
Kidrogen	Consultation on TDA Vision and Long Term Strategy on 15 March 2017	See Appendix 5
TBART	Consultation on TDA Vision and Long Term Strategy on 15 March 2017	See Appendix 5
N2 Express JV	Consultation on TDA Vision and Long Term Strategy on 15 March 2017	See Appendix 5
Metered Taxi Associations	Consultation on TDA Vision and Long Term Strategy on 15 March 2017	See Appendix 5
Non-contracted operators:		
Minibus Taxi Industry	Consultation on TDA Vision and Long Term Strategy on 16 March 2017	See Appendix 5
Metered Taxi Associations	Consultation on TDA Vision and Long Term Strategy on 15 March 2017	See Appendix 5
Commuters:		
Business Chamber of Commerce Members	Consultation on TDA Vision and Long Term Strategy on 15 March 2017	See Appendix 5

Stakeholder	Extent of consultation	Results of consultation
Communities:		
Civil Society Organisations	Consultation on TDA Vision and Long Term Strategy on 14 March 2017	See Appendix 5
Government institutions/other organs of state:		
Province	Consultation on TDA Vision and Long Term Strategy on 17 March 2017	See Appendix 5
PRE	Consultation on TDA Vision, Mission and Long Term Strategy on 17 March 2017	See Appendix 5
SANRAL	Consultation on TDA Vision and Long Term Strategy on 17 March 2017	See Appendix 5
PRASA	Consultation on TDA Vision and Long Term Strategy on 17 March 2017	See Appendix 5
Others:		
Academia	Consultation on TDA Vision and Long Term Strategy on 14 March 2017	See Appendix 5
NPOs	Consultation on TDA Vision and Long Term Strategy on 14 March 2017	See Appendix 5
Other City Departments	Consultation on TDA Vision and Long Term Strategy on 23 March 2017.	See Appendix 5
Interested and affected parties required to be consulted for the preparation of the IDP		
Consultation and participation of interested and affected parties required for the preparation of Integrated Development Plans in terms of Chapter 4 and section 29(1)(b) of the Systems Act.	Local Level engagement: <ul style="list-style-type: none"> • Four area-based public meetings • 23 focus group discussions with ward committees and community organisations at subcouncils • Social media • Discussion with leaders of informal settlements 	See IDP Documentation

APPENDIX 1

ABBREVIATIONS AND ACRONYMS

APPENDIX 1 - ABBREVIATIONS AND ACRONYMS

Abbreviation or Acronym	Description
ACSA	Airports Company South Africa
ADL	Arthur D. Little
AFC	Automated Fare Collection
APTMS	Automated Public Transport Management System
BEPP	Built Environment Performance Plan
BICL	Bulk Infrastructure Contribution Levy
BMS	Bridge Management System
BRICS	Brazil, Russia, India, China, South Africa
BRT	Bus Rapid Transit
CBD	Central Business District
CCTV	Closed Circuit Television
CITP	Comprehensive Integrated Transport Plan
CRR	Capital Replacement Revenue
DAR	Dial-a-Ride
DG	Dangerous Goods
DoE	Department of Education
DORA	Division of Revenue Acts
DoT	Department of Transport
DTPW	Department of Transport and Public Works
EAN	Equivalent Accident Number
EMME	Equilibre Multimodal, Multimodal Equilibrium
EMV	Europay, MasterCard, Visa
ETD	Education Training and Development
FMS	Freeway Management System
FUM	Future of Urban Mobility Index
FY	Financial Year

Abbreviation or Acronym	Description
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
IPTN	Integrated Public Transport Network
IRT	Integrated Rapid Transit
ITP	Integrated Transport Plan
ITS	Intelligent Transport System
ITSSA	ITS Southern Africa
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

Abbreviation or Acronym	Description
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
NPO	Non-profit Organisation
NPTR	National Public Transport Record
NRTA	National Road Traffic Act (no. 93 of 1996)
OL	Operating Licence
OLAS	Operating Licence Administration System
OLP	Operating Licences Plan
OLS	Operating Licence Strategy
ORIO	Dutch Development Grant
P&R	Park and Ride
PLTF	Provincial Land Transport Framework
PMS	Pavement Management System
PMT	Project Management Team
PRASA	Passenger Rail Agency of South Africa
PRE	Provincial Regulating Entity
PRoW	Public Right of Way
PSDF	Provincial Spatial Development Framework
PT	Public Transport
PTI	Public Transport Interchange
PTOG	Public Transport Operations Grant
PTP	Public Transport Plan
PTNG	Public Transport Network Grant
PTOG	Public Transport Operating Grant
RAG	Road Access Guidelines

Abbreviation or Acronym	Description
RAS	Registration Information System
SANRAL	South African National Roads Agency Limited
SANS	South Africa National Standards
SAPS	South African Police Service
SDF	Spatial Development Framework
SOLAS	Safety of Life at Sea
SOP	Standard Operating Procedure
STATSSA	Statistics South Africa
TA	Transport Authority
TAMS	Transport Authority Information Management System
TAZ	Travel Analysis Zone
TCT	Transport for Cape Town
TDA By-law	Constitution of the Transport and Urban Development Authority for Cape Town Amendment By-law, No 7716 of 2017
TDA	Transport and Urban Development Authority
TDI	Transport Development Index
TDM	Travel Demand Management
TEU	Transport Enforcement Unit
TfL	Transport for London

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
UCT	University of the Western Cape
UDI	Urban Development Index
USDG	Urban Settlements Development Grant
UK	United Kingdom
VOC	Vehicle Operating Company
WIM	Weight-in-motion
WCDE	Western Cape Department of Education
WCG	Western Cape Government

APPENDIX 2

LIST OF ANNEXURES

APPENDIX 2 - LIST OF ANNEXURES

Appendix 2 sets out the list of Annexures to this CIP. In all cases these are to be found on the TDA website <http://www.TDA.gov.za> with the relevant specific URL shown below. (The new TDA website will go live in July 2017).

No.	Description	URL
1.	Constitution Of The Transport And Urban Development Authority For Cape Town By-Law, 2016	https://www.tda.gov.za/en/resources/legislation-and-by-laws/legislation-and-by-laws/
3.	Land Transport Advisory Board Terms of Reference	http://www.TDA.gov.za/en/nlta-structures/ltab/
4.	Intermodal Planning Committee Terms of Reference	http://www.TDA.gov.za/en/nlta-structures/
5.	Transport Development Index 2015	http://www.TDA.gov.za/en/uap/tdi/
6.	PRASA - TDA Memorandum of Action 2015	http://TDA.gov.za/en/agreements/
7.	Road Safety Strategy 2013	http://TDA.gov.za/en/strategies/
8.	TDA - Safety & Security Directorate Memorandum of Understanding 2015	http://www.TDA.gov.za/en/agreements/
9.	IPTN 2032 Network Plan 2014	http://TDA.gov.za/en/plans/
10.	IPTN Operational Plan 2032	http://TDA.gov.za/en/plans/
11.	Traffic Calming Policy 2016	http://www.TDA.gov.za/en/policies/
12.	Universal Access Policy 2014	http://TDA.gov.za/en/policies/
13.	Metered Taxi Strategy 2014	http://TDA.gov.za/en/strategies/
14.	Memorandum of Understanding: Western Cape Department of Public Works and Transport for Cape Town 2014	https://www.tda.gov.za/en/resources/governance-regulation/governance-regulation/
15.	Memorandum of Understanding: Western Cape Department of Public Works, Transport for Cape Town and Golden Arrow Bus Services 2014	https://www.tda.gov.za/en/resources/governance-regulation/governance-regulation/
16.	Fare Management Policy for Contracted Road Based Public Transport as amended 2015	http://TDA.gov.za/en/policies/
17.	Category 4 and 5 Roads Minimum Standards 2014	http:// gov TDA..za/en/policies/
18.	Minibus Taxi Transformation Plan 2015	http://TDA.gov.za/en/plans/
19.	Phase 1A, 1B and N2 Express Business Plan Review 2015	http://TDA.gov.za/en/plans/
20.	Operating Licence Strategy 2013	http://TDA.gov.za/en/strategies/
21.	Parking Policy 2014	http://TDA.gov.za/en/policies/
22.	Development Charges Policy 2014	http://TDA.gov.za/en/policies/
23.	Security Huts Policy 2014	http://TDA.gov.za/en/policies/
25.	Freight Management Strategy 2016	http://www.TDA.gov.za/en/strategies/
26.	Transit Oriented Development: From Planning to Implementation	http://www.TDA.gov.za/en/strategies/
27.	Scholar Transport Guide 2016	http://www.TDA.gov.za/en/tools-and-resources/
28.	Congestion Management Strategy for Cape Town: Roads within a Sustainable Transport System	Should be approved during June/ July cycle of meeting
29.	IPTN Business Plan 2017	http://TDA.gov.za/en/plans/

APPENDIX 3

PUBLIC TRANSPORT PLAN 2017

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INTRODUCTION

The focus of this Public Transport Plan (PTP) is to integrate the public transport (PT) network, services and modes within Cape Town and its Functional Area. Its Functional Area is the area of Cape Town, together with the areas of those other municipalities with whom the City has a transport planning relationship.

This integration of PT is at the core of each of the three interrelated elements that run through the City's Comprehensive Integrated Transport Plan (CITP) 2018 to 2023:

- the delivery of integrated, intermodal and interoperable transport in Cape Town. This is based on the City's IPTN package of plans (Network Plan, Operations Plan, Implementation Plan and Business Plan)
- the use of transit-oriented development (TOD) to bring about the spatial transformation of Cape Town itself
- the City's proposals for the future of the rail function, allowing a fully integrated transport system to deliver comprehensive TOD with rail as its backbone and addressing the current rail crisis in Cape Town

Against this backdrop, the detail of PTP provides the basis for:

- rationalising and restructuring Cape Town's PT system
- designing contracts for contracted services
- awarding operating licences (OLs) to non-contracted services.

The PTP is based on all relevant data and information available, including the Transport Register, the Operating Licence Administration System (OLAS), the business plans submitted to National Department of Transport (NDoT) in support of applications for the Public Transport Network Grant (PTNG) funding and other funding, and existing contract documents.

The PTP uses the IPTN Network Plan 2032, (2015) and IPTN Operational Plan (2016) as its foundation. These, along with the IPTN Implementation Plan (2017) and IPTN Business Plan (2017) will be the guiding instruments for the integrated PT system in Cape Town.

The PTP has been developed as part of the process through which the City is formulating its CITP. The PTP comprises six parts:

- Policies and strategies
- Overall Network Design
- Commuter Rail Plan
- Contracted Services Plan
- Non-contracted Services Plan
- Operating Licences Plan (OLP)

1 POLICIES AND STRATEGIES

1.1 Introduction

The City's PT policies and strategies are designed to support the achievement of the CITP's three key elements referred to above: integrated transport, TOD and the future approach to rail. In relation to the integrated transport element in particular, they are directed at designing a network of contracted and non-contracted services that:

- progressively reduce the cost of the Access Priorities for all user groups in Cape Town (as measured by the City's Transport Development Index (TDI)). These Access Priorities are the priorities of different user groups as broken down into direct costs (such as the price of a ticket) or indirect costs (such as flexibility, safety, reliability, crime or congestion)
- are performance-driven and investment-oriented in line with the underlying philosophy of the City's Transport and Urban Development Authority: TDA Cape Town (TDA)
- cater for the needs of all potential users, including targeted categories of passengers such as learners, and that are universally accessible
- maximise access to services by pedestrians
- minimise duplication between services
- reduce under- or over-utilisation of available capacity
- are cost-effective and fiscally and financially sustainable
- employ the appropriate mode for the requirements of the route or corridor in question, and in particular for the three critical integration zones identified in the City's TOD Strategic Framework 2015. These are Metro South East, Voortrekker Road and Blue Downs/Symphony Way
- are convenient to passengers
- support the objectives of the City's Spatial Development Framework (SDF), Built Environment Performance Plan (BEPP) and TOD Strategic Framework, all of which are designed to ensure that the City's service delivery and interventions will be on comprehensive TOD principles
- integrate PT services in and between modes by developing a network, schedules and service frequencies in such a fashion that passengers can move optimally from origin to destination with the minimum number of transfers, waiting times and fare paying transactions. It also requires integrating transport infrastructure and passenger information across services and modes
- incrementally use interoperable electronic fare systems (common fare medium), and charge affordable fares
- avoid destructive competition between different services on the same route or corridor
- put any financial support (subsidy) to optimum use, by taking into consideration the cost-performance ratio of modal alternatives before any new contract is designed and awarded
- are given priority over private transport

1.2 The future development of the public transport system

As mentioned above, in determining the future development of the City's PT system, the City used the following documents:

- IPTN Network Plan 2032, as approved in 2015
- IPTN Operational Plan 2016
- IPTN Implementation Plan 2016
- IPTN Business Plan 2017

The City also took into account business considerations and how it might capitalise on new emerging technologies to improve transport systems so as to ensure long term financial and fiscal sustainability.

The City's approach to integrated transport is multi-modal. The key modes are passenger rail, bus rapid transit (BRT), quality bus services (being conventional bus services enhanced by modernising features and integration with the wider network) and minibus-taxis. These modes (including innovations from the new generation technology) will together form part of an integrated transport solution. These modes will also be complemented by improved provision for non-motorised transport (NMT). NMT is critical to Cape Town's integrated PT system as the TDI shows that 17% of the population has no choice but to travel by this mode.

All modes will be bolstered by the new technologies, such as e-hailing that have the potential to revolutionise PT in the coming decades and will result in a "new generation" of service offerings, especially on-demand unscheduled services potentially particularly well suited to e-hailing (new generation services). These technologies will offer new options for minibus-taxi services and other providers to meet demand more efficiently, especially when demand is low. This will reduce the extent to which minibus-taxis wait to fill up at ranks, increase the ease of boarding along the route, and increase the scope for direct routings between origin and destination.

While the most significant impacts are likely to be witnessed in the services provided by smaller vehicles, which are able to respond more flexibly to demand, substantial efficiencies are also possible in the combination of these services with BRT, quality bus and rail services.

New generation technologies also offer scope for designing integrated solutions for universal accessibility, transporting passengers with disabilities between the universally accessible trunk network and ultimate origins and destinations.

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

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

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

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

As part of the City's methodology referred to above, it proposes the following (in order of operational hierarchy) for each PT mode:

1.2.1 Rail

Cape Town is highly dependent on rail as the backbone of its transport network. At the same time, while the rail service has been getting worse for many years, this has declined more sharply over the last 24 months. In just the last year, rail passenger numbers in Cape Town have fallen by about a further 30%. Inevitably, the vast majority of these passengers have gone on to the road network leading to gridlock and all the associated economic cost.

In order to respond to this crisis, the City has been developing a methodology to explore what needs to be done. Further details are set out in the Commuter Rail Plan within this PTP.

1.2.2 BRT

The BRT trunk routes in the 2032 IPTN consist of four existing routes (T01, T02, T03, T04) which form part of Phase 1 of the MyCiTi system and 10 new rail and BRT routes. The aim is for both the rail and BRT system to be the catalyst of spatial integration, especially around the railway stations and BRT stations, by using interventions based on TOD principles. This will not only ensure a financially and fiscally sustainable network, but also reduce the costs of Access Priorities for user groups over time.

In making its interventions in relation to BRT, the City will heed the lessons from the rollout of Phase 1 of BRT as MyCiTi. In essence, it was found that a full replacement model was neither viable nor financially sustainable because of the high infrastructure and operational costs, lower than anticipated fare revenue and the lack of a multiple mode hierarchy. As a result, the City will now deploy an integrated, intermodal and interoperable model that prioritises PT in accordance with demand, density and land use intensity.

The further rollout of BRT will focus on priority corridors and take advantage of TOD property development along those. In order to ensure financial sustainability, the City will also address the appropriate design, operational efficiency, flexibility, reduction in lifecycle costs and competition characteristics of BRT.

1.2.3 Contracted services

The City is pursuing the assignment of the Contracting Authority function which relates to scheduled contracted bus services. The assignment of the Contracting Authority is expected to take place at the end of the 2017/18 financial year (i.e. July 2018). On assignment, the City's strategy is to review and where necessary reconfigure the contracted bus services and create an integrated network of quality bus services that feed the higher order trunk services and provide direct services in some instances. The aim is to ensure that the entire scheduled road based services have the same quality of branding, communication, fare systems, scheduling and safety.

As feeders and direct services the quality bus services will operate mostly in mixed traffic. Priority measures for quality bus services at the higher end of the threshold will include dedicated lanes, signal prioritisation and various queue jumping mechanisms at intersections and elsewhere.

Until TOD has been fully implemented, the quality bus services will not operate at the same frequency as that of the trunks and especially in the off peak. In some cases, where densities are at the lower end of a scheduled service threshold, on-demand services might also be required in the off peaks.

As operators transition into this new integrated methodology, they will be collectively managed by TDA under structured performance driven contracts so as to facilitate improved operating efficiencies and customer facing service delivery.

1.2.4 Minibus-taxi

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

- the traditional full replacement BRT model proved to be unsustainable in Cape Town due to its low density and disparate spatial form
- actual operating costs were higher and revenues lower than expected
- many taxis are still operating illegally in competition with the MyCiTi services as they took up the shortfall in MyCiTi's coverage
- there is inadequate enforcement and administrative capacity to address these illegal taxis
- some passengers choose to use the minibus-taxis rather than the MyCiTi services
- the creation of the initial twelve-year Vehicle Operating Company (VOC) contracts as part of the replacement of minibus-taxis by MyCiTi was on the basis of very high compensation settlements
- the process of the full replacement model was both time and resource intensive for the City

As a result of these issues, this full replacement model was found to be unaffordable and functionally unviable.

This has led the City to develop a "hybrid" strategy. The objective of this strategy is to leverage the strengths of the minibus-taxi industry to deliver an improved service in line with the IPTN vision, but at a cost that is affordable to the City. The hybrid approach will also support the progressive transformation of the existing industry so that it forms an integral part of the IPTN service mix.

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

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

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

There is a further opportunity for the minibus-taxi industry with the formation of Regional Transport Companies (RTCs). These can potentially provide services associated with the IPTN infrastructure such as management contracts for stations or Public Transport Interchanges (PTIs). RTCs may also become partners in the development of land in line with the IPTN under TOD principles. TDA recognises that this transformation can only occur if there is a strong partnership with the minibus-taxi industry. The industry will be encouraged to increase its engagement with the City through the Minibus-taxi Sub-Committee of the Intermodal Planning Committee.

1.2.5 "Last mile home" modes

Modes such as Tuk-Tuks, e-hailing services and metered taxis are an important element of integrated PT in Cape Town because they provide "last mile home" services. The City's aim for these modes is to give the user a choice and so it is developing mechanisms and standard operating procedures for them. It is also exploring initiatives such as bike share.

1.2.6 NMT

The City has developed an NMT Strategy (see Annexure B) and a Cycling Strategy (see Annexure B). These are aimed at increasing the market share of cycling. A key element of this is to improve the quality of access for those whose income constraints mean they have no other choice but to travel by NMT.

The focus of these strategies is twofold: to improve safety for pedestrians and cyclists, and to enable the provision of affordable bicycles (starting with children).

1.3 Other public transport related strategies

The City has also been developing other strategies that relate either directly or indirectly to PT. For example, the City's TDM Strategy is designed to ensure that PT is given priority over private transport. To this end, the City is launching the following initiatives:

- Improving access to the public transport network through enhanced park and ride facilities

The City intends to broaden the footprint of park and ride facilities for the integrated PT network with a focus on the major BRT and rail stations, and PTIs. In particular, the City plans to increase security and surveillance at park and rides. This will make commuters feel safe for longer hours during the day and to enable them to use the PT system at night.

- Incentivising a reduced dependency on private cars through a new Parking Strategy

A Parking Management Business Plan is currently being developed to recommend a business model for the future management of parking in Cape Town. The Business Plan focuses on the business model for managed public parking in the City, including developing the most appropriate business and contractual arrangements between the City and the managed parking service provider(s) considering financial, technical, business, legal and other implications.

The Business Plan also focuses on the value of parking and includes a comprehensive review of the parking tariff and establishing optimal parking tariffs informed by market-competitive parking rates in the City and tariffs that will best contribute to achieving TDM and TOD objectives. This also includes defining the approach to the expansion of managed parking within the City, with the identification of priority geographical areas where Parking Management can be introduced.

It is also designed to increase the turnover of cars during business hours. Parking payments will be linked to the myconnect system. All the parking revenue will be ring-fenced so that it can be invested in further extensions of the PT system and improved management.

1.4 Policies in relation to contracts

The key policies in relation to contracts are set out below.

1.4.1 Contract management

The City's policy is ultimately to have a unified contract management system for all scheduled PT services irrespective of the number of vehicle operators. This unified system will also facilitate the integration of modes. To achieve this at a governance level, the by-law that established TDA (the Constitution of the Transport and Urban Development Authority for Cape Town Amendment By-law, No. 7716 of 2017) gave it a specific function relating to contract operations that focuses on performance and related efficiencies.

TDA's first step was to place the section 41 MyCiTi contracts under this contract management system.

TDA's next steps include:

- the development of a fare management policy for all contracted services, coupled with a fare management system that drives TDM. These have been aligned to a certain extent to the existing Golden Arrow Bus Service (GABS) fares and so will be relatively easy to apply following the assignment of the Contracting Authority function
- reviewing the initial twelve year VOC contracts and implementing all amendments necessary to make them fit for purpose and viable in the long term
- (following the review referred to above) developing a model form of contract that can be rolled out to all future operators so as to ensure consistency. The general rule for this model contract once fully developed will be that certain provisions are non-negotiable other than the contract sum. In particular, the non-negotiable provisions will include the service levels and the penalty system
- seeking alignment over time between section 41 contracts and the section 46 contracts (contracted/quality bus) that will come into effect after the assignment of the Contracting Authority function. This has started with the Memorandum of Understanding (MoU) which was entered into between the City, Province and GABS in 2014 (see Annexure B). The MoU set out certain steps that need to be taken so as to enable the integration of these services under the banner of MyCiTi and under the control of TDA as the Contracting Authority
- publishing on TDA's website, on a monthly basis, the performance results of each VOC so as to ensure transparency and accountability to PT users
- unifying the ticketing system for all scheduled public transport so as to ensure better flexibility and reduced costs for users. This process will take some time to be formally rolled out but is envisaged to be effected within two years of the assignment of the Contracting Authority function
- ensuring that all scheduled operations under TDA's control are branded under the MyCiTi livery. The intention is to achieve this within a maximum of five years from commencement of the new section 46 contracts

1.4.1.1 Section 41 contracts

The key issues relating to the section 41 contracts (BRT) are set out below:

- as these are being taken up by the affected operators, these negotiated contracts (in terms of the NLTA) will be for a twelve-year term. Following that, they will be subject to an open competitive tender. To support the industry as it moves from on-demand to scheduled services, there may be an interim contract period before twelve year long-term contracts
- given the long-term nature of these twelve year contracts, they will be subject to a mini-operational review during year five. This will cover bus logistics and refurbishment, the introduction of any appropriate new technologies and operational performance. This operational review is not designed to change the parameters of the contracts or to lead to any price renegotiations
- future section 41 contracts will be packaged in accordance with the identified IPTN routes where appropriate as informed by the relevant Business Plans. These are prepared at a corridor level to incorporate Systems, Network, Infrastructure, Operations and Industry Transition aspects as well as the parameters required for the design of contracted services. The contracts for each of the BRT trunk routes may be divided into more than one VOC depending on the geographical boundaries of the affected operators
- the City, in partnership with the minibus-taxi industry, is implementing the Minibus-taxi Transformation Strategy to facilitate a natural progression from minibus-taxi operators (including those that have formed TOCs) to VOCs. This will help ensure that the compensation process is on a robust commercial basis from the City's perspective
- the City is responsible for the BRT related infrastructure and all such infrastructure for trunk routes will be universally accessible
- since 2015, NDoT has required that any new buses will have to be purchased by the VOC and not the City. TDA is in the process reviewing different procurement ownership models and the approach towards bus maintenance and refurbishment and will engage NDOT if required
- the basic formula in relation to bus operations is:

VOC COST - REVENUE = Deficit/subsidy amount

In the case of gross cost section 41 contracts, the deficit/subsidy is for the account of the municipality. The City has assigned up to 4% of its rates to subsidise the current MyCiTi (Phase 1 and N2 Express) services.

1.4.1.2 Section 46 contracts

Following assignment of the Contracting Authority function to the City, the key aspects relating to the section 46 contract (contracted/quality bus) are as set out below in accordance with the provisions of the NLTA. These aspects will be reviewed during the Business Plan for Quality Bus Services which will consider optional contract design:

- the section 46 contract is planned for a maximum seven-year period after which an open competitive tender is envisaged. This might result in this being divided into more than one contract
- it is estimated that eighteen months will be sufficient to give effect to a new contract that will fall under TDA's Contracting Authority function
- while subject to the review the current intended long-term approach is that the contract will move from a nett to gross based methodology. This means that the fare revenue and related integrated ticket will ultimately become the responsibility of TDA. The contracting approach and terms and conditions required to be specified in these operational contracts need to be determined through the development of a Business Plan for the section 46 services. New performance-based provisions will be built into the contract to ensure optimal modal integration
- the City's intention is to increase the PT network to address not only population growth but also urbanisation. Its aim is for the section 41 contracts to serve as new services. If section 46 contracts are displaced as a result of services being introduced, such displaced services may be reallocated to other areas of need
- universal access standards are to be introduced progressively based on affordability. The existing section 46 contractor has a fleet of approximately 1 100 buses that are based on the standards for the current contracted services. These standards do not require buses to be universally accessible. The buses also have different seating configurations and, in many cases, are front-engined. The City's long-term aim is to have a fleet of quality buses that are universally accessible. This, however, will need to be undertaken incrementally so as to ensure affordability. In order to do this, the MoU requires a Bus Recapitalisation Plan to be compiled which forms part of the Business Plan for introducing Quality Bus services. This Plan will address sustainability issues with regard to cost and the approach to be followed as described above
- the City intends to explore the use of electric buses so as to reduce overall lifecycle costs as well as contribute to a reduction in the City's carbon footprint. This policy will be explored for both section 41 and section 46 vehicles
- TDA aims to expedite the introduction of standardised PT street furniture (bus shelters and bus stops) across Cape Town so as to improve the equality of access
- TDA will begin a process to ensure that all passengers, irrespective of income, will be able to access a paperless integrated ticketing system
- as referred to above, the basic formula in relation to bus operations is:

$$\text{VOC COST} - \text{REVENUE} = \text{Deficit/subsidy amount}$$

In the case of the section 46 nett cost contract, the Public Transport Operating Grant (PTOG) subsidises the deficit. On assignment of the Contracting Authority function, the formula for the calculation of the Consumer Price Index (CPI) will be amended to include two transport related indices: fuel and labour. This is to ensure that the subsidy allocation does not decline out of step with the City's actual costs of operation.

1.4.2 Rail service level agreements

The City has signed a Memorandum of Action (MoA) with the Passenger Rail Agency of South Africa (PRASA) (see Annexure B). This MoA is the City's starting point to develop a five-year plan which will include service level agreements with PRASA. Since entering into the MoA, the City has been exploring various options in terms of the further management and operation of rail in Cape Town. As part of this, the City intends exploring three initiatives over the next five years to enhance the choices of PT users. These include:

- the construction and operations of the Blue Downs Rail Corridor
- the introduction of light rail or alternative rail technologies (such as monorail and urban cable cars) where conditions mean these are the most viable options
- a concession for the development and operations of the four kilometre Airport Rail Link. This could be done with PRASA. By connecting the Bellville area to the Airport, this link would release a substantial amount of commercial land use and related employment opportunities

1.5 Policies on public transport regulation

The City has applied for the assignment of the Municipal Regulatory Entity (MRE) function in order to establish proactive regulatory management of PT. To do so, the City will apply the following principles to the disposal and management of OLs:

- TDA: Regulations will measure demand in relation to the proposed IPTN to determine the number and type of OLs in a given area. This number per mode will then be available for uptake and is currently intended to be operated either by the VOCs or by the TOCs on a commercial basis. The new approach seeks to create a check and balance - as more licences are issued, the profit share for the TOCs decreases. In this way, there is a natural brake on an excessive number of licences being issued. In addition, the City will update its demand analysis every five years (or sooner depending on the uptake of supporting technology) to take into account any changes in land use or urbanisation. It will then adjust the estimated number of OLs for a given area accordingly
- TDA will develop an incentives-based process for the efficient disposal of all OLs. This will take into account the historical anomalies that have occurred such as those licences that have multiple rights (for example, covering both local and long distance)

1.5.1 Role of commercial service contracts

Although the City has not yet been assigned the MRE function, it has been working with the Provincial Regulatory Entity (PRE) and the Provincial Registrar on three processes that relate to the disposal of the OLs for commercial service contracts:

- in the previous CITP, the City approved operating parameters for Tuk-Tuks. Under these parameters, the City issued a tender for commercial service contracts that has subsequently been cancelled and re-issued. One of the aims was to introduce energy efficient/battery operated Tuk-Tuks. The viability of these services for the "last mile home" will be monitored and their impact on other modes as well as whether there is a demand for further licences in the future
- the City approved its Metered Taxi Strategy in 2015 (see Annexure B). This included its approach to e-hailing. The City then worked up a process in partnership with the PRE to dispose of commercial OLs for e-hailing operations in Cape Town. Even though this was available to all metered taxi entrepreneurs, the uptake has only been from Uber. The aim of this regulatory approach is to ensure safety and service quality. The intention is to monitor the licences that have been issued and determine whether there is a further demand, whether from Uber or other providers. The lesson from e-hailing is that it has transformed the quality, reliability and safety of metered taxi services. The City's intention is now to explore a wider version of smartphone technological innovation and introduce this in the minibus-taxi environment
- although this process is not fully in the OL regime, TDA also identified the need to assess scholar transport and to propose appropriate operational standards. These standards have been forwarded to the PRE as well as the Provincial Education Department for their consideration and adoption. There is a urgent need to improve all aspects of scholar transport and potentially changed or staggered school starting times to help alleviate peak period traffic congestion issues. The current role of TDA is to lobby for improvement and potential funding from the Provincial authorities.

1.6 Public transport fleet policy

The PT fleet policy for reducing carbon emissions and air pollution, and also for providing universal access is set out below.

1.6.1 Reducing carbon emissions and air pollution

Over the next five years, the City intends to implement a variety of initiatives to reduce carbon emissions and air pollution in relation to its PT fleet. Some of these initiatives apply directly to the fleet while others are designed to have an indirect effect. The initiatives are as follows:

- Use of electric buses

The City is in the process of procuring 11 electric buses to use as a pilot project in Cape Town. The City will assess their functionality for use in the BRT and quality bus services. Particular focus will be on the extent to which they reduce lifecycle costs.

- Growing the market share of cycling

The City aims to reduce carbon emissions and air pollution by promoting cycling as an environmentally friendly and healthy mode of transport. To this end, the City intends to bring an investor into Cape Town to manufacture affordable bicycles. The City is proposing to purchase these bicycles over the next five years for distribution at schools free of charge. The City will also explore further investment opportunities such as the sponsorship of bicycle racks, storage and safety equipment.

In order to promote safety, scholars will be provided with cycling proficiency training. Individuals in communities will also be encouraged to consider the business opportunities arising from bicycle maintenance.

- Promoting bike share

The City plans to issue a Request for Proposals for the introduction of bike share in the inner city. This would help reduce motorised PT as well as private car use. The project would also support transport within areas of higher intensity land use. The bike share will be designed to be attractive to tourists, as is the case in cities such as Paris and London. The project would integrate with the BRT and rail stations, and potentially with the ticketing system also.

1.6.2 Providing universal access

The City's long-term policy objective for its PT fleet is to achieve universal accessibility by preferably accommodating users with disabilities within the transport system.

The BRT trunk services and quality bus services will be designed for universal accessibility (such as level boarding for wheelchair passengers). For quality bus, the City will schedule buses throughout the day that have wheelchair facilities using demand analysis to identify where these facilities are needed. All buses will be fitted with other universal access features such as tactile flooring and yellow grab rails. In the longer term, the City aims to have a fleet of quality buses that are universally accessible but this will need to be undertaken incrementally so as to ensure affordability.

As mentioned before, other feeder and direct services will be provided by minibus-taxis. The City recognises the challenge of using minibus-taxis as these are not designed for level boarding. In the light of this as well as the affordability constraints of providing universally accessible quality bus feeder services, the City's approach will be to combine a set of universally accessible on-demand feeder services with the universally accessible trunk services.

On demand feeder services for passengers with disabilities are currently provided by Dial-a-Ride services. These cover the full trip from origin to destination. Because of the costs involved, however, they meet only a small proportion of demand. By linking with the universally accessible trunk and the operations-based model for quality bus services as outlined above, the on-demand services for passengers with disabilities will be able to operate as regionally based feeders and therefore provide many more passenger trips per day per vehicle.

Under the intended model, smartphone technological innovation will also be introduced to these on-demand services for wheelchair users, which should significantly improve the process of requesting such services.

For rail, PRASA has indicated an intention to make the rail services universally accessible, although this will take some time to achieve as it is being done in conjunction with their current major recapitalisation programme.

2 OVERALL NETWORK DESIGN

2.1 Introduction

The City's Overall Network Design sets out the high-level view of the City's future system for rail and road-based services, contracted and non-contracted. The Overall Network Design for Cape Town is described below.

2.2 Preferred modes for particular routes or corridors

Figure 2-1 identifies the particular routes and corridors for BRT (MyCiTi), MyCiTi feeder services, minibus-taxis and existing passenger rail, as well as new passenger routes in Cape Town. This includes:

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

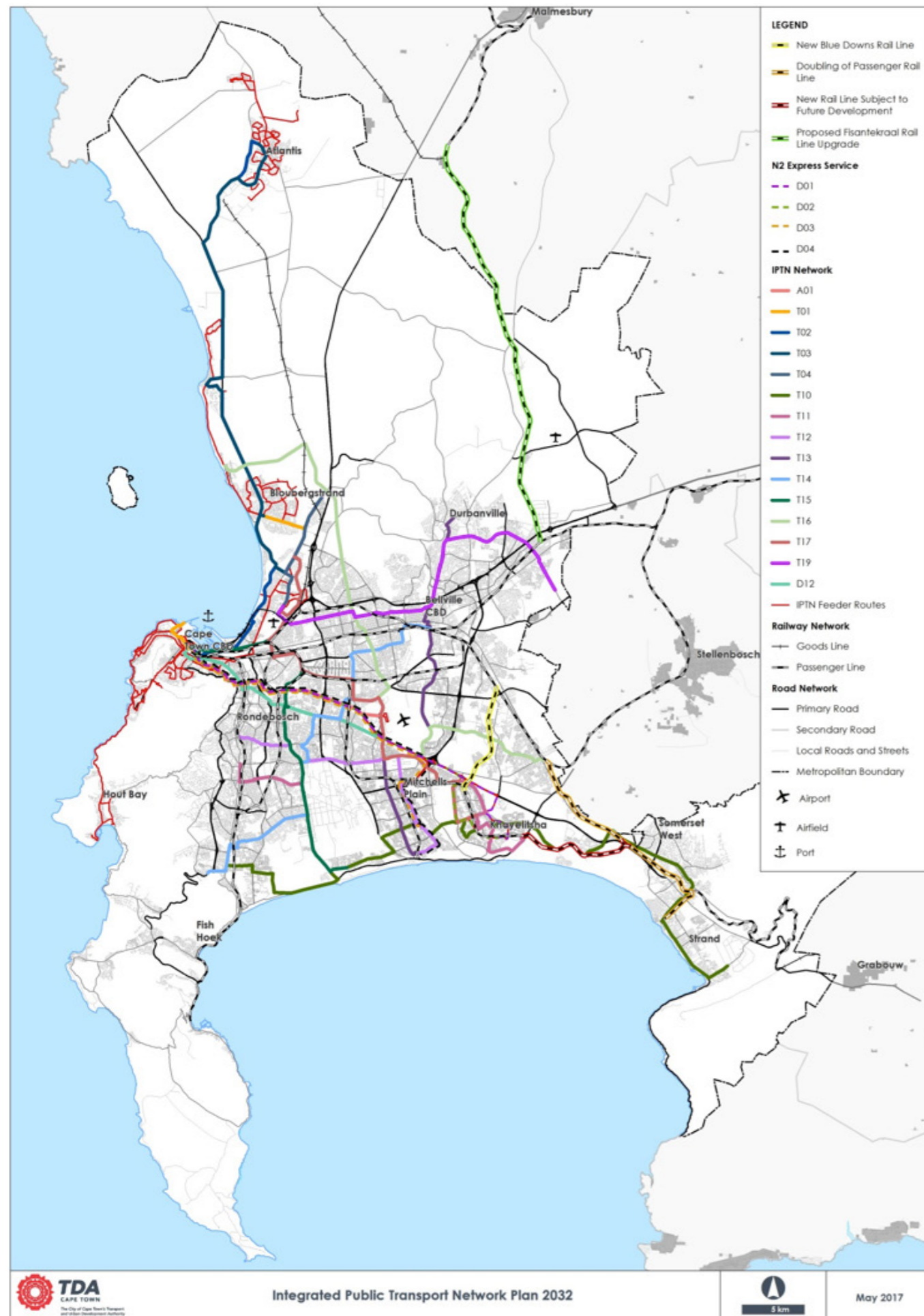


Figure 2 1: Integrated Public Transport Trunk Network for Cape Town for 2032
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The City has developed its proposed Overall Network Design based on its assessment of the status quo and the policies for the rationalisation and restructuring of the existing 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 has adopted the IPTN Business Plan to ensure financial and fiscal sustainability and to exploit the opportunities being presented by new technologies. This has resulted in adjustments to the preceding IPTN suite of plans.

For example, the IPTN 2032 Operations Plan proposed a set of rail and BRT trunk routes that would be supported by “indicative feeders”. Concerns about the sustainability of these proposals have led the City to consider the provision of 400 quality buses to provide feeders and direct services.

In addition, the City seeks to utilise the strengths and potentially comparative advantages of the minibus-taxi sector as a significant element of the integrated transport system. This would be on the basis that the shortcomings of 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 in some instances 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 new mobile phone e-hailing technologies become increasingly prevalent.

The City is, therefore, investigating the extent to which these benefits of the minibus-taxi industry can be capitalised on.

2.3 Planned sequencing of network implementation

This section of the PTP describes the planned sequencing of the network implementation, including the timeframes for the conversion of expired interim, negotiated and tendered contracts, and the introduction of new contracts.

The IPTN 2032 Implementation Plan provides a roll-out plan for the implementation of the IPTN system.

The roll-out plan prioritises corridors for implementation so as to maximise the impact on passenger convenience and affordability and to minimise operational and capital costs throughout the roll-out period. This is subject to available funding from national government grants, projected system revenues and the City’s own contribution being available as well as other funding sources. The plan envisages a corridor by corridor timeline for implementation beyond Phase 1, taking into account the lead times required for the procurement of vehicles and the construction of supporting infrastructure and facilities, as shown in Table 2 1.

Given the available funding for PT infrastructure and operations, and assuming that this level of funding will be available into the future, and taking into account the estimated construction costs and construction periods of the BRT corridors, the IPTN Implementation Plan assumes that one corridor is built at a time. The BRT corridors will therefore have to be implemented sequentially.

The proposed phasing of the network was informed by the results of a prioritisation exercise conducted for the IPTN Implementation Plan and practical considerations such as the ability of routes to share infrastructure and function as a network. The proposed BRT trunk route phasing, route details and estimates for construction periods are presented in Table 2 1.

Table 2 1: Roll-out programme as contained in the IPTN 2032 Implementation Plan

Phase	Route Code	Route Description	No. of Stations	Length (km)	Construction Period (years)
2	T11/12	Metro South East - Claremont / Wynberg	56	49.60	6
	PHBV	Blue Downs Rail	3	10.35	3
	T17	Khayelitsha - Century City	30	42.20	4
	D12	Klipfontein Road	21	29.35	3
	T13	Symphony Way	23	33.00	3
3	T15	Strandfontein - CBD	21	30.40	3
	T14	Westlake - Bellville	25	35.10	3
	T16	Eersterivier - Blouberg	35	50.80	4
	T19	Kraaifontein - Century City	21	29.65	3
	T10	Gordon's Bay - Retreat	44	62.45	5

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 to route construction (which is limited by practical considerations such as route viability).

2.4 Short-term plan for contracted services

Please see paragraph 1.3.1.1 above in relation to the short term plans for section 41 contracts and paragraph 1.3.1.2 for the short term plans for section 46 contracts.

2.5 Longer-term plan for contracted services

Please see paragraph 1.3.1.1 above in relation to the longer-term plans for section 41 contracts and paragraph 1.3.1.2 for the longer-term plans for section 46 contracts.

Please see paragraph 1.3.2 in relation to the plans for rail (rail service level agreements).

This overall network design is detailed in component five-year plans for:

- the commuter rail services
- the contracted services
- the non-contracted services

These are described in the following three parts.

3 COMMUTER RAIL PLAN

3.1 Introduction

Rail services in Cape Town are of paramount importance. With rail accounting for 54% of passenger journeys, it is the backbone of Cape Town's PT system. Rail is also integral to three key strategies for the City:

- the delivery of integrated transport;
- the use of TOD to bring about the spatial transformation of Cape Town and to build sustainable communities; and
- the implementation of the green agenda.

Against this backdrop, the City has been considering its approach to the management and operation of rail services over the last two years. It is clear, however, that the City needs to decide on its course of action expeditiously because rail has now reached crisis point. While the rail service in Cape Town has been getting worse for many years, this has recently declined much more sharply. In just the last year, rail passenger numbers in Cape Town have fallen by about a further 30%. Inevitably, the vast majority of these passengers have gone on to the road network leading to gridlock at peak periods with all its associated economic cost.

3.2 Five-year plan for passenger rail services

The City signed a Memorandum of Action (MoA) with PRASA (see Annexure B). This was the starting point for working with PRASA to develop a five-year plan which will include service level agreements. The City has been working with PRASA in particular through the Land Transport Advisory Board, the Intermodal Planning Committee and the Rail Management Subcommittee.

Since the signing of the MoA, the rail crisis has deepened and this, in turn, has led to the City's consideration of its possible options for the future management and operation of rail in Cape Town. In parallel with the development of these options, national policy in relation to urban rail has been developing. A National Rail Policy Draft White Paper was released in June 2017 which acknowledges that around the world, urban rail generally has always been a local government function. The draft White Paper sets out a route map for the full assignment of the urban rail function to municipalities commencing with the enactment of National Rail Policy in 2019 and the completion of such assignments by 2025.

The City, in response to the rail crisis, as well as within the context of achieving integrated transport, has developed a draft business plan for its approach to rail. The approach taken by the City is in line with the methodology of the draft White Paper but is advancing the process quicker due to the fact that it has been concluded that as a result of the rail crisis the City cannot wait for 2025. The business plan, which has been forwarded to Council for approval, has three prongs:

- to expedite the MoA with PRASA - in accordance with the MoA, to jointly determine with PRASA at least three key interventions that will assist in addressing the immediate crisis, with safety and security being the top priority;
- to fast track the assignment of the rail function to the City - this will include the development of the rail implementation plan which will unpack the 16 functional components of rail - this implementation plan has to be approved by Council to give effect to the assignment; and
- to explore alternative rail solutions where appropriate

4 CONTRACTED SERVICES PLAN

4.1 Introduction

This part sets out the City's plans for dealing with both existing and new contracts for road-based PT services in its Functional Area, being MyCiTi and GABS. It describes the process for rationalising existing contracts and sets out the requirements for each new contract in terms of the proposed routes, frequencies and fleet requirements.

4.2 Existing contracts

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

4.3 Proposed plan for new contracts

In the next five years, TDA intends to enter into new contracts in alignment with the Implementation Plan of the IPTN 2032 with primary focus on the following:

- Phase 2A, together with its scheduled feeder services, will significantly increase capacity from the Metro South East to the Claremont and Wynberg area. The detailed design has been completed for certain sections and construction of some areas has also commenced. Once all of the detailed design has been completed, and subject to available finance the service will be implemented and come into operation. It is envisaged that this process will take about five years depending on funding availability
- the modernisation of Metrorail's Central Line during the same period will increase capacity from the Metro South East towards the CBD and thus the Urban Core. Both these interventions will result in a change in travel patterns for many travellers, and will necessitate a change in the capacity of the minibus-taxi fleet on a wide variety of routes in these two corridors
- conceptual design, detailed design and then implementation of the 10 km, three stations Blue Downs Rail Link and the related road-based feeders, which has commenced
- the Klipfontein distributor corridor will also follow a similar process on concept design, detailed design and then implementation

4.4 Process for rationalising existing contracts

Upon assignment of the contracted services through the Contracting Authority, there will be a detailed rationalisation in terms of the principles of the IPTN 2032. In terms of the approved IPTN Business Plan these feeder and direct services will be integrated into the entire MyCiTi network to create a seamless service, even though there will be multiple contracted operators. In terms of the MoU which was entered into between the City, Province and GABS in 2014 (see Annexure B), it is intended that there will be a negotiated contract for seven years and the brand will be MyCiTi and there will be one integrated ticket. A detailed Business Plan for Quality Bus services is being prepared to consider optional contract design as well as a transitional approach

4.5 Requirements for each new contract, implementation programme and budget for the Contracted Services Plan

The requirements for each new contract in terms of the proposed routes, the frequencies and fleet requirements per route, and the contract duration are currently under investigation. They will be reported on in the 2019 review of the CIP. The implementation programme and budget for the Contracted Services Plan will also be addressed in the 2019 review.

5 NON-CONTRACTED SERVICES PLAN

5.1 Introduction

This part sets out the City's five-year plan for dealing with the non-contracted services that are provided on routes where OLs are granted. These include on-demand services, charter services, scholar transport, metered taxi services, tuk-tuks and pedi-cabs.

The Non-Contracted Services Plan describes the required supply of vehicles of a particular mode on particular route based on:

- the City's modal policy
- an analysis of data collected for the Transport Register
- needs identified through public and stakeholder involvement forums
- records of current legitimate services as reflected in the Operating Licence Administration System (OLAS)

5.2 Routes where operating licences will be granted

Routes where OLs will be granted are covered in section 6 and in detail in the comprehensive stand-alone OLP (see Annexure B).

5.3 Required supply of vehicles on each route

The required supply of vehicles of a particular mode on each route is determined by the methodology used in the OLP. This is based on:

- the City's modal policy
- an analysis of data collected for the Transport Register
- needs identified through public and stakeholder involvement forums
- records of current legitimate services as reflected in the OLAS

5.4 Other requirements and restrictions

Quality requirements and restrictions in terms of numbers at particular geographic locations are also covered in the OLP.

6 OPERATING LICENCES PLAN

6.1 Introduction

This OLP guides the award of OLs by the City. It has been determined by the Contracted Services Plan and Non-Contracted Services Plan referred to above.

The OLP describes:

- the OLs required for all proposed new contracts
- the non-contracted regular, daily services in Cape Town
- the defined PT routes on which non-contracted services may operate and the related facilities
- the number of vehicles of each capacity type that TDA will authorise
- enforcement strategies and institutional arrangements

6.2 Purpose of OLP

The purpose of the OLP is to provide clear guidance to the City as to which OL applications should be recommended or rejected by it.

6.3 Proposed new contracts

With respect to future contracts, the number of service providers and the affected routes for the new Phase 2 of the IPTN, are yet to be determined. In support of the Phase 2 PT contracts, operational plans and associated business plans are currently under design.

On the other hand and viewing an OL as a contract for road-based PT operations, it should be noted that the current approach to the issue of OLs is essentially reactive where the PRE responds generally with sanctioning the supply of OLs. This is purely in response to a demand for OLs created by the PT service providers as based on the demand for services by the customer. The City would verify the applicants' claims by conducting its own investigations for such services.

Other areas of proactive OL granting include new shopping centres whilst in planning phases or under construction, but are informed by the prevalence of already existing PT services in the area, especially in the network of routes context. Normally, additional authorities would be granted to render such a service and an increase of licences considered when demand is proven.

6.4 Non-contracted regular, daily services

The non-contracted regular, daily services pertaining to minibus-taxis in various major areas of Cape Town are set out in Table 6 1. This table represents the results of a cordon count around the area and at the 11 busiest areas in terms of vehicle and person trips.

Table 6 1: Non-contracted daily trips at the 11 busiest minibus-taxi areas (2016)

Areas	CBDs and Activity Nodes		PT Facilities and Interchanges	
	Minibus-taxi Trips	Estimated Passenger Trips	Minibus-taxi Trips	Passenger Trips
1. Bellville	14 090	142 309	3 352	49 396
2. Cape Town	11 419	93 636	3 373	48 277
3. Claremont	3 520	29 216	311	4 520
4. Epping	4 842	38 252	70	884
5. Khayelitsha	15 661	79 098	2 142	31 035
6. Mitchells Plain	7 841	69 785	3 300	39 660
7. Montague Gardens	4 477	37 510	236	1 841
8. Wynberg	7 456	67 850	1 829	25 306
9. Nyanga	_____	_____	1 566	18 023
10. Delft	_____	_____	3 522	25 170
11. Retreat	_____	_____	2 454	12 948

6.4.1 Defined public transport routes or specified groups of routes

The condition of granting of OLs includes a route-by-route description of the application from the point of origin to the destination point. Non-contracted services are considered and awarded in terms of a network of routes in order to improve the interoperability and self-regulation within an association. 102 Taxi Associations are currently operating services in Cape Town with 94 in possession of various route descriptions forming a typical network of routes per association.

6.4.2 Number of vehicles of each capacity type

The NLTA specifies the vehicles (as set out in Table 6 2) to be used for non-contracted PT purposes. Table 6 2 also includes current OLs issued per vehicle group by the City.

Table 6 2: Approved vehicle types, capacities and number of legal OLs issued

Type of Vehicle	Seating Capacities including the Driver	Current OLs per vehicle group
Sedan	5	205
Avanza (8 +1)	9	400
Minibuses (15+1)	16	9 500 to 10 100
Midi-buses (16<35)	35	negligible
Buses	35 +	n/a

6.5 Number of operating licences granted

The number of OLs issued for non-contracted PT services is shown in Table 6.2. These services operate on 3 500 legal route descriptions. Of the above total, over 780 OLs have been bought out for the MyCiTi service.

On the issue of undersupply the City responds by supporting the supply of more OLs where its evidence indicates a positive trend. It does not control the demand for non-contracted services, presently.

With respect to oversupply, the City does not support applications for OLs which will result in the overtrading of routes.

6.6 Public transport facilities

The City has 213 PT facilities from which services are provided. In many locations, facilities for one mode are located next to facilities for another mode. This allows passengers to interchange relatively easily between modes. Facilities that are being implemented for IRT consist of depots, route stations, termini and a control centre.

There are 13 facilities from which long-distance road services operate. Joe Gqabi terminus in Khayelitsha is regarded as one of the main long distance facilities and serves multiple arrivals and departures during peak periods.

Metered taxi ranks are provided in Cape Town by the City, other governmental institutions and private organisations. These ranks are located in areas that are mainly frequented by tourists.

PRASA owns the majority of rail lines and stations that are used by Metrorail in Cape Town.

6.7 Non-regular modes of transport

Metered taxis

Metered taxi OLs are divided into three categories, namely: e-hailing-, Base- and Rank operating licence.

Current metered taxi OLs amount to 525. In addition, the City has availed 1 035 OL opportunities for e-hailing purposes. It is anticipated that the metered taxi fleet will grow to over 1 500.

Long distance PT

Long distance PT consists of the following modes:

- long-distance buses
- long-distance minibus-taxis
- long-distance midi-bus-taxis

A summary of the total long-distance PT activity taken over the December 2016 peak period indicates a 150 000 passenger trip turnover with 70% departing from Cape Town. The Joe Gqabi Facility accounted for 30% of all long-distance passenger trips. This total passenger turnover was catered for by 1 405 buses, 10 690 minibus-taxis and 2 621 midi-buses.

Tuk-Tuks

Tuk-Tuks refer to a three-wheeled motor vehicle designed for transporting not more than two passengers and are intended for those wanting to travel short distances – usually no more than 3 km. The City requires OLs to provide PT services using this mode. It is in the process of making 80 licences available in eight areas across Cape Town including the far south. The services would not be subsidised in any way. A tender process to determine the number of operators to be appointed (but not more than eight) has been initiated by the City. Preference is to be given to operators of electric vehicles.

Pedicabs

Pedicabs are viewed as a non-motorised version of Tuk-Tuks, and also require OLs to operate PT services, however unregulated in terms of the NLTA. To date no OLs for PT purposes have been supported by the City.

Segways

TDA is in recurring discussion with various entrepreneurs to regularise this motorised mode.

The guidance for recommendations that the City will make in respect of an application for the granting, renewal, amendment or transfer of an operating licence for a non-contracted service includes the following:

- the availability of ranks, terminals or other facilities or spaces for boarding or alighting, holding or parking of vehicles
- whether the application is supported in the light of the City's CIP
- whether or not the PT requirements for the particular route or routes are already adequately served by a PT service of a similar nature, standard and quality, whether provided in terms of a commercial service contract, subsidised service contract or other OLs
- the existence of any by-law, regulation, prohibition, limitation or restriction that is relevant to the transport service that the applicant proposes to operate
- the period for which the operating licence should be issued
- any other direction or representation the City may have in relation to the application

6.8 Provincial Regulatory Entity conditions

The consideration of various PT transactions with respect to non-contracted services, is provided for in section 55(2)(a) of the NLTA.

Key to the PRE decision to grant PT OLs to service providers impacting Cape Town is the principle of not granting OLs when the City through its evaluation processes does not support an application for OLs. In summary, road based public transport services that require operating licenses include the following services;

- Non-contracted Services
- Learner Services
- Staff Services
- Long Distance Public Transport Services
- Metered Taxis
- Charter Services
- Tourist Services
- Contracted Services
- Special Events and Major Special Events
- Courtesy Services
- Tuk-Tuks

6.9 The Operating Licence Administration System (OLAS)

The function of OLAS is to maintain an active record of all OL data, related records of decisions and all PT route information.

The key objective of OLAS is have a database that accurately and reliably reflects the details of all active OLs pertaining to the area at the time any new application is being considered.

On promulgation in the Government Gazette, an Agency Agreement between the City and the WCG will come into effect allowing the PRE to continue receiving and adjudicating OL applications until the staff transfer to the City has been concluded. This will be for a maximum of one year and to coincide with the commencement of the City's financial year.

Work on a new MRE SAP platform to accommodate the OLAS commenced during 2016 and is expected to go live in August 2017. This platform will also accommodate the migration of all PT services and operators' details, PT routes and OLs in the system as an accurate basis for PT decision-making with respect to recommending or rejecting applications for OLs.

Once this platform is live, all PT operators will be registered and profiled on the MRE SAP platform.

The City will also avail links of this MRE SAP platform to the relevant authorities to forge effective concurrency in the provision of PT services, once this system is fully operational.

6.10 Enforcement strategies

The City's law enforcement strategies for maintaining the operating licencing system, including institutional arrangements, the interrelationship with traffic law enforcement and the setting of targets and measuring performance are set out below.

6.10.1 Institutional arrangements

The NLTA allows for the establishment of regulatory entities at all three spheres of government:

- a National Public Transport Regulator
- a PRE
- a MRE (in the case of a Municipality to which the OL function has been assigned under section 11(2) of the NLTA)
- The current enforcement agencies comprises of the following institutions, namely:
 - The South African Police Services (SAPS)
 - Provincial Traffic
 - Safety and Security / Law Enforcement, Traffic and Coordination / Traffic Services / Traffic Operations
 - Transport and Urban Development Authority / Integrated Transport Portfolio / Network Management / The Transport Enforcement Unit
- These four agencies regularly meet to discuss operational issues that inform operating licensing decision-making.

6.10.2 Interrelationship with traffic law enforcement

The law enforcement agencies primarily involved in enforcing both the National Land Transport Act, Act 5 of 2009 (NLTA) and the National Road Traffic Act, Act 93 of 1996 include the Traffic Inspectorates of both the City and Province, assisted where appropriate, by the Metro Police and SAPS. Although a dedicated Public Transport Unit has been established, in the present context it is recognised that resources for enforcement are limited with respect to PT.

6.10.3 Targets and measuring performance

Based on resource priorities, the setting of targets and measuring performance in relation to OL enforcement involves:

- reducing illegal PT operations
- addressing current overtrading of minibus-taxi routes
- resolving the issue of destructive competition between different services on the same route or corridor

ANNEXURE A - ABBREVIATIONS & ACRONYMS

Abbreviation or Acronym	Description
BRT	Bus Rapid Transit
CBD	Central Business District
CITP	Comprehensive Integrated Transport Plan
GABS	Golden Arrow Bus Services
IPTN	Integrated Public Transport Plan
IRT	Integrated Rapid Transport
MoA	Memorandum of Action
MoU	Memorandum of Understanding
MRE	Municipal Regulatory Entity
NDoT	National Department of Transport
NMT	Non-motorised Transport
OL	Operating Licence
OLAS	Operating Licence Administration System
OLP	Operating Licences Plan
PRASA	Passenger Rail Agency of South Africa
PRE	Provincial Regulating Entity
PT	Public Transport
PTP	Public Transport Plan
PTI	Public Transport Interchange
PTISG	Public Transport Infrastructure and Systems Grant
RTCs	Regional Transport Companies
SAPS	South African Police Authority
SDF	Spatial Development Framework
TCT	Transport for Cape Town
TDA	Transport and Urban Development Authority
TDM	Travel Demand Management
TOCs	Transport Operating Companies
TOD	Transit-oriented Development
VOCs	Vehicle Operating Companies

ANNEXURE B - LIST OF ANNEXURES

Annexure B sets out the list of Annexures to this PTP. As the TDA website is currently being set up, the URLs will be populated once this is available (anticipated go live July 2017).

No.	Description	URL
1.	Travel Demand Management Strategy	https://tdacontenthubfunctions.azurewebsites.net/Document/402
2.	Non-motorised Transport Strategy	https://tdacontenthubfunctions.azurewebsites.net/Document/30
3.	Cycling Strategy	https://tdacontenthubfunctions.azurewebsites.net/Document/1403
4.	Parking Strategy	https://tdacontenthubfunctions.azurewebsites.net/Document/23
5.	MoA with PRASA	https://tdacontenthubfunctions.azurewebsites.net/Document/9
6.	Metered Taxi Strategy	https://tdacontenthubfunctions.azurewebsites.net/Document/29
7.	Operating Licences Plan	https://tdacontenthubfunctions.azurewebsites.net/Document/32
8.	MoU between the City, Province and GABS	https://tdacontenthubfunctions.azurewebsites.net/Document/10
9.	IPTN Business Plan	https://tdacontenthubfunctions.azurewebsites.net/Document/13

APPENDIX 4

FUNDING STRATEGY FOR PROJECTS: PRIORITISATION, PROGRAMME AND BUDGET



APPENDIX 4 - FUNDING STRATEGY FOR PROJECTS: PRIORITISATION, PROGRAMME AND BUDGET

Department	Project	Major Fund	Fund	Approved Budget 2017/18 (R)	Approved Budget 2018/19 (R)	Approved Budget 2019/20 (R)	Total Project Cost (R)
Asset Management & Maintenance	Acquisition Vehicles & Plant Additional	EFF	EFF	20 000 000	7 500 000	5 000 000	32 500 000
Asset Management & Maintenance	Canalisation of Solly's Town canal	CRR	3 CRR:WardAllocation	69 138	0	0	69 138
Asset Management & Maintenance	Const of sidewalks/embayments Ward 60	CRR	3 CRR:WardAllocation	3 733 283	0	0	3 733 283
Asset Management & Maintenance	Fencing	CRR	3 CRR:WardAllocation	295 200	0	0	295 200
Asset Management & Maintenance	Furniture, Tools & Equipment: Additional	EFF	EFF	804 225	0	850 000	1 654 225
Asset Management & Maintenance	Informal Settlements Upgrading	CGD	4 NT USDG	1 500 000	2 000 000	5 000 000	8 500 000
Asset Management & Maintenance	IRT Vehicle Acquisition	CGD	4 NG DOT PTI&SG	0	120 000 000	0	120 000 000
Asset Management & Maintenance	Klipfontein Road Upgrade, Gugulethu	CGD	4 NT USDG	2 571 217	0	0	2 571 217
Asset Management & Maintenance	New Fence Alison Street Kenridge	CRR	3 CRR:WardAllocation	80 000	0	0	80 000
Asset Management & Maintenance	New Footpath in Oude Westhof	CRR	3 CRR:WardAllocation	37 946	0	0	37 946
Asset Management & Maintenance	New Footpath Van Riebeeckshof Rd	CRR	3 CRR:WardAllocation	100 000	0	0	100 000
Asset Management & Maintenance	New Pavement Trichardt & Plettenberg Str	CRR	3 CRR:WardAllocation	100 000	0	0	100 000
Asset Management & Maintenance	Parking embayments - Fish Hoek	CRR	3 CRR:WardAllocation	81 144	0	0	81 144
Asset Management & Maintenance	Pavement Construction (Ph 2): Ward 103	CRR	3 CRR:WardAllocation	200 000	0	0	200 000
Asset Management & Maintenance	Piping of Channelling Plantation Rd, B/P	CRR	3 CRR:WardAllocation	183 391	0	0	183 391
Asset Management & Maintenance	Plant, Tools and Equipment: Additional	EFF	EFF	1 279 467	1 200 000	1 000 000	3 479 467
Asset Management & Maintenance	Road Infrastructure in Lavender Hill	CRR	3 CRR:WardAllocation	150 000	0	0	150 000
Asset Management & Maintenance	Road Infrastructure in Steenberg	CRR	3 CRR:WardAllocation	150 000	0	0	150 000
Asset Management & Maintenance	Road Infrastructure in Wards	CRR	3 CRR:WardAllocation	610 000	0	0	610 000
Asset Management & Maintenance	Road Structures: Construction	CRR	3 CRR:WardAllocation	3 400 000	3 000 000	1 500 000	7 900 000
Asset Management & Maintenance	Sidewalk-pedestrian lane - Ward 24	CRR	3 CRR:WardAllocation	250 000	0	0	250 000
Asset Management & Maintenance	Speed calming	CRR	3 CRR:WardAllocation	450 000	0	0	450 000
Asset Management & Maintenance	Traffic Calming City Wide	CRR	3 CRR:WardAllocation	9 246 936	1 500 000	1 500 000	12 246 936
Asset Management & Maintenance	Upgrade Local Roads	CRR	3 CRR:WardAllocation	125 358	0	0	125 358
Asset Management & Maintenance	Upgrade of office Lwandle PTI	CRR	3 CRR:WardAllocation	150 000	0	0	150 000

Department	Project	Major Fund	Fund	Approved Budget 2017/18 (R)	Approved Budget 2018/19 (R)	Approved Budget 2019/20 (R)	Total Project Cost (R)
Asset Management & Maintenance	Upgrade of Roads in Wards	CRR	3 CRR:WardAllocation	1 116 145	0	0	1 116 145
Asset Management & Maintenance	Upgrading: HO, Depot & District Bldgs	EFF	EFF	2 287 737	2 000 000	1 423 092	5 710 829
Asset Management & Maintenance	Walkway Hlathi Fikile	CRR	3 CRR:WardAllocation	50 000	0	0	50 000
Asset Management & Maintenance	Walkway Tyawe Richmond Manengele	CRR	3 CRR:WardAllocation	100 000	0	0	100 000
Asset Management & Maintenance	Weltevreden Road Rehab, Philippi	CGD	4 NT USDG	440 541	0	0	440 541
Asset Management & Maintenance	Woodstock Town Hall Parking Area	CRR	3 CRR:WardAllocation	110 000	0	0	110 000
Built Environment Management	Atlantis: Development of Corridor - M12	CRR	3 BICL T&Roads:Blg	3 879 044	0	0	3 879 044
Built Environment Management	Bottelary Area Main Roads	CRR	3 BICL T&Roads:Hel	3 500 000	0	0	3 500 000
Built Environment Management	Butskop Rd upgrading	EFF	1 EFF	0	1 700 000	1 700 000	3 400 000
Built Environment Management	Coastal Structures: Rehabilitation	EFF	EFF	25 011 787	20 000 000	20 000 000	65 011 787
Built Environment Management	Congestion Relief Projects	CRR	3 CRR: General	102 474 308	119 600 000	101 000 000	323 074 308
Built Environment Management	Construct Roads Signs City wide	EFF	EFF	1 042 552	1 200 000	1 000 000	3 242 552
Built Environment Management	Croydon - Roads & Stormwater	EFF	1 EFF	517 399	0	0	517 399
Built Environment Management	CSRM General Stormwater projects	CRR & EFF	3 BICL SWater: Hel	4 854 577	4 000 000	3 000 000	11 854 577
Built Environment Management	Dualling: Broadway Blvd:Beach Rd:MR27	CRR & EFF	3 BICL T&Roads:Hel	20 915 611	20 000 000	7 000 000	47 915 611
Built Environment Management	Durban Road Corridor Modderdam Road ext	CRR	3 BICL SWater: Tyg N	0	1 500 000	1 500 000	3 000 000
Built Environment Management	Flood Alleviation - Lourens River	EFF	1 EFF	12 483 906	10 000 000	10 000 000	32 483 906
Built Environment Management	Glencairn Rail & Road Stabilisation	CGD	4 PGWC Rail Safety	4 093 692	3 000 000	2 000 000	9 093 692
Built Environment Management	Green Point Promenade Upgrade	EFF	1 EFF	1 000 000	2 000 000	1 000 000	4 000 000
Built Environment Management	Gugulethu Concrete Roads	CGD	4 NT USDG	20 240 255	0	0	20 240 255
Built Environment Management	Inner City: Public Transport Hub	CGD	4 NT PTNG	2 000 000	10 000 000	50 000 000	62 000 000
Built Environment Management	Integrated Bus Rapid Transit System	CGD	4 NT PTNG	30 000 000	10 000 000	10 000 000	50 000 000
Built Environment Management	IRT Phase 2 A	CGD	4 NT PTNG	238 874 000	310 807 000	293 417 000	843 098 000
Built Environment Management	IRT: Ph 1B Koeberg-Century City	CGD	4 NT PTNG	74 000 000	0	0	74 000 000
Built Environment Management	Kommetjie Road Dualling & Ou Kaapseweg D	CRR & EFF	3 CRR: General	30 500 000	71 000 000	95 000 000	196 500 000
Built Environment Management	Kuyasa Library Precinct:Walter Sisulu Rd	EFF	1 EFF	1 472 680	100 000	0	1 572 680

Department	Project	Major Fund	Fund	Approved Budget 2017/18 (R)	Approved Budget 2018/19 (R)	Approved Budget 2019/20 (R)	Total Project Cost (R)
Built Environment Management	Lentegeur & Mandalay Station PTI's:Dsg	CGD	4 NT NDPG	8 000 000	0	0	8 000 000
Built Environment Management	Lotus River Canal Upgrade, Gugulethu	CGD	4 NT USDG	1 400 000	0	0	1 400 000
Built Environment Management	Main Roads: Northern Corridor	CGD	4 NT USDG	24 994 316	8 000 000	0	32 994 316
Built Environment Management	Metro Roads: Reconstruction	EFF	EFF	90 491 015	49 073 092	48 900 000	188 464 107
Built Environment Management	Metro South East Public Transport Facility	CGD	4 Private Sector Fin	8 000 000	20 000 000	20 000 000	48 000 000
Built Environment Management	Mitchells Plain Station TI	CGD	4 NT NDPG	3 000 000	0	0	3 000 000
Built Environment Management	Nolungile (Site C) PTI	CGD	4 NT PTNG	500 000	0	0	500 000
Built Environment Management	Non-motorised Transport Programme	CGD	4 NT PTNG	138 500 000	150 000 000	125 000 000	413 500 000
Built Environment Management	Pedestrianisation	EFF	EFF	200 000	100 000	100 000	400 000
Built Environment Management	Pedestrianisation - Low Income Areas	CGD	4 NT USDG	5 626 351	100 000	100 000	5 826 351
Built Environment Management	Platteklouf Road Dualling	CRR	3 CRR: General	7 600 000	21 000 000	0	28 600 000
Built Environment Management	Proclaimed Main Roads: Rehabilitation	CGD	4 PM&R - TS&I	1 517 658	0	0	1 517 658
Built Environment Management	Property Acquisition	EFF	EFF	12 039 136	2 000 000	2 000 000	16 039 136
Built Environment Management	Prov of PT shelters,embayments & signage	CGD	4 NT PTNG	1 000 000	1 000 000	1 000 000	3 000 000
Built Environment Management	PT information & branding	CGD	4 NT PTNG	500 000	500 000	500 000	1 500 000
Built Environment Management	Public Transport Interchange Programme	CGD	4 NT PTNG	4 487 394	53 700 000	62 100 000	120 287 394
Built Environment Management	Rail-based Park & Ride Facilities	CGD	4 NT PTNG	6 000 000	1 500 000	500 000	8 000 000
Built Environment Management	Rail-related projects for central line	CGD	4 NT PTNG	0	0	0	-
Built Environment Management	Rehabilitation - Minor Roads	EFF	EFF	7 300 000	4 000 000	4 000 000	15 300 000
Built Environment Management	Retreat Public Transport Interchange	CGD	4 NT PTNG	200 000	15 000 000	20 000 000	35 200 000
Built Environment Management	Road Rehabilitation:Bishop Lavis	CGD	4 NT USDG	37 866 902	53 000 000	8 500 000	99 366 902
Built Environment Management	Road Rehabilitation:Hanover Park:Ph2&Ph3	CGD	4 NT USDG	7 000 000	35 000 000	8 000 000	50 000 000
Built Environment Management	Road Upgrade:Broadway Boulevard:Phase 2	CRR	3 BICL T&Roads:Hel	0	5 100 000	0	5 100 000
Built Environment Management	Roads: Bulk: Housing Projects	CGD	4 NT USDG	91 161 004	66 000 000	51 000 000	208 161 004
Built Environment Management	Roads: Rehabilitation	CGD	4 NT USDG	102 262 534	43 100 000	102 000 000	247 362 534
Built Environment Management	Sir Lowry's Pass River Upgrade	CGD &EFF	4 NT USDG	20 100 000	47 000 000	91 000 000	158 100 000

Department	Project	Major Fund	Fund	Approved Budget 2017/18 (R)	Approved Budget 2018/19 (R)	Approved Budget 2019/20 (R)	Total Project Cost (R)
Built Environment Management	Soet River Upgrade, Somerset West	CGD	4 NT USDG	5 617 361	0	0	5 617 361
Built Environment Management	Somerset West PTI	CGD	4 NT PTNG	6 500 000	10 000 000	15 000 000	31 500 000
Built Environment Management	South Fork, Strand - roads and stormwater	EFF	1 EFF	1 350 000	1 700 000	1 700 000	4 750 000
Built Environment Management	Stormwater Rehabilitation/Improvements	CGD	4 NT USDG	6 065 361	12 000 000	16 000 000	34 065 361
Built Environment Management	Stormwater: Bulk: Housing Projects	EFF	EFF	2 000 000	0	0	2 000 000
Built Environment Management	SW: Coastal Water Quality Control Struct	EFF	EFF				-
Built Environment Management	Unmade Roads: Residential	EFF	EFF	4 025 003	3 000 000	3 000 000	10 025 003
Built Environment Management	Upgr: Gravel St's: Mission Grounds, SLP	EFF	1 EFF	1 500 000	1 700 000	0	3 200 000
Built Environment Management	Vlakteplaas Bulk Stormwater	CGD	4 NT USDG	0	1 000 000	3 000 000	4 000 000
Built Environment Management	Widening: Lourensford Rd: MR9 Parel Vall	EFF	EFF				-
Business Resource Management	IRT PH 2A-Bus Dev for TDA - Pegasys	CGD	4 NT PTNG	20 000 000	23 000 000	23 000 000	66 000 000
Business Resource Management	Computer, Office Equipment: Replacement	EFF	1 EFF	101 600	200 000	200 000	501 600
Business Resource Management	EESP Contingency Provision - Insurance			0	0	0	-
Business Resource Management	Contingency Provision - Insurance	REVENUE	2 Revenue: Insurance	436 475	300 000	300 000	1 036 475
Business Resource Management	IRT: Control Centre	CGD	4 NT PTNG	64 100 000	10 000 000	10 000 000	84 100 000
Business Resource Management	IRT: Fare Collection	CGD	4 NT PTNG	35 670 000	12 000 000	12 000 000	59 670 000
Contract Operations	Transport: PTI Upgrades	EFF	EFF & NT PTNG	1 663 500	0	0	1 663 500
Contract Operations	Transport Facilities Upgrades	EFF	EFF & NT PTNG	4 064 688	2 700 000	2 700 000	9 464 688
Contract Operations	Damage to Waterfront MyCiTi IRT Station	Revenue	2 Revenue: Insurance	190 646	0	0	190 646
Development Management	Alterations to Office Accommodation	EFF	1 EFF	0	2 000 000	0	2 000 000
Development Management	Provision of Filing space and systems	EFF	1 EFF	2 000 000	0	0	2 000 000
Development Management	Furniture and Equipment: Replacement	EFF	1 EFF	200 000	200 000	200 000	600 000
Environmental Management	Acquisition of Land	EFF	1 EFF	3 480 000	0	0	3 480 000
Environmental Management	Asanda Village Wetland Rehabilitation	EFF	1 EFF	0	500 000	0	500 000
Environmental Management	Energy Efficiency and Demand Side Manage	CGD	4 NT EE & DSM	10 500 000	0	0	10 500 000
Environmental Management	Furniture and Fittings	EFF	EFF	580 000	200 000	580 000	1 360 000

Department	Project	Major Fund	Fund	Approved Budget 2017/18 (R)	Approved Budget 2018/19 (R)	Approved Budget 2019/20 (R)	Total Project Cost (R)
Environmental Management	IT and Office Equipment : Replacement	EFF	EFF	400 000	450 000	450 000	1 300 000
Environmental Management	IT Equipment : Replacement	EFF	EFF	355 000	0	0	355 000
Environmental Management	Local Agenda 21 Capital Projects	EFF	EFF	430 000	430 000	430 000	1 290 000
Environmental Management	Local Environment and Heritage Projects	EFF	EFF	450 000	2 450 000	1 800 000	4 700 000
Environmental Management	Plant and Equipment	EFF	EFF	205 228	0	150 000	355 228
Environmental Management	Replacement of Equipment (Biodiversity)	REVENUE	2 Revenue: Insurance	51 300	0	0	51 300
Environmental Management	Resource Efficiency and Renewable Energy	EFF	1 EFF	3 000 000	0	0	3 000 000
Environmental Management	SAP Enhancements	EFF	EFF	200 000	1 000 000	0	1 200 000
Environmental Management	Specialised Biodiversity Equipment	EFF	EFF	215 000	145 000	175 000	535 000
Environmental Management	Upgrade of Reserves Infrastructure	CRR	3 CRR: Nature Reserv	6 167 650	15 142 849	9 877 446	31 187 945
Environmental Management	Vehicle: Green Jobs: Wards 61 and 69	CRR & EFF	CRR Ward	400 000	0	0	400 000
Network Management	Transport Management Centre Extension	CGD	4 NT PTNG	82 500 000	0	0	82 500 000
Network Management	Transport Systems Management Projects	EFF	EFF	4 069 276	3 000 000	2 500 000	9 569 276
Network Management	Transport Active Network Systems	EFF	EFF	1 581 444	2 000 000	1 500 000	5 081 444
Network Management	Replace Traffic Counting Machine	REVENUE	2 Revenue: Insurance	54 171	0	0	54 171
Network Management	Traffic Signal and system upgrade	EFF	EFF	1 233 565	1 500 000	1 500 000	4 233 565
Network Management	Public Transport Systems management project	CGD	4 NT PTNG	70 000 000	75 000 000	75 000 000	220 000 000
Network Management	Vehicles-Security: Acquisition	EFF	EFF	0	3 500 000	0	3 500 000
New Market Development	10 Ha Somerset West Hsg Project	CGD	4 NT USDG	9 347 283	0	0	9 347 283
New Market Development	Bardale / Fairdale: Develop 4 000 Units	CGD	4 NT USDG	512 000	1 100 000	0	1 612 000
New Market Development	Beacon Valley Housing Project - Mitchell	CGD	4 NT USDG	200 000	24 000 000	48 000 000	72 200 000
New Market Development	Belhar CBD Hsg Development (PGWC)	CGD	4 NT USDG	34 592 093	14 642 453	0	49 234 546
New Market Development	Belhar/Pentech Housing Project: 350 Units	CGD	4 NT USDG	7 500 000	6 280 000	0	13 780 000
New Market Development	BNG: Housing Developments	EFF	1EFF	3 008 119	3 008 119	3 008 119	9 024 357
New Market Development	Computer Equipment - Additional	EFF	1 EFF	0	500 000	500 000	1 000 000
New Market Development	Delft - The Hague Housing Project	CGD	4 NT USDG	6 000 000	5 000 000	2 000 000	13 000 000

Department	Project	Major Fund	Fund	Approved Budget 2017/18 (R)	Approved Budget 2018/19 (R)	Approved Budget 2019/20 (R)	Total Project Cost (R)
New Market Development	Dido Valley (535 units)	CGD	4 NT USDG	13 536 396	3 837 655	0	17 374 051
New Market Development	District 6 Project: Bulk Infrac Phase 3	CGD	4 NT USDG	0	0	0	-
New Market Development	Edward Street: Grassy Park Development	CGD	4 NT USDG	2 750 000	1 287 104	0	4 037 104
New Market Development	Fencing: Statice Heights	CRR	3 CRR:WardAllocation	100 000	0	0	100 000
New Market Development	Fisantekraal Garden Cities Phase 2	CGD	4 NT USDG	12 560 000	10 000 000	0	22 560 000
New Market Development	Forest Village (Blue Downs)	CGD	4 NT USDG	25 086 880	10 444 427	0	35 531 307
New Market Development	Furniture and Fittings: Additional	EFF	1 EFF	0	200 000	200 000	400 000
New Market Development	Gugulethu Infill Project Erf 8448/MauMau	CGD	4 NT USDG	1 000 000	600 000	831 240	2 431 240
New Market Development	Harare Infill Housing Project	CGD	4 NT USDG	1 200 000	15 000 000	15 076 000	31 276 000
New Market Development	Heideveld Duinefontein Housing Project	CGD	4 NT USDG	156 043	3 750 000	0	3 906 043
New Market Development	HSDG Land Acquisitions	CGD	4 Prov House Dev Brd	0	20 000	20 000	40 000
New Market Development	Ilitha Park Infill Internal Services	CGD	4 NT USDG	450 000	9 500 000	6 799 000	16 749 000
New Market Development	Imizamo Yethu - Hout Bay Housing Project	CGD	4 Prov House Dev Brd	5 865 000	15 200 000	42 070 000	63 135 000
New Market Development	Kanonkop (Atlantis Ext12) Housing Project	CGD	4 NT USDG	3 400 000	20 000 000	22 000 000	45 400 000
New Market Development	Macassar BNG Housing Project	CGD	4 NT USDG	2 000 000	28 380 000	42 570 000	72 950 000
New Market Development	Manenberg The Downs : Housing Project	CGD	4 NT USDG	50 000	25 000	0	75 000
New Market Development	Masiphumelele Housing Project Phase 4	CGD	4 NT USDG	7 350 000	1 750 000	750 000	9 850 000
New Market Development	Morkel's Cottage Strand Housing Project	CGD	4 NT USDG	8 514 000	17 595 600	0	26 109 600
New Market Development	Morningstar Durbanville Housing Project	CGD	4 NT USDG	5 000 000	2 802 000	0	7 802 000
New Market Development	Ocean View - Mountain View Hsg Project	CGD	4 NT USDG	50 767	0	0	50 767
New Market Development	Plan and Detail Design: Housing Projects	CGD	4 NT USDG	5 550 000	24 597 230	23 654 724	53 801 954
New Market Development	Rondevlei Housing Project	CGD	4 NT USDG	66 000	0	0	66 000
New Market Development	Scottsdene New CRU Project - 350 Units	CGD	4 Prov House Dev Brd	2 034 418	0	0	2 034 418
New Market Development	Valhalla Park Integrated Housing Project	CGD	4 NT USDG	23 500 000	4 372 154	0	27 872 154
New Market Development	Wallacedene Phase 10A (PLS)	CGD	4 NT USDG	0	0	0	-
New Market Development	Witsand Housing Project Phase 2 Atlantis	CGD	4 NT USDG	2 000 000	1 000 000	0	3 000 000

Department	Project	Major Fund	Fund	Approved Budget 2017/18 (R)	Approved Budget 2018/19 (R)	Approved Budget 2019/20 (R)	Total Project Cost (R)
TDA Business Support	E-systems enhancements	EFF	1 EFF	4 250 000	6 250 000	6 250 000	16 750 000
TDA Business Support	Computer Equipment: Replacement	EFF	1 EFF	3 295 383	3 300 000	3 300 000	9 895 383
TDA Business Support	Furniture, Tools and Equipment: Additional	EFF	1 EFF	300 000	0	1 000 000	1 300 000
TDA Business Support	IT Equipment: Additional	EFF	1 EFF	150 000	0	0	150 000
TDA Business Support	Transport Registry system	EFF	1 EFF	532 426	500 000	100 000	1 132 426
TDA Business Support	Furniture, Fittings, Tools and Equip	EFF	1 EFF	762 039	0	0	762 039
Transport Planning	N/A	N/A	N/A	0	0	0	0
Urban Catalytic Investment	Rail-related projects for central line	EFF	1 EFF	2 000 000	18 000 000	6 000 000	26 000 000
Urban Integration	Upgrading B/heuwel TC and Pedestrian Link	CGD	4 NT ICD	500 000	0	0	500 000
Urban Integration	Woodstock Skate Park	EFF	1 EFF	58 125	627 500	0	685 625
Urban Integration	ICDG Capex programmes	CGD	4 NT ICD	0	0	13 780 097	13 780 097
Urban Integration	Imizamo Yethu Sporting Precinct: Upgrade	EFF	1 EFF	270 619	0	0	270 619
Urban Integration	Kruskal Avenue Upgrade	CGD & EFF	4 NT ICD	1 500 000	1 500 000	13 760 803	16 760 803
Urban Integration	Langa station Southern Precinct upgrade	EFF	1 EFF	52 000	0	0	52 000
Urban Integration	Local Area Priority Initiatives [LAPIs]	EFF	EFF	0	6 491 503	14 863 492	21 354 995
Urban Integration	Mfuleni Urban Park	EFF	1 EFF	8 892 130	5 856 406	0	14 748 536
Urban Integration	NDPG Capex programmes	CGD	4 NT NDPG	0	0	0	-
Urban Integration	Office Accommodation	EFF	1 EFF	0	350 000	0	350 000
Urban Integration	Pampoenkraal Heritage site	EFF	1 EFF	5 237 213	0	0	5 237 213
Urban Integration	Public Spaces Inf Settlement Upgrade	EFF	1 EFF	0	0	2 631 579	2 631 579
Urban Integration	Furniture and Equipment: Replacement	EFF	EFF	20 000	0	0	20 000
Urban Integration	Computer Equipment: Replacement	EFF	EFF	400 000	200 000	200 000	800 000
Urban Integration	Strand Pavilion Precinct Upgrade	EFF	1 EFF	5 620 146	5 079 854	0	10 700 000
Urban Integration	Sydmouth Road Extension	EFF	1 EFF	200 000	0	0	200 000
Urban Integration	Land Acquisition (USDG)	CGD & Revenue	4 NT USDG	164 542 258	38 098 910	116 316 625	318 957 793

APPENDIX 5

STAKEHOLDER CONSULTATION RESPONSES

APPENDIX 5 – STAKEHOLDER CONSULTATION RESPONSES

Responses to the original vision statement “an efficient, integrated transport system for all – implemented” are tabulated below:

Theme	ISSUES	WHERE ADDRESSED IN DOCUMENT
VISION	<p>Timeframes:</p> <ul style="list-style-type: none"> • Horizon too short - Got to be bold • By 2050 reduce commuting time to 20 min and 80% rail, based public transport within city limits • Too conservative and short term, be bold and brave • Is the Goal or Objectives really current? • 50 Year - No private vehicle use • Have a 10, 20 & 50 year plan • Needs to be on Long-term (five years should be Interim vision). To achieve long-term goals. Objectives – Vision needs to support N.D.P (National Development Plan) For Country and Specific to Cape Town & Western Cape as a Region. • Vision has no timeframe linked. If you are including implemented it needs to have timeframe • Need new objectives - e.g. By 2050 to have 80% of commuters on Public Transport <p>Universal Access:</p> <ul style="list-style-type: none"> • The vision is certainly comprehensive but I am convinced that it doesn't reflect universal access (UA) • UA is a way of thinking and should be part of the approach to planning, not just relegated implementation; it is too late to ensure UA <p>Non-motorised Transport:</p> <ul style="list-style-type: none"> • Transport NMT is specifically mentioned as a transport mode. Transport networks referred to are rail and road • The reference to a third “network” should be included, that specifically caters to NMT • To mention it in the Vision could assist with encouraging infrastructure planners (engineers) to pro-actively consider NMT in future planning projects <p>General:</p> <ul style="list-style-type: none"> • No explicit mention of technology / innovation • The proper flow is : Dream - Vision - Purpose - Mission • Innovation + Technology Absent in the strategy • The vision should include something that brings in a sense that the plan is united and that there has been consultation with the necessary stakeholders • The principles are very generic and an in depth understanding of each of the 5 key points need to be more clearly understood • I feel the vision is more of an outcome • Scope is too narrow, needs to be integrated into energy landscape more broadly • Operational vision in support of what? IDP? ODTP • Efficient/Integrated/Transport/System/Implemented: - to be more outcome orientated 	Chapter 2, 6, 9, 11

Theme	ISSUES	WHERE ADDRESSED IN DOCUMENT
EFFICIENT	<p>Energy efficiency:</p> <ul style="list-style-type: none"> I strongly suggest to move towards a transport system that will be able to move more people with less fuel Efficiency should not only aim to reduce costs to the city, but potentially aim to make revenue for the city e.g. through advertising contracts etc. - to operate on business principals Efficient definition is very weak. Should include transitions from fossil fuel, reduce emissions <p>Movement efficiency:</p> <ul style="list-style-type: none"> A case in point of efficient transportation is that of electric mobility. A shift towards electric based is well positioned to reduce our reliance from energy intensive and fossil-based energy. The city is already doing this with the electric bus tender, however I think more needs to be done particularly with the City's cooperate fleet Glad to see transport indicators are captured in the TDI Reliability, ease of access, safety elements are missing Efficiency must be across the board and not limited to city and customer. Input costs are critical for all users and must be factor for the plan to achieve Human settlements current and planned more integrated with TOD Efficiency also has to do with using the appropriate mode for a particular need, for example; freight on rail rather than road; or rail as the main mode for transporting higher volumes for longer distances. While smaller vehicles operate as feeders to rail or BRT Behavioural change and easing congestion on road system requires some The efficiency should in same way also point to the question with non-city transport Human settlements current and planned more integrated with TOD <p>General:</p> <ul style="list-style-type: none"> I would suggest the use of the word "consolidated", which might make the word "integrated" redundant Efficiency needs to define input versus output I appreciate that this is about best use of government resources. The issue I'd like to raise is what is considered to be 'productive'- in 'bang for buck', what is considered 'bang'. It should be about access, particularly for the poor, not about kilometres built, speed of vehicles, infrastructure spend, etc. - typical past measures of 'efficiency', perhaps the word should be replace with 'functional transport services that deliver access to opportunities for residents and business' Long winded but you get the idea. It is about the reorientation of purpose We need to be specific Re: maximum and minimum vision in this item. Land use planning and transport must work in tandem How does the City monitor performance of private systems of transport? Is this covered in the by-laws? 	Chapter 6, 12, 13

Theme	ISSUES	WHERE ADDRESSED IN DOCUMENT
EFFICIENT	<ul style="list-style-type: none"> Efficiency must be across the board and not limited to city and customer. Input costs are critical for all users and must be factor for the plan to achieve Land use planning and transport must work in tandem We need to be specific Re maximum and minimum vision in this item <p>Non-motorised Transport:</p> <ul style="list-style-type: none"> Yes, planning must consider existing, informal movement patterns. This would reduce wasted expenditure. Look at 'natural movement', specifically NMT <p>General:</p> <ul style="list-style-type: none"> I would suggest the use of the word "consolidated", which might make the word "integrated" redundant Efficiency needs to define input versus output I appreciate that this is about best use of government resources. The issue I'd like to raise is what is considered to be 'productive'- in 'bang for buck', what is considered 'bang'. It should be about access, particularly for the poor, not about kilometres built, speed of vehicles, infrastructure spend, etc. - typical past measures of 'efficiency', perhaps the word should be replace with 'functional transport services that deliver access to opportunities for residents and business'. Long winded but you get the idea. It is about the reorientation of purpose We need to be specific Re: maximum and minimum vision in this item Land use planning and transport must work in tandem How does the City monitor performance of private systems of transport? Is this covered in the by-laws? Efficiency must be across the board and not limited to city and customer Input costs are critical for all users and must be factor for the plan to achieve Land use planning and transport must work in tandem We need to be specific Re maximum and minimum vision in this item 	Chapter 6, 12, 13

Theme	ISSUES	WHERE ADDRESSED IN DOCUMENT
INTEGRATED TRANSPORT	<p>Universal Access:</p> <ul style="list-style-type: none"> Built environment people with disabilities and pedestrian's alike needs to be looked at in terms of access (universal access) and modes of transport for people who can't get to a pick up point / jump on a taxi/bus. <p>Non-motorised Transport:</p> <ul style="list-style-type: none"> Include a third network reference that addresses NMT, congestion to be reduced, cleaner and greener modes of transport, NMT provides a solution but requires a separate network focus, must be included in the Vision (the explanation). <p>Freight:</p> <ul style="list-style-type: none"> Road and rail cater for cars, trains, buses, freight With the substantial movement of persons and freight between neighbouring areas in both directions due rite must be taken of implications for infrastructure and system to better accommodate transport needs Think about other modes of transport such as waterways and fairways as these will have a huge impact on transport movement in the future. Concern is mainly the growth of freight/container yards across the N1 areas. Usage of road- not always efficient. <p>Expand beyond transport (to land use):</p> <ul style="list-style-type: none"> Transport integration is one way of ensuring that you get the desired modal shift. But this cannot be achieved without the proper supporting infrastructure e.g. safe park and ride facilities etc. will incentivise commuters to make the shift. This should expand past transport. Future transport systems need to be more linked to a smart city vision Would like to involved in providing opportunities for dialogue in relation to the built environment-specifically streets Support settlement around synergies between transport and the built environment, but should emphasise specifically transport systems rail and support or continue with economic growth of the City. Need to get a closer synergy. Linkages between transport and built environment system and implemented theme. Built environment/land use planning should lead Transport Planning to increased ridership and minimise operational cost. Seamless and scheduled transport services supporting each other. Built environment that is based on supportive land uses and adaptable transportation networks. 	Chapter 2, 4, 7, 9, 10, 12

Theme	ISSUES	WHERE ADDRESSED IN DOCUMENT
INTEGRATED TRANSPORT	<p>General:</p> <ul style="list-style-type: none"> SBO's and SMME's have been operating longer than Taxi's and is still not included into IRT system. Current public transport modes are not reliable and safe, hence the preference for private transport. Secondly, the issue of reliability becomes important. How will the city ensure that the proposed integration will not cause further undue delays to our public transport system? Therefore, scheduling becomes imperative Partnerships with other cities and provinces "reinventing the wheel" approach Transport is a weird animal - a derived and enabling function. Given the shift to 'TDA', perhaps the vision should be about dimensions that need to be enabled, for example trade, access to markets, access to work and livelihood opportunities, services, leisure activities. In some cases, this may not need transport to be enabled What is defined under different modes? Will all current modes be considered? If any is excluded, how will they continue in the integrated system? As for integration inter modal shift is required to increase efficiency Directly involved with CT/SANRAL/DTPW FMS incident management system. FMS needs to be upgraded to include more Proactive triggers with regards to variable speed, ATIS, road user interface, ASOD and road network needs to be expanded into FMS technology. Expansion of TOD concept into provincial and city road networks e.g. TDM, HOV lanes, park and ride, contra flow, alternative trading etc. 24h operations Collaborated and co-utilising data. Further understand the synergy and linkages To include operational integration too- which means necessary law enforcement 	Chapter 2, 4, 7, 9, 10, 12

Theme	ISSUES	WHERE ADDRESSED IN DOCUMENT
SYSTEM	<p>Inter-service safety and passenger information:</p> <ul style="list-style-type: none"> • Incorporate transport safety and security as one would assume that enforcement deals with violations but safety and security might be presentative and improve confidence in the transport system. • Safety is critical to the success of a shift to alternative modes of transport. • Ensure passage profiling and accounting to ensure that passenger information is available through different modes in the system: <ul style="list-style-type: none"> • For ticket pricing • Measurements per passenger • Ease of access to the system • Disaster planning • Terrorist planning etc. • Legislation and Ticketing system <p>Data-based service:</p> <ul style="list-style-type: none"> • We need more data to plan interventions, placements of infrastructure. • Data must be more easily available and credible • Large data management, transport infrastructure modelling, joint systems, sharing and management. Upscaling a next generation and future TPT Eng. Competencies. Understanding of systems thinking scenario planning in change management <p>General:</p> <ul style="list-style-type: none"> • I placed a red sticker next to systems as there are inefficiencies in the transport system • System should be more inclusive of infrastructure changes based on future transport modes. I.e. electric vehicle charging and its link to electricity system • Also looking at quality control system from on skills development point of view • We are particularly interested to take part in in the interrogation of current infrastructure for pedestrians through a campaign raising awareness. In conversations with Province to rollout in 2017 • Also looking at quality control system from on skills development point of view • Alternatively/ addition- ensure integrated management systems • Legislation and Ticketing system • Freight to go back to rail-based transport. 	Chapter 2, 6, 11

Theme	ISSUES	WHERE ADDRESSED IN DOCUMENT
Addition to the vision statement: FOR ALL	<p>For the Poor:</p> <ul style="list-style-type: none"> • Access for the poor communities to transport between suburbs and internal is important in the vision • The main issue for passenger transport is affordability. I would like the City to apply its resources primarily to this end. That would be my main criteria for 'productive' • Focusing purely on user cost seems like a poor metric • Transport linkages to air and sea ports? Access for the poor communities to transport between suburbs and internal is important in the vision <p>Universal Access:</p> <ul style="list-style-type: none"> • Cheaper public transport (trains, bus, taxis) are not made accessible for people with disabilities. People with disabilities have limited options regarding transport and mobility. Very NB! That this is flows in the new CITP going forward <p>User-Centric:</p> <ul style="list-style-type: none"> • The vision should be to have a plan that is representative of the people, and that is currently lacking in your vision • Vision does encompass the requirement generally of the users of the transport system • The client benefit seems to be missing or less emphasized • Increase productivity in the city just as more important than individual cost and perception <p>General:</p> <ul style="list-style-type: none"> • Unless there is one vision, one mirror one goal with all stakeholders & role players on this vision, plan and implementation, the objectives will not be achieved • Housing closer to major work (economic) nodes. Shortens travel time; open NMT alternatives; saves money for commuters. Saves cost for consumers 	Chapter 2, 11

Theme	ISSUES	WHERE ADDRESSED IN DOCUMENT
IMPLEMENTED	<p>Resourcing:</p> <ul style="list-style-type: none"> • Need clarity on how funding will occur • What are the sources, seeing that the City have applied to become the Transport Authority • The elements capture the overall vision that TDA has for transport in Cape Town. The challenge is always at implementation given the competing needs and requirements and financial constrains <p>Monitor implementation:</p> <ul style="list-style-type: none"> • Perhaps bring in the notion of implementation as per programme, i.e. progress • Decreasing average transit time dramatically increases city productivity and quality of life. Need a better implementation metric that reduce cost • My "red dot" for "implemented" is a reminder/view that the system is never "implemented", but consistently evolving, even when the core infrastructure is in place (implemented) the operations could continue changing • Projects implemented should ensure efficiency of the transport system • The public transport solution and implementation is very rigid and it should change to include a mechanism where public transport services could be improved with a quicker turnaround time and not necessary requiring infrastructure upgrades,, services design as well as industry transformation • A critical piece that seems to missing is role of awareness raising and communications to ensure all citizens are not only aware of plans being implemented but also feel the need to engage <p>Non-motorised Transport:</p> <ul style="list-style-type: none"> • Which network caters for NMT? Cyclist needs cycle lanes, pedestrians need pavements, horse drawn carriages can't be only accommodated on the road • Third network 'The NMT Network' <p>Universal Access:</p> <ul style="list-style-type: none"> • Design must include UA. UA is also not limited to persons with disabilities but includes the elderly. Parents with small children and babies, those recuperating from surgery, and in fact all people no matter size, language, ability, or any other • Needs to be more specified elaborated on. From an NPO focusing rendering services to people with disabilities I know what could entail but any other person may not. More emphasis on access specifically for people with disabilities needs to be a priority • Dial-a-ride is not efficient or sufficient for the large volumes of people with disabilities, especially in more rural areas 	Chapter 2, 11

Theme	ISSUES	WHERE ADDRESSED IN DOCUMENT
IMPLEMENTED	<p>General:</p> <ul style="list-style-type: none"> • Implemented I like that "implemented" has made it into the vision - • Where and when will role of current role players be defined, will they be involved, assimilated or will it be a stakeholder relationship or excluded • Joint TDA/ DTPW/ Sector scorecard and spatial multi-interior analysis to screen/ vet implementation of investment schemes • With integration of inter-area systems and transport modes integration of systems will streamline use with more friendly overarching systems promote usage of more efficient mode or transport systems • "convenience" includes safe affordable reliable 	Chapter 2, 11
Addition to the vision statement: SUSTAINABLY	<p>General:</p> <ul style="list-style-type: none"> • Where is "sustainability"??? • An efficient, integrated, sustainable system - implemented • Some mention of the intent around greater sustainability and impacting positively on carbon reduction and climate change goals • Services have been delivered that enable transport users to access opportunities and live work in a sustainable way WWF can do some technical work on environmental impacts • Behaviour shift is the most sustainable way to achieve this. Need for sustained communications targeted on "choice" • Enforcement is key, sustainable enforcement with consequences 	Chapter 2, 4, 12, 13

APPENDIX 6 - PUBLIC PARTICIPATION RESPONSES

Date of Comment	Identity of person and organisation making comment	Comment made	City of Cape Town's response
24/07/2017	Gerrit Boonstra (Resident North)	<p>Introduction: The undersigned is a resident in subcouncil 7, the Durbanville area. From 2007 to 2014 I was a ward committee member of ward 105. I know the conditions in the northern suburbs, and am of the opinion that the Cape metro city council is unfairly neglecting these areas, in particular as far as transport services and infrastructure are concerned.</p> <p>Background</p> <ul style="list-style-type: none"> The R300 is a critical ring road connecting False Bay (Khayelitsha) over the N2 to Kuilsrivier to the N1. Then all of a sudden it ends right there. <p>I am under the impression that the R300 would be extended from the N1 in a northerly direction behind Durbanville up to the N7 and then to the west to the Atlantic Seaboard to link up with Melkbos at the R27 West Coast Road. A decade ago I saw plans indicating the road (some maps show this as an extension of the Okavanga Road past Fisantekraal).</p> <ul style="list-style-type: none"> CCT knows that the largest expansion now and in future will take place in the abovementioned north-westerly areas. For instance, the Table View-Atlantis axis has been earmarked for major development; Durbanville is expanding strongly and already stretches up to Kraaifontein and Fisantekraal (a second Khayelitsha is currently under construction at Fisantekraal). A giant town of 5 000 hectares is planned adjacent to the R304 between the N7 and Atlantis, and Bloubergstrand and Melkbos will soon be one town, etc. etc. <p>The Problem</p> <ul style="list-style-type: none"> The current planning is therefore inadequate and short-sighted for the following reasons: Fig A- 6 shows clearly that not even in the medium term a corridor road is planned for northeast of the northern suburbs of Bellville, Brackenfell and Durbanville and also not to the west towards Melkbos. Also see fig. 1 1. <p>Durbanville cannot handle the current traffic from the N1 and the town centre is deteriorating. Vehicles from Paarl and Stellenbosch must travel through the town of Durbanville to get to the R304 and the N7 (this is why dual carriageways are currently being constructed on the N7 up to Malmesbury!) To reach Atlantis one has to drive through Durbanville, then on the poor low-grade R304 right through Philadelphia's residential area (!) and over the N7 toward Atlantis and the R27. The traffic volumes, heavy vehicles in particular, have increased enormously.</p> <p>These northern suburbs have no public road transport such as MyCiTi (except from the city centre to Atlantis on the coastal road). There are also no trains to and from Durbanville. The workers on the surrounding farms have to depend on taxis.</p>	<ul style="list-style-type: none"> The City's first action in this area was to deal with the congestion hotspots and accordingly dedicate a large percentage of its congestion alleviation budget to infrastructure improvement in and around Kuilsrivier. In January 2017 the City entered into a partnership with Province and SANRAL that investigates joint priorities and related service delivery interventions. [1] Addressed in Chapter 4 (the MSDF) and Chapter 12 (TOD) Figure A-6 is a schematic plan indicating integration zones and precincts linked with current and proposed public transport corridors. Figure 1 1 indicates the area of Cape town's Functional Region

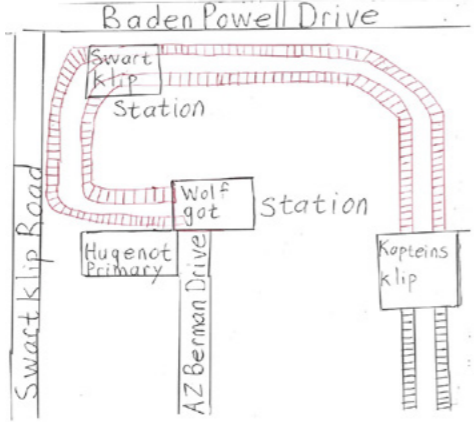
Date of Comment	Identity of person and organisation making comment	Comment made	City of Cape Town's response
		<p>Solutions:</p> <ul style="list-style-type: none"> Hardly able to manage the present extensions' traffic, the existing road cannot at all handle the traffic flowing in from outside the metro. The northern suburbs are the first contact for all traffic from areas outside of the Cape metropole (e.g. Paarl, Stellenbosch, Malmesbury), i.e. traffic flowing from the N1, N2 and N7 and R27 to the Cape Town city centre and the southern suburbs. (The M5 to the southern suburbs provides them with relief.) <p>The solution therefore is a northern bypass stretching from False Bay to the Atlantic Seaboard. This is the only solution, not only for the inter-urban areas, but will also greatly relieve the traffic problems on the N1 and N2. Further motivation I would like to recommend is that the city council consults Gauteng on the benefits of a road network of ring roads around the city centre and residential areas.</p> <p>As the northern Okavango-R300 ring road will only be possible if financed via toll fees, this is still acceptable and imperative as opposed to no ring road. It goes without saying that the Western Cape and national road authorities will have to be involved in such a project. Warning: The economic development of the metro is being seriously disadvantaged by this situation. If a solution is not found soon, the residents in the northern suburbs will be compelled to insist that all further residential and industrial developments be suspended, unless the necessary transport infrastructure is created BEFORE approval of any development.</p> <p>I trust that you will consider this input with the necessary attention.</p>	<ul style="list-style-type: none"> The response above [1] applies to its prioritisation. <p>The City's focus is on provision of new and rationalisation of existing public transport networks/systems as well as TOD. The City is also rolling out a basket of interventions (see chapters 8-11 of this document) including its Travel Demand Management Strategy. All of the above are intended to change the spatial pattern of the city and to reduce the use of single occupant vehicle travel.</p>
28/07/2017	Arnold February (Business Partners)	<ul style="list-style-type: none"> How is the existing MyCiTi services performing? Is everything on track for the rest of the MyCiTi services (IPTN 2032) to be implemented? Can the City provide different modes on the corridors for example Light Rail? 	<ul style="list-style-type: none"> The performance of existing MyCiTi services is outlined in Chapter 3 of the CIP and can be reviewed on www.myciti.org.za The roll-out of the IPTN is explained in more detail in the Public Transport Plan. Addressed in Chapter 6 and the Public Transport Plan [2]
02/08/2017	Kate Wells (Resident Kraaifontein)	<ul style="list-style-type: none"> We live in Kraaifontein and make the trip into the city each day in a car, along with everybody else. Please will you ask the City to design an 'above the ground' monorail, with relevant boarding and exiting stations, all the way into the city? It's such a busy Route, so I believe an 'above ground monorail' is the modern answer to this traffic problem. <p>Go Cape Town!</p>	<ul style="list-style-type: none"> See response [2]

Date of Comment	Identity of person and organisation making comment	Comment made	City of Cape Town's response
02/08/2017	Paul Hastilow (Pinelands)	<p>Hi, as stated the rail system in Cape Town is of major importance to the overall transportation of its citizens timorously.</p> <p>It will never prosper if the " causes" of the problems aren't sorted out.</p> <p>Namely:</p> <ul style="list-style-type: none"> • Cable theft, Vandalism, Maintenance, Safety. • Industrial action (unions) • Rioting (service delivery protest) • Affordable price structure. • Where are the "Train Police"...? • Every day on the radio, you hear , northern line 50mins late. • Southern line 30 min late. Central line, service terminated....? • Why..? No Cable, No electric, No Trains...! • Stop the culprits stealing, vandalizing. By force if necessary...! • Bring back the old locomotive with coal/ steam....! All they can steal then is coal.... this will also increase tourism and visitor usage like Rovos Rail and Old world charm... Train enthusiast would flock to Cape Town. • Let the army patrol the lines...what are they doing anyway? • Make the sale / purchase of scrap copper illegal. Eliminate the Temptations or value of stealing. • Where is the discipline..! Why are idiots tolerated "hanging off or in between coaches" in rush hour etc. ? This isn't India. • Armed guards in every carriage, Drivers with Conductors ensuring the safety of passengers from Gangsters, Thieves, Robbers. • Why have "Mono Rails" elevated above ground, never been introduced.? Also saves on land usage. • Sometimes you have to be "Cruel to be Kind". Instead of turning a blind eye to the problem....instil discipline And citizens will flood the train system like in "First World Countries" • A mention was made of the "Legacy of Apartheid"....! Well it certainly worked better then, than this "Transformation" debacle. 	<ul style="list-style-type: none"> • See response [2]. In addition, a MoA between the City and PRASA deals with safety and security aspects. Please refer to www.tda.gov.za.
02/08/2017	Rosalind Spencer Stone (Muizenberg Resident)	<ul style="list-style-type: none"> • The congestion on roads, especially into CBD, makes it unrealistic to travel by motor car; however the poor state of the trains and unreliable time table does not encourage commuters to use the service. Many people from this area spend as much as 3 to 4 hours per working day in traffic! A safe, clean and reliable public transport network is essential for the economic growth of Cape Town, not to mention the sustainability of our environment. • I assume that the integrated transport system will include cost effective ways to get from residential areas to rail stations and major bus stops? This could be provided by private, licensed entrepreneurs working within a local area. 	<ul style="list-style-type: none"> • See response [2] Agreed. This is essentially the aim of the IPTN • The TOD, NMT and Cycling Strategies are all aimed at making transport more efficient, effective and sustainable

Date of Comment	Identity of person and organisation making comment	Comment made	City of Cape Town's response
		<ul style="list-style-type: none"> Certainly something I have noticed when travelling by rail (between Muizenberg and CBD) is the ease with which commuters can avoid paying for a ticket. Not only do most of the stations end-route not have any form of turnstile but there are also no conductors on board the trains, and at times the ticket offices are not open. It is my guess that a large percentage of passengers travel for free along the route, and even at Cape Town Station the automated turnstiles do not work and the staff employed to check tickets are totally disinterested and could be handed a stub several weeks old! Obviously any public transport system will need to be subsidised but a basic fare should be paid by all; I envisage a prepaid system similar to that used on MyCiTi. Once there is a reliable and wide spread public transport system in place, a toll or tax could be charged for vehicles entering the CBD as is used in many other cities globally, which could help to offset the costs of subsidies. 	<ul style="list-style-type: none"> The issue of fare evasion is well known by PRASA and the City. Through our MoA, we are working together to reduce current occurrences. Addressed in Chapter 8 and in more detail in the City's Travel Demand Management Strategy
02/08/2017	Ingrid van den Berg (Bergvliet Resident)	<p>As a rate-payer of the City of Cape Town, I should like to contribute my comments to the Draft MSDF and Draft CITP.</p> <ul style="list-style-type: none"> Seeking to achieve a greater mix of income groups is all well and good, but one almost inevitable outcome of introducing low income build into a higher income area will be the devaluation of properties in that area. As this would be the result of the City's actions, it would only seem fair that those whose properties lose value get adequate compensation from the City for this loss. Mine is only an estimate, but I would imagine such compensation could run into billions of rands. Has the City taken this cost into account in their plans? <p>Also, given the City's rather poor record to date of listening to the wishes of residential area bodies, I would hope that any planned densification of an area is discussed and agreed with the residents in that area before going ahead, given that it is their environment and property values that will be affected.</p> <p>Thank you for taking my opinions into consideration.</p>	<ul style="list-style-type: none"> Addressed in Chapter 4 (MSDF)
02/08/2017	Myburgh Le Roux	<ul style="list-style-type: none"> 1. A rail transport system similar to that in London in the United Kingdom will benefit the poor, middle income and well-to-do members of our society. <p>Tourists will be able to do more sightseeing and spend very necessary valuta if they can use a safe, reliable and rapid rail transport system.</p> <p>The country will benefit if there are less road deaths, if nature is not polluted by so many toxic emission gases, and the housing crisis. Distance to and from parties' work is a sensitive subject as in the case of Woodstock and Blikkiesdorp.</p> <p>Economics taught me: You have R10. You can either buy a loaf of bread or chocolate but not both. It is only logical that a loaf of bread will have more value than a piece of chocolate. The rail transport system in the greater Cape Town must therefore be a priority. It won't serve a niche market, like a soccer stadium. Everyone in the economy will benefit directly or indirectly if there is a train every five to ten minutes.</p> <p>Based on the records of our national government and Prasa they cannot be relied on or trusted. The local government is on its own - which in fact is more of a positive than a negative.</p> <p>There are no grounds for opposing any rail transport system development. Not that a corrupt, incompetent person is in a position to dictate but any opposition will be to the detriment of the Republic and its citizens. The national government and Prasa will not be able to justify opposing it.</p>	<ul style="list-style-type: none"> 1. The importance and contribution of a fully-functioning rail system is highlighted as being critical to the transport system of the city and the City's aim of providing an integrated, interoperable system. See also response [2]

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		<ul style="list-style-type: none"> <li data-bbox="566 457 1685 646">• 2. I would like to respond in brief to the date of the 'Integrated Public Transport Network (IPTN) 2032'. Rome can be built in a day. Just look at how quickly Japan was rebuilt after the various tsunamis and the nuclear accident at Fukushima. New cities, rail systems, express trains and Olympic stadia in China are completed in record times. 2032 sounds like a pipe dream which will never be realised. Like Eskom's new power stations. Not to mention the increasing costs. <li data-bbox="566 699 1685 1486">• 3. Funding: Move funds from some or other local government project to the rail transport system. The proceeds will be higher and a world-class rail transport system is just as important and valuable as a statue (that no one will be able to see if there is no transport). List on the JSE. Create a new rail transport equity fund to invest in. Request international government assistance. We will have to swallow our pride. Perhaps the Western Cape will be in a position to assist that government in X years' time. Borrow from the Brics bank, international monetary fund, other institutions. Contact companies and individuals who are well off and ask if they will donate carriages. Alternatively, they can build carriages and market them - their details, logo will be displayed on the carriages. Lease trains and carriages. The income with productive workers and more parties utilising rail transport must be higher than the lease expenses. In my opinion three aspects should be focused on: signals, trains and lines. I am under the impression that Prasa is busy but the signal and cabling process need to be expedited. Of the tenfold of carriages and locomotives burnt, many are still in a reasonable condition. First repair those carriages and add them to the present network. Prison can deliver labour. Universities receiving funds from government and learners on bursaries can give back to society via their labour and knowledge. Technical schools can make the repair and upgrading of trains part of their curriculum. Volunteers can assist, thereby giving back. Are there no countries with surplus trains and carriages that they no longer use (for whatever reason) but which will still be adequate for the Western Cape's standards/needs? Make an offer for those trains. Request it as a donation. Contact Elon Musk and ask him to come up with a cost-effective alternative system. <li data-bbox="566 1497 1685 1612">• 4. Privatisation is a further option More lines must be laid from other stations to Cape Town International Airport. More lines to the Bloubergstrand area. Other areas. Our network is built on a single railway line. A one direction railway line. It can be used for either coming or going but not for both. Two lines in the same direction is an option to be investigated. 	<ul style="list-style-type: none"> <li data-bbox="1715 457 2852 688">• 2. The City's IPTN 2032 sets out the long-term vision for the City's integrated transport network. The City intends to achieve this through the incremental implementation of 3, 5 and 10 year strategies, which will ensure that transport improvements are made in a fiscally and financially sustainable way within the wider context of the City's drive to create an equal society, as referred to in Chapter 7. In this way, the City's vision is not just about new buildings, but rather a desire to build integrated communities, economic inclusion and access to opportunities in Cape Town for all. Clearly, such a step change cannot be achieved quickly, but the City believes that using incremental improvements to integrated transport as a catalyst to change the spatial form of Cape Town, as well as build sustainable communities, is the right approach. <li data-bbox="1715 699 1952 730">• 3. See response [2] <li data-bbox="1715 1497 1952 1528">• 4. See response [2]

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02/08/2017	Daniel Boshoff	<ul style="list-style-type: none"> Yes, the document recognizes rail and its deterioration that has negatively impacted on the road network. It is also noted that the responsibility of owning and operating such a rail network is best placed to be done by the local municipality or city. I regard it as a failure of accepting appropriate responsibility by the city by not taking this on as it should. By the city not taking responsibility and ownership of the rail network it will limit its ability to deliver meaningful progress through the One Contracting Authority, One Regulatory Entity, One Enforcement System, One Ticket and Timetable, and One Brand. The 10 year long term plan will be limited as the brands managing rail are and would remain significantly different. The 3 and 5 year plans would have significantly reduced without being able to take ownership of the massive number and size of land used by the rail network. And the integration to non-rail transport and maintenance of rail would not be held back. Other than holding back on rail it is coming together nicely. 	<ul style="list-style-type: none"> See response [2]
04/08/2017	Belinda Benson (TDI)	<ul style="list-style-type: none"> The City wants to take greater control of the transport system. It seems like the focus is on efficient transport rather than spatial transformation of the lower-income areas. 	<ul style="list-style-type: none"> The approved TOD Strategy, the MSDF and this document recognise and promote the need for development in the 'inner core' of the city. A Public Transport system which is based on the existing spatial patterns (i.e. long origin - destination distances and one-way flows) would be unaffordable and inefficient. Therefore, efficiency is needed to improve the fiscal / financial situations of the PT system.
04/08/2017	Marc Maree (Eskom)	<ul style="list-style-type: none"> What are the projects that will happen in 2017-2022? Have we considered an underground rail system? - From the CBD connecting the stadium and the V&A Waterfront. Need a map on the transport system showing the existing system and the system in five-year's time and the final system 	<ul style="list-style-type: none"> The CIP is a five-year plan. The Integrated Public Transport Plan has a 2032 horizon so the CIP includes the long-term vision for the city. The CIP records the changes to the IPTN 2032 plan as well as all the other policies and provides details of projects that are allocated finance over the next three years See response [2]. An additional map indicating the proposed transport interventions will be incorporated in the 2018 Review of this document
04/08/2017	Cedric Cloete (WCG)	<ul style="list-style-type: none"> The 43% that the poor is spending on transport costs, how will the transport plan reduce the 43% cost? 	<ul style="list-style-type: none"> Every single project / process proposed is aligned to try to reduce the travel cost for low-income users, see Chapter 5.
04/08/2017	Hillary Smith (WCG - Education Department)	<ul style="list-style-type: none"> The plans of Public Transport are the same but [do] we have a new vision to reduce the access cost to transport? 	<ul style="list-style-type: none"> The new vision is to promote spatial transformation through the implementation of TOD principles in all new development. The City is leading by example with its proposed priority projects. The City plans to progressively reduce the cost of the Access Priorities for all user groups in Cape Town (as measured by the City's TDI, see Chapter 5).
04/08/2017	Jodi Allemeier (Western Cape-EPP)	<ul style="list-style-type: none"> The Rail Management Plan is a very important task, but are there not elements that can be improved incrementally? Can the universities not assist us to make suggestions regarding improvements on the stations? Incremental improvements - linked to behaviour changes. Use organisations like Openstreets, Ben Bikes and Pedal Power to assist with the improvement of walking and cycling linkages. In the Woodstock and Salt River areas. A need for the review of the UDZ. 	<ul style="list-style-type: none"> The institutional arrangements in transport need to change to allow one authority to manage the system. The City applied for the MRE and CRE which will allow management of the Golden Arrow Bus Services subsidies as well as the management of operating licences for the MBT services. Currently the draft White Paper on Rail from National Department of Transport is encouraging the assignment of the urban rail services to the local municipal level. See response [2] regarding the City's position on rail. Addressed in Chapters 8 and 9 Addressed in Chapter 9 Addressed in Chapter 4 and in relevant District Plans

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04/08/2017	JJ van Wyk (Dept. of Education)	Challenges regarding the Rail System: <ul style="list-style-type: none"> • Tickets aren't checked when going through the turnstiles or on trains. - How are we going to implement a mechanical system to check tickets? • There is aggression towards the inspectors. • Condition of the seats is very bad. • What are we going to do regarding the crime on trains? 	<ul style="list-style-type: none"> • See response [2]
04/08/2017	Marek Kedzieja (WC Development and Planning)	<ul style="list-style-type: none"> • Have not seen prioritisation of projects? 	<ul style="list-style-type: none"> • Addressed in Chapter 13
04/08/2017	Rika van Rensburg (Prov. Dept. Human Settlements)	<ul style="list-style-type: none"> • Can we look at an underground rail proposal with development above it? 	<ul style="list-style-type: none"> • See response [2]
08/08/2017	D Louw	Extract from handwritten comment: <ul style="list-style-type: none"> • My mom runs my cousin's house. I think after the implementation of the Wynberg, Ottery, Lansdowne, Claremont routes from Mitchells Plain, the next priority should be to extend [extend] the service to Eersterivier, Blue Downs, Blackheath and Kuilsrivier. • In future the Eersterivier, Blue Downs, Kuilsrivier, Goodwood, Parow and Bellville, Belhar, Delft routes should be indicated on a MyCiTi bus map. • Stops should be everywhere and there is no need for red lanes and stations everywhere. The MyCiTi cards should be available at shopping centres and kiosks. • There are plenty of road works being done so can't we develop the railway line further. Already in the 1980s there was talk about extending the railway line from Kapteinsklip to Muizenberg. It seems like this is impossible now. Take the line further with two more stations: (see image below) 	<ul style="list-style-type: none"> • Addressed in Chapters 6 and 7 • Noted • Noted • See response [2]
08/08/2017	Jens Kuhn	<ul style="list-style-type: none"> • Both plans emphasise the importance of integration. We need to ensure that new housing developments are built in better locations. Access to opportunities creates value. The national financial grants provide opportunities to improve the spatial form of the City. There is a need to integrate the financial grants across the transportation, spatial and housing sectors. 	<ul style="list-style-type: none"> • The need to investigate the conditions attached to the existing grants to ensure better integration across sectors is noted.

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08/08/2017	Barry Coetzee	<ul style="list-style-type: none"> There is no prioritisation of the projects and programmes in the CIP. There is a long list of projects that need to be done, but no prioritisation? Where are the funds for all the projects? 	<ul style="list-style-type: none"> Addressed in Chapter 13
08/08/2017	Ian Schnetler	<ul style="list-style-type: none"> Is there any consideration and planning of motorcycles and scooters in the CIP? 	<ul style="list-style-type: none"> All motorised transport is planned for together. Note that we plan in a sustainable framework and the existing 2-stroke motorcycles are not good for the environment. Lessons could be taken from Brazil which uses 3-stroke motorcycles.
08/08/2017	Joe van Niekerk	<ul style="list-style-type: none"> Supports TOD type development, but what are we doing about the existing housing developments that are already on the outskirts of the City? There is also no mention of the transport planning across the City boundaries to towns like Stellenbosch and Paarl? 	<ul style="list-style-type: none"> One of the key aims of this Plan is to reduce the cost of user's access and to balance opportunities with housing There is integration of transport planning between the the authorities in the Functional Region at the Intermodal Planning Committee level.
08/08/2017	Elmarie Marais	<ul style="list-style-type: none"> Questions whether the existing incentives that are there encourage better development and better use of the public transport system is [are] still working? How do we ensure that we develop incentives that will bring about change? 	<ul style="list-style-type: none"> Addressed In the MyCiTi Business Plan. The TOD priority projects (Chapter 12) aim to unpack the different approaches at the different scales of development. Impacts will be evaluated on an on-going basis Addressed in Chapter 12
08/08/2017	Shamiel Thomas	<ul style="list-style-type: none"> Developments are happening faster than how the IRT implementation can respond? Is there a better indication of the future planning of the IRT system and IPTN plan? 	<ul style="list-style-type: none"> Addressed in Chapter 6 and 7
08/08/2017	Anonymous	<ul style="list-style-type: none"> The fragmentation of transport provision is a challenge. If the City is serious about developing TOD, then one authority need to plan and manage the transportation system. 	<ul style="list-style-type: none"> Noted and agreed. The spirit of the NLTA is that all transport powers should be devolved to the municipal level
08/08/2017	Marco Geretto	<ul style="list-style-type: none"> Both the MSDF and CIP are geared towards big developers and providers. What about the informal sector and small-scale developer? What about the MBT-industry? It seems like the plans are develop towards greater centralisation. There is a disjuncture between what is happening on the ground (reality) and what we are planning. Technologies are influencing how transport is developing. Are we sure we are planning for the future? 	<ul style="list-style-type: none"> Addressed in Chapter 7
08/08/2017	Peter Ahmad	<ul style="list-style-type: none"> As a user of NMT it is my experience that the vision and what we aim for ito NMT is falling short when it come to the maintenance and operations of the NMT facilities. Can we not engage with PPA and other NGOs concerned with NMT to improve the maintenance of NMT facilities? 	<ul style="list-style-type: none"> Addressed in Chapter 9
08/08/2017	Jurie Fieties	<ul style="list-style-type: none"> The inclusion of parking provision as part of the building's bulk could have legal implications. There is a concern that it will deter developers to develop buildings like the FNB Portside building. 	<ul style="list-style-type: none"> We are busy working on the standardisation of parking. It includes the management of PT1 and PT2 overlay zones, parking requirements through TOD and influencing zoning. There are clear guidelines and standards for parking in development.
08/08/2017	Lwazi Nobaza	<ul style="list-style-type: none"> Is the City in any discussions with PRASA to provide a better quality service? 	<ul style="list-style-type: none"> Cape Town's passenger rail system is currently the responsibility of PRASA. The City has been working together with PRASA to seek to improve the performance of rail in Cape Town. In particular, the City has attempted to develop a positive working relationship with PRASA with specific reference to the Land Transport Advisory Board (LTAB), Intermodal Planning Committee (IPC) and Rail Management Subcommittee. It has also signed a Memorandum of Agreement with PRASA. This has begun to influence some of the planning processes but still falls short of any intervention or transformation in relation to financial planning, operations, infrastructure, services, maintenance, monitoring or administration.
08/08/2017	Liesel Kruger-Fountain	<ul style="list-style-type: none"> The City needs to market the new vision and direction which will support the officials when negotiations with developers take place. 	<ul style="list-style-type: none"> Noted and passed onto TDA Business Support to consider in their marketing strategy

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21/08/2017	Paul Browning (Transforum Business Development CC)	<ul style="list-style-type: none"> • Might I offer just one brief comment? At the Uber event you described the largely self-contained 'nodes' and emphasised the resultant 'short commutes'. Somewhere in the CITP (sorry - I just can't find it as I write) there is mention that these nodes will be 'linked by high-quality public transport'. I am all for high-quality public transport. That, though, is not quite the same as 'high-capacity'. If the linking transit system offers too much peak-hour capacity, it may have the effect of discouraging the move to more appropriate land-uses. It's a tricky balance during the transition phases. Anyway - best of luck with all your great efforts 	<ul style="list-style-type: none"> • Noted and addressed in Chapter 12
22/08/2017	Richard Gordge (Transport Futures)	<ul style="list-style-type: none"> • Picking up the intent of the CITP of a move away from Private Transport to Public Transport and Non-motorised Transport and significant content in the CITP for Travel Demand Management (TDM), but the funding side of things do not show the same commitment to programmes for TDM. Behaviour change is incredibly tough and collaboration with the private sector and other institutions to dramatically change travel patterns is a long term project. We are in an absolute crisis. • Is there nothing more concrete in terms of Rail in the CITP? Regarding our strategy to get Cape Town on the front foot in terms of liaising with National in terms of Rail. • I am picking up the intent but I am not seeing the reflection of the real hard choices. It comes through in some of the road infrastructure investment entitled "congestion relief". General road construction does not lead to congestion relief it just leads to further congestion downstream or in another location. • I am reading R2.2 to R2.5 billion of a R5 billion budget that is still targeted towards roads, road construction, road maintenance and bulk infrastructure roads for housing which sounds to me that there is still a lot of greenfield development for new road construction. It does not give the sense that the crisis that we are in is taken seriously. • Unless we can say where the money is going to come from to develop the IPTN, high quality public transport and cycle lanes etc. much more aggressively, then the money that we got today we have to distribute differently and I would like to see that reflected in the CITP. 	<ul style="list-style-type: none"> • The funding stream detailed in the document is for capital projects confirmed and allocated funding in the next three-year cycle. Funding for non-capital related projects such as behavioural change is sourced through the City's operational budgets. But the point is noted. • See response [2] The City's priority is to improve public transport, however, as the roll-out of new or improved public transport can take time and the investment needs to be prioritised/ sequenced in terms of routes. Funds have therefore been allocated for congestion relief measures, i.e. not on new road building in terms of the Congestion Management Strategy. • The document details that R1.2 billion has been allocated to Roads Projects over the next three years. This is a relatively small amount and as stated is mainly for relief projects not greenfield development. • The IPTN Business Plan deals with funding for the IPTN in future, current budgets are already allocated through Council and future budgets are reviewed annually. If a change in priority is required it will be reflected in the 2018 Review of the CITP
22/08/2017	Abe Booyesen (SABOA Western Cape)	<ul style="list-style-type: none"> • Want to compliment the City for the MyCiTi service from Pella / Atlantis to the City Centre. • There is a need for more peak hour buses on the Pella / Atlantis line. • I noticed that there will be a two day summit with the MBT industry. There will also be the formation of Transport Operating companies (TOCs). It will be good to include all relevant operators in the summit, especially the previously disadvantaged Small Bus Operators which operated since 1970. • A full memorandum will be handed to the City by Mr Swartz to the City which explains why the Small Bus Operators should form part of the new services in Khayelitsha and Mitchells Plain. 	<ul style="list-style-type: none"> • Noted with thanks • Addressed in Chapter 7 • The two-day summit was intended to be an engagement with the minibus-taxi industry only • The memorandum is addressed below (see SANSBOC, 26/09/2017)
22/08/2017	Simon Nicks (CNdV Africa)	<ul style="list-style-type: none"> • Question on the prioritising of the Blue Downs rail link at a cost of R5 billion, versus using that money to upgrade the current service. Unless we have got like R10 to R15 billion to spend and use R10 billion to upgrade the existing rail service in that area and R5 billion for the Blue Downs rail link. It would seem just looking at the desire lines from that part of the City that the new Blue Down rail ink should not form such a high priority on the transport plan at this stage. 	<ul style="list-style-type: none"> • The data from extensive surveys and transport modelling carried out revealed that this is one of the major transport desire lines in the city. Current rail passenger levels alone show that this new rail link is required for passengers accessing Bellville from the Metro South East

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22/08/2017	Johan Swartz (SANSBOC - WC)	<ul style="list-style-type: none"> Spoke about the Small Bus Operators being disadvantaged in the Western Cape Province. The small bus operators are still marginalised. I am sitting with five letters to the Mayor's Office, but it seems to never reach the office. Plead to you to give us the right platform to engage the City regarding the Small Bus Operator's contribution to the Transport System. Received a formal 22- page submission from Mr Swartz on behalf of SANSBOC-WC on 26 September 2017. The extract for the SANSBOC - WC comment on the CITP is captured further down in this table. 	<ul style="list-style-type: none"> Formal submission responded to below (see SANSBOC, 26/09/2017)
22/08/2017	Dr Nisa Mammon NM & Associates Planners and Designers	<ul style="list-style-type: none"> If I can quote Francois Viruly - he said that "good urban design promotes economic growth and development" and so, to start, the two amazing things about the work and the content we saw this morning and I think the first positive element of the work is the focus on public investment and public resources towards the city transformation agenda. And I think the second thing is that the content begins to challenge the modernist project and I think those are things we must take forward and bear in mind. The role of urban design is definitely recognised in the content and most notably urban design features in the emphasis on development corridors, the associated nodes what the presenters call the Transit Accessible Precincts or TAPs for short. But urban design in my view is often successful when it is coupled with process and people -centred planning and I think that's a little bit lacking in the content. And so with TOD and TAPs in particular, one gets the feeling that the work is clearly driving towards a product or a set a products relative to TOD yet urban design is often most successful when the product being driven towards is process oriented and people centred. The implementation plan that was presented has no underlying urban design people process element to it and the element that begins to imagine or demonstrate what meaningful urban design might be for precincts in particular or TAPs and I am reminded of the quality public spaces project that the City used to run and when they stopped that in around 2011 when people live in very, very dense conditions, not in dwelling unit densities that are very high, but in people densities and conditions in townships where people densities are extremely high, how much the valued the quality public spaces that the City provided prior to 2011 when it was stopped and I think they sold those spaces as associated with rail stations with public transport interchanges and places that they used to go to on foot except certain services because it gave them the relief from the dense conditions that they lived in. So while inward growth around TOD is commendable in some way, there is no underlying urban design intent, to demonstrate how the City will indeed structurally and from an urban form perspective transform. So the content for me is lacking in that. In other words, what I'm trying to say is that what is underlying the geometric ordering pattern of the City, what underlies that and what will ultimately obtain a transformed city agenda for me is lacking. So it appears as though mobility simply responds to the current structure of the City and it reinforces very clearly the current cellular pattern that we are experiencing and I think that that's problematic and definitely needs to be addressed in the finalisation of the work. So how can urban design then be used as a tool to try and achieve the ordering pattern that is necessary in order to structurally transform the City? And for me there is no spatial reference to the urban design intent of the two plans that were presented to try and structurally reactivate the City and transform the City. So then the notion of the urban edge being cancelled or not taken through in the new SDF has been spoken about often this morning and from an urban design perspective I wonder, it would be very interesting to understand how the functional and the spatial relationships between the outlying areas such as Grabouw and Stellenbosch, Paarl, Wellington relate to Cape Town. Are they a set of fingers or linear structuring systems that begin to bring them together? What are those spatial and functional relationships? I think that those are quite absent in the document. 	<ul style="list-style-type: none"> Noted Addressed in Chapter 12, and in general, the City is going forward on a more customer-centric basis Addressed in Chapter 12 of this document. Addressed in Chapter 12 of this document. Addressed in Chapter 12 of this document. The IPC Functional Region Sub-Committee was formed to deal with regional coordination

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		<ul style="list-style-type: none"> • So how does the SDF for example see the spatial concept of nodes and corridors around TOD connect spatially and functionally with these outlying towns? I think it's something that's very important and specifically for the South East sector and more importantly for Cape Town International Airport which is beginning to emerge as an Aerotropolis and also as a key node and probably the saviour for the South East. • So urban design analysis and diagnostics as evidenced based tools are missing in the work that we've seen and the emphasis is on planning and land use analysis to drive the TOD agenda. Barriers to access need to be understood and the cellular pattern of urban structure for example can only be carefully understood and analysed through urban design analysis. So I think that that for me is absent. • Okay so just to end off, I would suggest that very strong urban design analysis is undertaken to support TOD if that's the way that the City's going and it's not just about improving movement but also the fundamental transformation of city structure towards achieving the compact form that the SDF and the CIP are promoting. Thank you. 	<ul style="list-style-type: none"> • Addressed in Chapter 12 of this document. • The TOD and ITPN concepts have at their core a data-driven exercise which modelled a TOD comprehensive land use scenario amongst others
22/08/2017	Zama Mgwatyu (Development Action Group)	<ul style="list-style-type: none"> • Just to say I think I can see that the hall is full of planners and architects and all that. I think I started in politics so some of the language might not be familiar. I think just to welcome the idea of the MSDF addressing the legacy of apartheid. I think the interest would be "how", the how part of that and maybe the timeframes. How to make sure that we've got measurables so that come the end of the first year we are able to say okay there's progress here and there's no progress and maybe we could go back to the drawing board • I think what for me is like puzzling me is I think the investment approach, I think someone was saying we are taking the investment approach. I remember 10 years back the City of Cape Town and the inner city were partners, they took an investment approach and I think the result of that, I think if you can go to the inner city of Cape Town by 5 o'clock, millions of the poor who are staying in Cape Town or are supposed to be staying in the inner city or closer to the inner city are travelling outside of the City of Cape Town. How do we make sure that while addressing the legacy of apartheid we also look at that in terms of housing opportunities, in terms of economic opportunities. For example the informal trading in the inner city - how do we make sure that through this process those informal traders are protected and even if they regulate, we don't over regulate so that at the end of the day they lose their livelihood? If you look at the informal sector, they contribute a lot towards addressing the issues of unemployment. • I think the other one for me would be who are our partners when we're implementing this? Do we know our partners? Yes, we might know the provincial Government, we might know the national sphere of Government, we might know maybe some NGOs but do we know the real communities? How do we make sure that we don't treat them as recipients of the products of this but as real partners to this process? • I always say are we innovative enough and are we open enough so that when we engage with these communities we are open to the realities on the ground? I get worried when we are talking about registered and non-registered bodies. I always say within a community today Zama is the chairperson of KDF for example, tomorrow Zama is not the chairperson of KDF and they've got Zama as the contact person. How do we make sure that we better understand the community that we work in and what is it that is their priority? I think there's one mistake that we always do and when we talk about the informal settlements, we always think that everyone there is looking for a house whereas there are people who are in informal settlements not looking for houses but looking for economic opportunities. How do we make sure that when we talk about upgrading, when we talk about opportunities we also look at those better understanding, who's who in this particular community and what is it that this community is prioritising for example we made a mistake as DAG three years ago. When we're dealing with a community next to a wetland in Khayelitsha and we thought that environmental sustainability, unfortunately for us they were saying to us we are prioritising basic services, we are prioritising access to land and housing. Yes, environment but that's not one of our priorities. Also prioritising economic opportunities. 	<ul style="list-style-type: none"> • Addressed in Chapter 5 (TDI) • Addressed in Chapter 12 of this document • This public participation process included the engagement of community organisations, and will be the subject of future reviews • The TOD priority projects and the proposed TOD Toolkit propose and further economic opportunities

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		<ul style="list-style-type: none"> I think maybe for me maybe lastly to say you spoke about facilitation of a range of human settlements interventions. I think back pre 1994 I think I was still not born, the taxi industry came to the fore and I think for me the Government of then missed the boat in terms of how they'd better understand the taxi industry and better partnering with the taxi industry. That's an example. Currently we have got a group of emerging developers. I think we saw them in Delft and Du Noon, now in Khayelitsha demolishing RDP houses, providing a stock that is not provided in bulk by the Government either National, Provincial or local sphere so how do we better understand how these emerging developers are operating at local level and see what is the role of private sector in terms of providing support because those guys for me are very innovative, they are talking to the demand that is the rental accommodation, I don't know how they do administration of those units, I know that they are perfect in doing administration. How can the City learn from these guys but also the private sector is coming on board in terms of supporting because they are providing a solution that at time is not provided by Government. Thank you. 	<ul style="list-style-type: none"> See response above
22/08/2017	Nishendra Moodley (Treasury - Cities Support Programme)	<ul style="list-style-type: none"> Okay so once again, I'm from the Cities Support Programme and I look after our governance component of our work from there and coordinate our work with Cape Town. So for those of you that don't know the Cities Support Programme, we are a programme of the National Treasury that recognises the critical importance of our cities and particularly the 8 metros in terms of their importance and economic growth in the country and very central role that they are able to play in making sure that we are able to encourage economic growth and reduce poverty and inequality. But there's a recognition as part of this programme that in order to be able to do that our cities are hindered by their spatial form and that the spatial form of apartheid has resulted in spatial inefficiencies that are ensuring that our cities aren't able to sufficiently deliver on what we are calling the 'urban dividend'. Setting out a programme where we are needing our cities to become a lot more inclusive in terms of how economic activity and the places where people live and work are made accessible to the poor and that we aren't continuing and perpetuating the kind of dormitory kind of township scenario of apartheid South Africa with poor people living in the periphery and particularly addressing inclusion at a number of levels and particularly with regard to housing within our cities that we are seeing more inclusionary housing practices arise within our cities so that as we are recognising greater spatial investment in targeted areas that that isn't to the expense of becoming an inclusive city that we are not encouraging gentrification and that we are looking at a model for, that starts to build a stronger sense of inclusion in the way that development takes place in our City. We're also trying to make sure that our cities are a lot more sustainable and economically productive but in our programme there's recognition that we can only do that through changing the spatial form of our cities by ensuring targeted investment in integration zones, by identifying catalytic urban investment projects which we've called upon cities to start to plan for in the Built Environment Performance Plans which are now starting to see expression in this kind of spatial development framework. But part of that work in the Built Environment Performance Plans that I think that speaks to a point that was raised earlier around the approach being taken by Cape Town around an investment approach and particularly one that is performance driven about improving City performance, is firstly and I think that we're wanting to see the spatially targeted investment in these targeted corridors of investment to take the form of catalytic projects where the City is able to invest itself in those projects, but also a selection of projects, catalytic projects, where it's able to mobilise resources in partnership with the private sector and then thirdly better realise its regulatory powers and incentives that the City can create in guiding private investment in those integration zones and in those corridors. 	<ul style="list-style-type: none"> TDI addressed in Chapter 5, a UDI is also proposed Addressed in Chapter 12 of this document Addressed in Chapter 4 and 12 Noted

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		<ul style="list-style-type: none"> • But in taking the spatially targeted approach we recognise that there are hard choices that have to be made. And at least in terms of the way that the spatial development framework is being articulated firstly let me welcome the expression of at least what comes across as a very clear articulation of the spatial transformation intentions of the spatial development framework and the strong intention to be able to speak to this idea of inclusive, productive cities. • I do think that some of the challenges lie in being able to indicate how intention is able to translate itself into kind of instruments of change. And I can see that a number of questions that people have been asking about is how is this going to happen? So we have a useful statement of intention I think that comes out of the spatial development framework with, I think, a call for reassurance that the instruments that are going to follow those and I recognise that they will potentially be separate work streams that better design the tool kits by which we will now create the instruments for that spatial change to happen and for investment to be guided in our cities but that linkage between intention and instruments is a lot clearer and makes us more reassured that those things are in the pipeline. • Particularly with regard to giving meaning to inclusion and inclusionary housing and one would want to see what kinds of potential instruments the City is thinking about and talking about around us because it's quite, relatively easy to start to develop catalytic projects with an intention of resulting in spatial transformation of the City and improving and making sure we have a more inclusive city, yet as those catalytic projects develop we need to defend the inclusionary component of those projects and to make sure that the inclusionary component of those intentions in identifying a particular set of projects of the City is able to produce the kind of inclusionary yield and ensure that we are seeing the kind of mixed income housing that was intended for some of these catalytic projects. • I think it's very clear in the spatial development framework that the City has been making some hard choices, particularly in coming up with the focused area of the urban core and surrounding areas and being very clear about the areas where it is the way there is an incentive for investment and that is a welcome introduction. • I think that relating to some of the questions that were asked earlier in the open plenary, there is a need for greater transparency and rationality to the how one prioritises some of the projects within this framework as well. I know that the City has five priority projects. I understand that four of them are within the urban core area and one is outside. I think that there's a generally particularly in being able to indicate the prioritisation process that the City has undertaken, it would be useful to understand how each of those projects were arrived at in becoming part of the top 5 and particularly those that are situated outside the urban core. • Okay. The last two points are I also welcome the very strong integration articulated in the spatial development framework and in the sessions here today particularly between the CIP and the spatial development framework and it shows a much greater alignment and integration of thinking between the spatial development thinking and planning thinking and the transport thinking. They do represent two documents but I do think that they're starting to articulate potentially a common logic. • What's missing from that integration discussion however is what we would understand to be a strong linkage to finance. And how this ties into the long term financial strategy of the City and what are the implications of these planning choices that are being made right now on the long term finances of the City. We know very well that grants are decreasing but the national fiscus isn't able to support metros to the extent that it is right now and that cities need to be able to plan for the particular fiscal envelopes that they have in terms of the long term investment in catalytic projects like this and how they are going to be able to resource these kinds of catalytic investments. 	<ul style="list-style-type: none"> • Noted • Addressed in Chapter 4 and 12 of this document. • Addressed in Chapter 4 and 12 of this document. • Addressed in Chapter 4 and 12 of this document. • Addressed in Chapter 4 and 12 of this document. • Noted • The City has approved an IPTN Business Plan in October 2017. Key items from this Plan have been incorporated in Chapters 6.7, 13 and Appendix 3 of this document.

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		<ul style="list-style-type: none"> One would like to see a greater integration in the spatial development framework around some of the thinking around the long term financial strategy of the City. My last point is about while welcoming the alignment to the spatial transformation outcomes that have been put up, is to then ask how valuable is this framework and plan and I think that this resonates with certain other questions that were asked earlier as to how do we, how would we know that this framework is being incrementally achieved and that way of us being to assess this incremental achievement of the spatial development framework needs to be potentially be part of this framework but is able to articulate itself in the same development outcomes that we describe in the BEPP and elsewhere. Thank you very much. 	<ul style="list-style-type: none"> Noted. Incremental achievements will be reflected on and incorporated in future BEPP submissions.
22/08/2017	Micheal Kihato (Treasury - Cities Support Programme)	<p>Thanks for that. I suppose a lot of my commentary will sort of flow from my colleague and predecessor here around some of the issues that we have identified because we come from a very similar frame of thinking largely driven by our programmatic ideals and our programmatic engagement to the cities around spatial transformation.</p> <p>Credit has to be given where it's due and especially me coming from a public transport perspective, I think there is a lot to say about the City that is good. And I think we can't shirk from that responsibility we have especially from National Treasury and having engaged and having known the City for some time now.</p> <ul style="list-style-type: none"> One issue that has been raised by my colleague that I have to emphasise and I cannot over emphasise in terms of a broader perception around what we are seeing emerging from the City is that we are finally seeing institutionally as well as from a planning perspective greater alignment and integration of public transport and space specifically. Now this is an ideal that's important but it's not only an ideal, it is so fundamental to the sustenance of our public transport agenda, providing access and mobility to the cities. It has obviously landed, the message has landed within the City of Cape Town and the fact that we are here presenting, being presented to by a singular sort of umbrella for two different strategic plans which are not different and what we are trying to do is bring them together is so important. That issue becomes important when I talk later to the financing strategies and where I see the City needs to put us, or to sort of bring us closer, in terms of in confidence with regard to its public transport but I'll get to that. So I think we have to recognise that the City has seen access challenges as the access challenge, the public transport operational challenges, the fiscal challenge of public transport as inherently spatial. That's not an issue that we can take lightly because it does not necessarily always feature in most of the public transport engagements I see with the cities and I see a lot of them. So the other thing I have to commend is that the City has been at the forefront pioneering in terms of pushing the urban agenda around subsidiarity, around assignment, around devolution. Cape Town has never been shy to say that they want to be the drivers of the built environment. They want to be the drivers of public transport in terms of the PTOG or the public transport, that's basically the provincial buses. They have ambitions around rail although as we will see we need to get a clearer sense of what that is based on what is a difficult situation to be honest. But I think that's an issue we have to provide credit for. We are seeing the cities as driving, as being at the forefront, as being pioneering in terms of actually pushing through the bottom to the top a national agenda for assignment and devolution and all that comes with that in terms of efficiencies in terms of funding. Also we have so many funding streams for a built environment and it's only through seeing that ambition within the cities that that can come up and we have to give again credit when it's due. 	<ul style="list-style-type: none"> Noted See response below The City has approved an IPTN Business Plan in October 2017. Key items from this Plan have been incorporated in Chapters 6.7, 13 and Appendix 3 of this document. The City is seeking devolution of the Regulatory Entity function. See also response [2] Noted

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		<ul style="list-style-type: none"> • The other thing in terms of public transport and IPTN that we heard a bit of a mention of but I have to say that is gratifying is that we have seen a city that is dealing with informality and minibus taxis and trying sort of to push the envelope with regard to those issues. They are not easy but I think the trick is to see them as part of the solution to your public transport challenge and we have seen the public transport challenge as being one with long trip lengths, high and extreme peaking, uni-directional flow etc. etc. and I think there are emerging thoughts and innovations and ideals floating around that we have to say many are emerging from the City of Cape Town. • And finally I think on an operational perspective, and operations are not part or sort of the strategic integration and alignment conversation but are key because if you have poor operations then you're challenged with regard to that. In terms of the ones that are within the control of the City we can say from a national perspective we probably have our bit operational within the City of Cape Town compared to other public transport networks. • I think the big issue that the City didn't take us into confidence with is financing and fiscal strategies for that ambition specifically around how it will square that hole, sorry I mean square the circle, that's the word, that's the phrase with regard to the public transport networks. It is not clear. There is significant pressure to keep fares low. There is significant fiscal pressure from the rates basis and the City is going to be in five, six, seven years asking for a billion rand from the rates base of the City. There is a declining national fiscus in terms of this or in terms of public transport and we still do not see clearly how the funding strategies are going to work for public transport. There are some hard decisions to be made. The outlines of those hard decisions have been hinted at but we have not seen them coming out here and I think that's where the interface with the TOD strategies become so critical but also I have to say more detail around how this is the big question and whether this is in fact the way of sustaining the fiscal strategy for this. I mean this is not uncommon to the public transport networks in this country and it's something that has not emerged within the presentation. • Just one more point which we have to acknowledge as part of our responsibility from a national level. We have a crisis here in terms of rail and we should just find ways around which we can, through the City's leadership as well, can confront what is a very difficult thing that is manifesting itself not only in this City but as well other places but is particularly in the City given that rail is a spine, is the major sort of mover of people within the City. Thank you. 	<ul style="list-style-type: none"> • Noted, incorporated in section 6.4 and section 1.2.4 of the Public Transport Plan • Noted, but the Municipal Regulatory Function has been applied for. See also response [2] • The City has approved an IPTN Business Plan in October 2017. The Plan addresses fiscal and financial sustainability of the MyCiTi network. • Noted. See response [2]
22/08/2017	Professor Francois Viruly (Property Economist: UCT)	<ul style="list-style-type: none"> • Thank you very much. You've given me a challenge. First of all I rarely talk sitting down. I suppose at universities we're taught to stand up but I'll try my best. We are on the verge of the fourth industrial revolution. The first had to do with gas to some degree but certainly on water, the second was focused around the manufacturing sector, the third had to do with digitisation but we're entering a world which the property sector knows which is the way transactions, the way the property sector will perform in the next decades, will look very differently from what we have at the moment. 	<ul style="list-style-type: none"> • Addressed in Chapter 4 and 12 of this document

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		<ul style="list-style-type: none"> If we look at our property cycles, the 60s was about the manufacturing sector, the 80s was about decentralisation and the car, all in the apartheid city. We then saw our last property boom in 2001/2 taking us to 2007. The big question is what will drive the property market going forward and it will be a digitised world. In fact a student reminded me recently that a property was sold in the virtual world for US\$80,000. It is a world in which Prop-Tech is going to be central where the future of the Estate Agent is probably the same future as the travel agent where many professions transaction costs in between are going to be taken out of the system. <p>The deeds register in Sweden doesn't exist anymore, it's been put largely on the internet. You go directly through the deeds office, there's no one in between. Now why I'm saying this is that whatever we do now, we need to take this into account. It took the Hilton Hotel Group 150 years to get 350,000 rooms in 90 countries. It took Airbnb four years to get 190, close to 600,000 rooms in 190 countries. The important issue is that those rooms were not created from zero they existed. The same thing in the US. Student housing is being delivered at the moment, not by building more student housing, there is a lot of housing floating in the market. What we're going to see is more efficient markets and I think where it's going to become important from what we're dealing with at the moment is where Prop-Tech and Gov-Tech meet. Where Government data, what Government brings to the market, whether it is through E-Camp and other projects are going to be very critical in determining what the City looks like, where investment is going to take place.</p> <ul style="list-style-type: none"> At the moment, in the property sector all definitions that we use in planning: retail office, industrials are falling apart and are falling apart very quickly. Most investors are taking a dim view on the retail sector, retail is becoming warehousing & logistics. So I think the world that we have to be careful about is that the world we are thinking about, where policies are trying to deal with could be a world that is evaporating in front of us very quickly in the way the world will look and certainly the role of Government in the market. <p>Of course governments hate bitcoin. Governments hate block-chain and everything that is linked into that and so the influence on the market may well be a very different one.</p> <ul style="list-style-type: none"> What I'd like to add is much has been said on TODs. They are important and I think that the next phase in the property market will be determined by two issues. The digitisation of the economy but I think what's going to be important for us is the inclusion, the digital inclusion of people in our City and I went through the document I probably saw 12 lines if I'm right and I hope I've got it right, on ITC Smart City and the rest. I think there is a lot of emphasis on bricks and mortar, hard infrastructure and if I would make one suggestion, I'm certain what I picked up is that the balance [should be] towards the Smart City and what the Smart City can do. The data it can collect the inclusion of business and often when they see the economy we talk of the manufacturing sector, blue collar jobs. Those won't be around, or to a much lesser degree. We've got to make it possible for Cape Tonians to interact. The big thing that we are dealing with at a university level is Edu-Tech. How do we make sure that our systems are Edu-Roams; that we have on-line campus that are across in the municipal offices, in the libraries, how do we connect people into their own home, work, play, which I would say "home, work, play without a car". Which also then leads us to another issue and that is the perception of the developer, the notional developer. Who is this developer? How do we create projects where at the end we say the market did not respond? Why did it not respond? Because it reflected no one's risk profile. Institutional investors invest in institutional properties. Small developers can't take the risk of some of the projects that we're dealing with. I think we're going to have to be careful around our stations that we don't actually create an environment which reflects no one's risk profile and I took note of the point that was made and I think when we talk of the notional developer, who the developer is, we are seeing the micro developer in the market and we have to make sure that we have a system that is not stacked against the small SMME developer and which responds to the larger developers. 	<ul style="list-style-type: none"> Noted for future consideration Noted for future consideration To be considered as part of the TOD Toolkit; home, work, play considered in the TDM Strategy (Chapter 8) Addressed in Chapter 4 and 12 of this document

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		<ul style="list-style-type: none"> • So I will stop now, I can see you're standing up. I'm used to double periods but I will stop right now. And so I suppose my call here is a call of saying I think in the development market, in the property market we always have this problem. We develop for the long run but the user can't tell you what type of space they will need in the next three to four years and it's this mismatch between the long run that we are dealing with, with the inability for users who ultimately, this is not about the investor, it's not about the developer, it's about the user at the end of the day and the user not knowing. So as they say, we've moved to a clicks and mortar environment but maybe our policy also has to start reflecting a clicks and mortar environment. Thank you very much. 	<ul style="list-style-type: none"> • Noted
22/08/2017	Tim Harris (CEO: Wesgro)	<p>Just one small correction - we are also the City's trade and investment provision. So we sit between the Province and the City doing tourism, trade and investment promotion for the region and so unlike Zama I didn't study politics, I also didn't study planning unfortunately, I certainly didn't study as much economics as Professor Viruly but I started writing down the acronyms that were presented in all of the presentations and I started regretting it after a while, I got to 30 in the end just to try and keep track but I think it's, now I've got them all down it does present a kind of coherent picture on a very bold reform agenda by Government and I'm going to reflect a little bit on how private investors might respond to that based on my experience working at Wesgro.</p> <p>So we're a promotion agency for the region. We're out there presenting the business case to private investors and buyers of our product and I hope that we've accepted the challenge from Professor Viruly around where economics is moving and our region is positioned in the right space to take advantage of those opportunities and avoid a lot of that disruption where we can particularly as far as jobs are concerned but I'll reflect on that and particularly why this development and transport agenda that we saw today is a step in the right direction.</p> <ul style="list-style-type: none"> • So in that promotional effort we lead 77 international missions each year, often travelling with the Mayor or the Premier or one of the economic MECs and really we work alongside Government internationally making the point for our region as one of the leading business regions in Africa. Historically Prof, we have been strong in food, in retail, in asset management and insurance and I think what's exciting is that our region is positioning itself for investment in tech in particular, this is the start-up capital of Africa, we've seen a lot of investment in BPO and a lot of investment in new sectors like renewables. A lot of these sectors didn't exist a few decades ago and Cape Town is the leading destination for investments in some cases on the continent and if you look at the investment patterns over the last decade almost all of the projects have been in what we define as business services so reflecting the Cape becoming more of a services hub for the continent and then also energy I think particularly around renewables and oil and gas. • But Deon threw me a bit of a challenge, Deon van Zyl, about this question of whether the Western Cape perhaps isn't outperforming the rest of the country. A lot of our statistics are generated by Stats SA, we you know we don't have a view on growth rates that we don't get from them or unemployment but what we do know is that a growth has been historically slightly higher in the Western Cape and unemployment dramatically lower than the rest of the country but when you look at other data points you start to see the reality that you're right, we are in a recession nationally, I suspect the Western Cape is not technically in a recession but there's real areas of resilience in the Cape that make us insulated to a degree from the national recession. The one is created by the City. It's this quality of service delivery that leads to South African's moving here from other parts of the country and what's interesting when you look at Stats SA's in-migration statistics that the pattern of the in-migration has changed, over the last 10 years we've now got to the point where half of the people living here are coming from Gauteng. They're coming with capital, with skills, they're coming with their Mercedes-Benz, they're dropping up your roads, they're blocking up your roads and they're voting with their feet for the system of government and the lifestyle in the Cape. 	<ul style="list-style-type: none"> • Noted for consideration in the future roll out of TOD • Noted for consideration in the future roll out of TOD

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		<ul style="list-style-type: none"> We saw the business confidence and the number of building plans approved de-link from the national average in the Cape. A few years ago that came down slightly but there is still a different trajectory for business confidence and building plans approved. A single data point last year, we landed the largest manufacturing deal we've ever done in Atlantis: a FMCG manufacturer, we're talking to Amazon about some really exciting plans across all of their businesses here in Cape Town, over the last few years and looking forward into the next few months, we've got three Marriott hotels in the pipeline, two Radisson Hotels in the pipeline, one built already, two Tsogo Sun Hotels opened last week the Silo Hotel next to the new Zeitz MOCAA museum. One of those areas of resilience is tourism and what's fascinating about those really thousands of hotel rooms that've been added by the big hotel groups is that they're coming as AirBnB has now got to 16,000 listings in Cape Town. One out of every four listings in Africa is in Cape Town on AirBnB which has also led to the fact that they opened their Africa Head Office here a few months ago. So I hope we are managing to position the region for all of that change that you eloquently predicted. But Peter spoke about how money needs to flow to follow these development plans and obviously part of that money, a lot of it needs to come from private sector. So we've got a small team at Wesgro, we're generally dealing with productive investors like factories, we measure particularly job creation so we do sometimes work with the developers in the room but we're usually focusing on productive investment. In doing that we work very closely with the Enterprise and Investment team in the Mayor's office, we represent a collaboration between City and Province but also between Government and the Private Sector because our board is made up of heavyweight business leaders and I think the important thing for the integration between the development agenda of the City and transport agenda of the City is that that's exactly what investors want to see, they don't draw a distinction between your transport plans and your development plans. They were incredibly concerned about energy a few years ago, we've managed to resolve those issues for various reasons. Now they're concerned about congestion and about water, those are almost all of the questions we get. They're extremely unconcerned about municipal boundaries. They think Stellenbosch is part of Cape Town so the more this can be presented as a regional plan for the City region of Cape Town not as much limited to the city limits I understand that is the City's area of responsibility but from an investor perspective they really don't care. The urban inner core and particularly the CBD is critical for investors in this new economy space because it's a competitive advantage that no other city on this continent has to the degree we have, the ability to protect that asset base in the city that was done in partnership between the City and the private sector is really unprecedented and a huge competitive advantage. I think looking forward, the TDA is looking for vehicles for partnership with the private sector and I can see Wesgro moving in that direction, we're already working with TDA on that strategy around non-motorised transport and particularly where investors might come from to really increase the number of bicycles around and lastly as I close just to reflect on a few more things that investors respond to. Probably the most important thing is this quality of life issue in Cape Town, the fact that it seems a cool city for young people, particularly in the sectors the prof spoke about, they can base themselves anywhere in the world and they choose to base themselves in places that are beautiful and cool and Cape Town has managed to tick both of those boxes. That underlines the importance of those protection areas Peter and also the huge importance of having the strongest universities in the continent around the City. Everybody's looking for skills and those universities give us a really strong answer. The last few things, most of our investors are looking at African wide investments, so it's about integrating our City to the rest of the continent and almost all of them want to talk about transport connections. I remember my first meeting with Amazon when I was working in the Mayor's office. All they wanted to talk about was transport, nothing else. They didn't want to know about anything else except the transport available to their employees. 	<ul style="list-style-type: none"> Noted for consideration in the future roll-out of TOD Noted for consideration in the future roll-out of TOD Noted for consideration in the future roll-out of TOD Noted for consideration in the future roll-out of TOD Noted for consideration in the future roll-out of TOD

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		<ul style="list-style-type: none"> And then lastly and perhaps most importantly responsiveness from Government. That investment I spoke about in Atlantis, the investor was considering Cape Town or Midvaal in Gauteng. They both happen to be run by the same political party and they both presented strong cases. In the end the investor said they came to Cape Town because when they sat down with the Mayor's team they got answers for their questions within minutes and it was a degree of responsiveness that they hadn't seen anywhere else on the continent. So the proactive consultation like we've seen today and the ability for Government to respond to concerns is probably our single biggest driver of investment. 	<ul style="list-style-type: none"> Noted
22/08/2017	Warren Hewitt (CEO: Greater Tygerberg Partnership)	<ul style="list-style-type: none"> Not only did we pull the post lunch session, I pulled the last card in presentation so I promise you I won't keep you here too long. I am not an expert in urban management but I certainly understand the role it plays in our function as a partnership within a city and listening to and understanding and reading some of the documentation that has been produced, the role of urban management in the successful implementation of a strategy like this I believe is critical. I also do believe it hasn't received sufficient air time in the document but I will get back to that just now. Being reasonably new, I do still have a licence to ignore some of the acronyms and some of the public speak and the language that gets used around these corridors so please excuse me if I get some of the acronyms wrong. I do also want to just applaud the City in combining the functions of the transport and spatial development, development framework because I think the, not having been involved in the history I think the strategy that has been implemented is the right one and I do echo Deon's sentiments that I feel that there is an urgency and there is a strategic movement going forward around the implementation of this. The problem with a MSDF that is attempting to correct the spatial inefficiencies of the past is that all of this effort and all this financial resource that is going into correcting that is money that should really have been going into an urban framework and urban upliftment. So we are spending a lot of money and time correcting issues of the past and that is going to create a compounded effort going further down the line. I have made a note here, talking about the lag effect. We are sitting with the identification of revised corridors, and both economic and diversity nodes for development and I absolutely concur with where both the transport and the development framework are going and what they are trying to achieve. However we are then now causing a situation where we pre-empt densification in urban nodes which are previously, or are busy decaying. And I am coming sort of directly from the Tygerberg area where Bellville has seen a dramatic decline in its urban footprint and in fact just in its general environment. There is a big fiscal gap at the moment between the income streams that the municipalities are generating through rate structures and the service and cost delivery of services in those areas. This is only going to get compounded through the densification programme that we are trying to drive into these nodes. The decay that is resulting from this lack of service delivery is then driving the private sector to invest in areas outside of the MSDF areas so we then again are causing movement like we did with Century City and Tygervalley we were driving outside of those zones so to try and correct that needs a concerted effort in focusing on something like urban management in pre-empting the City's investment. 	<ul style="list-style-type: none"> Role of transport in urban management considered in Chapter 7 Noted Noted Noted for consideration

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		<ul style="list-style-type: none"> • And investment in an area or nodal upgrade which is fundamentally rotten and again I refer to some of the key areas that I am busy working in. It doesn't only belong the Voortrekker Road corridor, it certainly belongs on the southern corridor and the south east. Once you invest and put heavy capital investment in an area that is rotten this won't halt the decay on its own. It needs a stabilisation of the foundation of what is happening in that area to make it work and I haven't seen sufficient effort or sufficient courage in the documentation to make sure that we implement that foundation before the investment capital goes in. How do we correct that? We have touched on one or two areas within the documentation as to urban management but very very little. One suggestion is that any capital budget around investment of this scale should have an allocation, a percentage allocation to urban management upgrade within an investment area prior to the investment happening so in other words there is a pre-emptive investment, sorting out the foundation before the investment takes place. We can then create measurement tools to measure the effectiveness of that. • The one definition I did find within the documentation related as follows: Urban management involves the area based involvement of, and coordination with, end users in the implementation, operation and maintenance of public facilities and services. Very broad. In the local context this may include the establishment of city improvement districts, area coordination teams or mayoral urban regeneration programmes which it has done to a certain extent. In the long term, successful urban management fosters a culture of joint accountability between City and local stakeholders. Now therein lies the problem. There are CIDs and Improvement Districts being created around, we have the highly successful city centre one which is an aspiration however we are sitting with the whole of these new business nodes which do not have the financial resources, which do not have the rate structure to support what they are trying to do. I was in attendance at a recent Bellville urban management meeting where there were at least 13 vested city departments who play a role in urban management and all of them looking at each other blankly as to who was accountable for actually managing an area and that is where we have a problem - there is no accountability and there is no individual department or structure that is accountable for that framework. This constant lag effect that I referred to earlier goes to the identification of a node, the densification of that node, a fiscal gap between income and expense with expenses exceeding, we then have decay, we then have departure of investment capital into other areas, we then come with the City's capital investment but it is already too late, we have lost the opportunity so I really do believe that unless we get a concerted effort in pre-empting investment of this nature through a proper urban management system or strategy we could be creating a rod for our own back and leading to failure. 	<ul style="list-style-type: none"> • Noted for consideration • Noted for consideration

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23/08/2017	Area-Based Meeting (Central: SC 4,5,6)	<ol style="list-style-type: none"> 1) There are challenges with the minibus taxi industry in Bonteheuwel – taxi violence. Also, transport services on Sundays are not good. 2) The provision of affordable scholar transport is a challenge. Currently parents have to pay for normal MBT services to take their children to school. 3) The rail services are in crisis and needs to be upgraded. If one trains is cancelled, the next train arrives already full and there is no space to board the train. 4) Density of developments is encouraged. But the public transport follows development. So people have to rely on private transport until public transport is provided for new developments. 5) Suggestion to use the Railway sidings more efficiently for example for development, to reduce congestion on the roads. 6) The Ruiterswacht community has to pay high transport costs for their children to be transported to school. 7) Ward 126 (Delft) – transport for scholars should be considered. 8) What economic opportunities are available on the Voortrekker Road corridor for SMMEs? 9) Suggestion to use the local communities to construct the new roads in the area. 10) Please provide more detail on the Blue Downs Rail link. 11) The MyCiTi services: Can a link be provided between Ravensmead and Bellville? 12) Questions re: how the MyCiTi can be used by unemployed people to search for jobs in the city. 13) Suggestion on discounts for scholars on transport services. 14) The facilities in Delft for Public Transport are of a poor quality or non-existent. (Taxi ranks have no ablution facilities, and shelters for waiting passengers). 15) Suggestion to use the land next to the railway lines for high density housing. Also, use the older buildings on the Parrow corridor to provide housing. 16) Question regarding direct linkages of the MyCiTi services from Belhar to Cape Town and Bellville to Belhar. 	<ol style="list-style-type: none"> 1) The City's Safety and Security Directorate are addressing all safety concerns. Public transport services on Sundays are generally at a level based on demand 2). Addressed in Chapters 6 and 11 [3] 3) The City has signed a MoA with PRASA in this relation. See also response [2] 4). Ensuring that the pace of development of public transport and land development runs in parallel is an issue for any city. The City of Cape Town has sought to address this by creating a transport and urban development authority – TDA Cape Town. TDA combines the functions of the old Transport for Cape Town (TCT) with spatial planning and urban development, the management of environmental resources and affordable housing so the City of Cape Town can align its policies and strategies to address the challenges it currently faces. 5) The use of sidings depends on need and the City's and/or Transnet's long term plans for these lines. Many unused City sidings are already used for development 6) See response [3] 7) See response [3] 8) Opportunities for SMME's and local communities will be determined and advertised with related tender documents. The City has an extensive EPWP programme. Contact the help desk : EPWP Help Desk Tel: 021 400 9406 epwp.help@capetown.gov.za 9) As above 10) More details on this rail link will be provided by PRASA when the design is finalised 11) Addressed in Chapter 6 and 7 12) Details of free travel on MyCiTi for job seekers will be published on the MyCiTi web site and announced in the media in October 2017. 13) As above 14) The current priorities for PT interchange upgrades are listed in section 7.2 of the document. An annual review of requirements is usually undertaken by TDA 15) As explained in the MSDF, the City is looking at ways to densify and intensify land uses in the Inner Core 16) Addressed in Chapter 6 and 7
29/08/2017	Area-Based Meeting (South: SC 12,13,23)	<ul style="list-style-type: none"> • The previous CITP 2013-2018 already suggested "one ticket". We support this, but how long is it still going to take? • Appreciate the integrated transport route to Mitchells Plain and Phillippi. • The majority of low-income people use the rail services. Rail is in crisis. Issues include deaths on trains, overcrowding and late trains. How is safety and security on the rail services going to be improved? • The standard for MyCiTi services in Mitchells Plain is different to the line going to the CBD. Mitchells Plain line do not have the big stations. Why? • The dual carriageway for Highlands Drive? When will it be constructed? • The completion of works on Jakes Gerwel Drive and Manor Drive which was stopped because of Eskom Pylons being in the way. • Question regarding the R300 completion. 	<ul style="list-style-type: none"> • The City has worked with National Government to relax the relevant regulations to enable integration of timetabling and ticketing across transport modes. TCT also signed a Memorandum of Action (MoA) with PRASA to progress integrated ticketing with rail. • Noted with thanks • The City has a MoA with PRASA in relation to Rail. One specific agreement is in relation to safety and security • The existing services will be addressed as part of the Phase 2 roll-out of the MyCiTi being considered now • A Traffic Systems study is currently proposed to study solutions for this road • As above • The completion of the R300 which is a multi-agency competency is dependent on the relative agency's priorities. Its part completion is on WCG's medium to long term programme (See SANRAL comments below)
29/08/2017	Area-Based Meeting (South: SC 18,19,20)	<ul style="list-style-type: none"> • Questions of clarity were asked regarding the content of presentations made on the MSDF and CITP draft documents. 	

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30/08/2017	Peter Smulik (Rugby Resident)	<ul style="list-style-type: none"> Before anyone who reads this can comprehend and understand it, a comprehensive list of DEFINITIONS is required on page 1 where the meaning of all the abbreviations is explained. To put that on page 325, where I found it by chance is ridiculous! 	<ul style="list-style-type: none"> This is the format followed in all previous CITP's and as required by the NDoT. The table of contents flags the Appendix to the reader
30/08/2017	Vernon (Ward 11)	<ul style="list-style-type: none"> Transport is very important to go to work. Transport planning is also very important The municipality must use the trains and busses in their own lives. The differences will play a huge role. 	<ul style="list-style-type: none"> The City recognises that transport is crucial for commuters, particularly public transport Noted
30/08/2017	Brandon Van Oordt (Ward 112)	<ul style="list-style-type: none"> Bad that the councillors ended the meeting before it was over. Also noticed that there were very few people here 	<ul style="list-style-type: none"> Noted
30/08/2017	Minibus-Taxi Industry's Submission	<p>A two day working session was held with the MBT Industry on the 28th and 30th August. At the 30th August session, the MBT Industry presented their position on the CITP. The formal signed submission was delivered to the Commissioner's office on 22nd September 2017. The content of the signed submission is shown below.</p> <p>Consultation Process</p> <p>The City of Cape Town's Transport and Urban Development Authority (TDA) invited the mini-bus taxi industry (MTI) to a service provider specific consultation session at the Cape Town Stadium on the 16 March 2017 to discuss its Comprehensive Integrated Transport Plan 2017 - 2022 (CITP 2017 - 2022). The invitation to this session was directed at regional and provincial representation with the understanding that these structures are a true representation of the MTI. Five members per region of the six regions within the metropole and five members from the provincial structure were invited. At the afore-mentioned consultation session it soon became apparent that the lessons learned during the participation process for the City of Cape Town's Integrated Transport Plan for 2013 -2018 were not implemented. It should be remembered that the MTI gave in a submission in 2013 wherein it stated that 'the public participation process for the Integrated Transport Plan followed by the City of Cape Town when engaging the mini-bus taxi industry as a relevant stakeholder was not ideal in terms of the guidelines on public participation as described by City policy' raising exactly the concern that consultation should ensure proper representation of all MTI service providers and that the documentation that will be used during the consultation be made available for scrutiny prior. This, it was argued, would enhance the quality of the engagement between the MTI and TDA.</p> <p>To this end TDA agreed to re-schedule the consultation session with the MTI and undertook to invite all registered MTI associations within the metropole (to be represented by their chairpersons and secretaries) to a two-day workshop to deal with the CITP 2017 - 2022 (consultation and as part of the public participation process)and supply these associations with two copies each of the draft CITP 2017 -2022. Seven members of the MTI were mandate at the adjourned consultation session on the 16 March 2017 to assist TDA with the logistical arrangements for the workshop. The MTI members that were nominated were: Cata - Mr. M. Titi; Codeta - Mr. B. Ndungane; Greater Cape Town Region - Mr L. Williams; Mitchell's Plain Region - Mr. N. Abduraghmaan; Northern Region - Mr. I. Moses; Two Oceans Region - Mr. M. Adams; Advisory - Dr. A. Dyason.</p> <p>Due to Messrs. Abduraghmaan and Adams total lack of commitment to the mandate as given, it was necessary to find a replacement representative for the Mitchell's Plain and Two Oceans regions. The MTI members in those regions then nominated the following persons: Mitchell's Plain Region - Mr. J. Peters; Two Oceans Region - Mr. R. Cornish</p>	<p>A dialogue through a special workshop was held with the minibus-taxi industry. The proceedings of this workshop were minuted and are re-iterated as follows:</p> <p>The key themes identified and agreed to are addressed as follows:</p> <ul style="list-style-type: none"> MBT industry does have a key role in the new IPTN Business Plan and CITP and this will be unpacked going forward TDA has already carried out extensive consultation with the MBT industry (in March 2017 and September 2017 in relation to the CITP) and this is set to continue going forward under the IPC and the reconstituted MBT subcommittee, as requested in the MBT Memorandum. This will be actioned, as agreed, as soon as the CITP 2017-2022 is approved. the CITP is necessarily a high level document. More detailed plans will be developed in due course (e.g. when the PTP refers to a "hybrid strategy", this is not a strategy in terms of a separate written document relating to the MBT industry - it is the strategy for the industry as set out in the IPTN Business Plan and CITP) the detailed plans and their roll out will be the subject of more detailed consultation with the MBT industry and the City is keen to work in partnership with the industry, including through the MBT sub-committee of the IPC <p>The City will deal with any specific issues raised as to data credibility</p> <p>progress on rail matters (and their interface with MBTs) has been slower than expected (due to a lack of a legally enforceable MoA with PRASA, changing national landscape with the Green and now draft White Paper on National Rail Policy.)</p>

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		<p>Mission Statement</p> <ul style="list-style-type: none"> The MTI legacy is rooted in struggle economics. As the dominant road-base public transport service provider in the boundaries of the City of Cape Town the MTI remains frustrated by the lack of support it gets from government. It is the intent of the MTI to work towards creating partnerships with government in all spheres to rectify the injustices and inequities of the past and so take its rightful place in the transport arena. Recognition of the MTI's role as a service provider and mechanisms to develop and sustain its' role should be the focus of the City of Cape Town's Comprehensive Integrated Transport Plan. The MTI in turn commits itself to the ideals of good business practices for the betterment of transport. <p>Overview</p> <ul style="list-style-type: none"> The Comprehensive Integrated Transport Plan 2017 - 2022 represents a 'requirement tool' for submission to national government. It does little to explain the processes that will be engaged to build on the progress 'it has made in delivering integrated, intermodal and interoperable transport in Cape Town. Instead its substance remains in the minds of its authors. When asked to comment on its planned vision as part of a consultative process it quickly becomes apparent that that is an almost impossible task. The MTI, when considering this submission, wants to reiterate that it remained the responsibility of the City of Cape Town to clarify the detail content of the CIP 2017 - 2022 to the MTI members. There are clear indications of inequalities (with respect to how matters are reported) in the thought process of TDA between the different public transport service providers. The MTI is generally portrayed negatively and when future engagements are considered it is almost always punitive in nature. Conversely it appears that the scheduled services providers are always looked at as a solution though the data provided clearly shows the scheduled services providers' reluctance to co-operate with information gathering exercises of TDA and its steady decline of the market share of road-base public transport. The most common referred-to plans in the CIP 2017 - 2022 are the IPTN 2032 Network Plan 2014 and the IPTN Operational Plan 2032. Nowhere in the CIP 2017 - 2022 is there a brief summary of these plans. It should be remembered that in the MTI's submission in 2013 it was stated that the 'identification of corridors and the prioritizing of such are thus an important part of the IPTN and the plans of Transport for Cape Town (TCT). The model used to identify and prioritize these corridors needs to be open to the public/stakeholders so that they can scrutinize it. It will allow for transparency and accountability.' The argument for this was and still remains that the roll-out of BRT corridors are clearly dissimilar to the residential density graph. A review of these plans needs to take place so that it can lead credibility to all future transport plans of TDA. An undertaking by the then TCT was given to the MTI that intensive consultation around IPTN would take place between February 2014 and June 2014. This consultation never took place. The MTI wants to propose that a joint task-force consisting of TDA and the MTI be established to review the implementation priorities of these plans. The data used in the CIP 2017 - 2022 is outdated. This weakens the strength of the document. <p>Resolutions</p> <ul style="list-style-type: none"> 1. Integration: The main theme of the CIP 2017 - 2022 is integration. Though CIP 2017 - 2022 mentions integration there is no clear indication of how this will be achieved. A task group of service providers and TDA officials need to be established to contextualize the mechanisms and strategies that will realize implementation and ultimately the seamless transition to integration. 	<ul style="list-style-type: none"> The the City recognises the MBT Industry as a very important role-player. However, the focus of the new CIP 2017-2022 is on the user. The user is what brings the City and MBT Industry together. Without the user there will be no industry. It is very important to have a common vision regarding improvement of transport for the user so that it can be re-visited when there are differences. The mechanics to improve the user's experience should be the focus of collaboration between the City and MBT Industry. The concepts of integrated / interoperable / intermodal is explained in more detail in the document. The format of the tables and report is prescribed to the City by The National Department of Transport. The MBT Industry is welcome to mark the pages and tables where it is portrayed negatively. If it seems like the prescribed tables need to be changed, the MBT Industry can motivate with the City for these changes. The IPTN 2032 is a plan in terms of how the City orientates itself in terms of transport. The plan was approved by Council in 2014. The City suggests that each step of the roll-out of the IPTN can be unpacked with the industry. The IPTN impacts all modes of transport i.e. Rail, MBT, pedestrians and even the BRT. The engagements regarding the IPTN should include all the role-players. The City agrees that some of the data presented is outdated. The City's data collection processes are at different stages of collection and the data that is in the document was the data that was available at the time. The data component of the CIP will be updated annually as new data becomes available. 1. Integration: The City suggests that instead of establishing a new structure, the Intermodal Planning Committee (IPC), which has a Minibus-Taxi Subcommittee, should be used as the structure for collaboration. The membership of the IPC will be reconstituted to ensure that it is representative. This IPC subcommittee will be used to workshop the specific elements raised by the industry.

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		<ul style="list-style-type: none"> 2. Subsidisation: The market share of road-base public transport of the MTI is not disputed. The fact that this service is still growing is a testament to the important role the MTI plays in the provision of public transport in the City of Cape Town. The argument that the MTI is an informal sector of public transport and thus presents insurmountable challenges for subsidisation is outdated and in fact discriminatory. Scheduled public transport service providers are subsidized. It can be argued that the basis for such a subsidy are historical and hence related to an unjust past. Similarly, the non-subsidisation of the MTI is embedded in that same past. Deprivation of resources to black empowerment economics initiatives were used by a suppressive government to ensure that such initiatives never flourished nor challenged historically white businesses. <p>When subsidization for the MTI is discussed it is always thought that the best option would be to subsidize the users directly. The obvious question that needs answering then why is this policy not being employed currently? Government subsidy flows unhindered to the scheduled public transport service providers. This creates an unfair economic environment.</p> <p>The MTI therefore submits the following strategies as examples of possible subsidisation strategies (not limited to these).</p> a. Subsidisation Exit Strategy: The acquisition and maintenance of vehicles used by the MTI has become increasingly more difficult to achieve. Almost all routes are currently overtraded. It's the submission of the MTI that a budget should be set aside to allow members of the MTI to exit even though MyCiTi is not planned for that particular route or has not yet reached that particular route. The capital generated by this can be re-invested in the rolling stock on that particular route through partnerships so ensuring a safer and more reliable service to the public. The revenue generated by the business remains constant and therefore increases overall profitability of the business. This reinforces sustainability. b. Recapitalisation (taxi scrapping): The regulations govern recapitalisation are outdated and needs to be reviewed. The current rolling stock of the MTI is fast aging to a point where it will need to be scrapped. The assigned year limit should be brought to reflect reality. It is recommended that a rolling limit be set that is seven years off the current calendar year. The cost of vehicles used for the provision of public transport in the MTI has changed dramatically. The regulation requiring TRP5 compliant vehicles has quadrupled the cost. The scrapping fee allowance has not kept track with this. It's the MTI submission that the scrapping fee allowance should be 50% of the cost of a new vehicle similar to the one being scrapped. 3. Law Enforcement: The MTI requests that all future legislation pertaining to the MTI be discussed with the MTI and its benefits be looked at critically. The current practice by TDA is to punitively engage legislation for the MTI. Better consultation with the MTI will greatly reduce the need for future legislation. The effectiveness and appropriateness of current legislation should also be reviewed. The MTI request that TDA facilitate (with its interaction with Provincial Government) a moratorium on impoundments of MTI vehicles. The MTI further requests that a task team be established from TDA officials, City law enforcement officials and MTI representatives to discuss the current roster of impoundments and how to best to deal with it. 4. Technology/Public Transport Interchanges (PTI)/ New Development: It is the MTI submission that all new technology that is introduced should be subsidised by government. The MTI takes cognition of the fact that the MTI needs to stay abreast with new development to stay current. The current state of some of the PTI's is a concern to the MTI. Regular upgrading must be done to ensure adequate facilities for the utilization by the users of public transport. A more controlled environment should be created for the development of new business. This will prevent antagonistic intra and inter relationships within the MTI and between different modes of transport. 	<ul style="list-style-type: none"> 2. Subsidisation and Recapitalisation: The City proposes that this should be unpacked in more detail through the IPC subcommittee. Some of the challenges raised by the MBT Industry like recapitalisation and subsidisation were raised before. To this end the City applied for the Municipal Regulatory Entity (MRE) in 2013 and is still waiting for the Minister of Transport to approve this. t this stage, the City can only comment on Operating Licenses. It will be good if the MBT Industry can lobby with the City for the MRE. 3. Law Enforcement: The MBT Industry requests a moratorium on impoundments. The City's stance is that it cannot condone individuals who break the law. In addition to that the City's role is to implement the by-laws and Provincial laws on enforcement. The City suggests that the challenges experienced by the MBT Industry i.t.o. Law Enforcement should be looked at through the IPC structure. It recognises that there are issues with the cost and processes of impoundments. The request from the Industry will be submitted as part of the Public Participation process of the CIP and forwarded to the MEC. 4. Technology: The City is very excited to hear that the MBT Industry wants to embrace new technological advances in Transport. There are amazing opportunities to explore and this would need to be unpacked with the Industry. For the City to engage with the Industry as a business partner, the MBT Industry has to relate to the City as a business partner, to conform to the procurement processes, for example, form Transport Operating companies (TOCs). The City can assist with the establishment of TOCs.

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		<ul style="list-style-type: none"> • 5. Partnerships: The MTI is keen to develop partnerships with TDA. The pretext to such engagement needs to be mutual respect and meaningful engagement. The MTI looks forward to suggestions from TDA to the possibilities of such partnerships. The MTI, in its submissions, has already outlined a few possibilities were co-operation between the MTI and TDA would strengthen the relationship between them. • The MTI submit these resolutions for consideration for inclusion into the structure of the CITP 2017 - 2022. 	<ul style="list-style-type: none"> • 5. Partnerships: The City agrees that in the next five years it would like to have a different partnership with the MBT Industry. The team under the TDA structure would like to have engagement with the Industry as well as the other service providers and form a partnership. The City is committed to engaging with the MBT Industry at different levels in a structured way to ensure a better service for the user.
30/08/2017	Area-Based Meeting (North: SC 1,3,15,16)	<ul style="list-style-type: none"> • The Railway line to Atlantis has been on the cards for a long time. Could this line be a double railway line to assist with the growing congestion? It will assist the residents from Parklands and Sunningdale traveling to the CBD. • Are we looking at alternative railway solutions, like the Gautrain or light rail? • Employment opportunities should be created in the areas where people live, to minimize travel. More of a Mixed-use approach. • It seems like you are waiting and hoping for devolution of the rail function. What if PRASA says no? Do you have a plan B? Funding for these plans is crucial. What about ringfencing funds / income generation? • When can jobseekers use the MyCiTi for free to look for employment? • The presentations are pitched at too high level. Can we request interpreters for the next meeting • Supportive of the one ticketing system to stop corruption. • We need to reverse the apartheid city. The affluent should be furthest from the city centre. 	<ul style="list-style-type: none"> • The Rail Line to Atlantis is on PRASA's medium to long-term plans • See response [2] Noted and incorporated in the City's TOD Strategy • See response [2] Details of free travel on MyCiTi for job seekers will be published on the MyCiTi web site and announced in the media in October 2017. • Noted • Noted • The MSDF details the City's efforts with regard to spatial transformation
30/08/2017	Area-Based Meeting (North: SC 2,7)	<ul style="list-style-type: none"> • Concerned that there is no paper-based version of the presentation to respond to. Very worried about the lack of plans for the Northern Area. • We raise concerns at the public participation meetings, but when we receive the final document the concerns were not addressed. • The City needs to look at the transport needs of the Northern Area. The proposed Bloekombos Railway Station, how long will it take before it is implemented? Will there be opportunity for MyCiTi services towards Wallacedene / Bloekombos etc.? • The taxi violence in our area is a concern. We lost the lives of 7 people recently in taxi violence. • Issues regarding scholar transport. • The plan is not aligned to the needs of the people. • Transport is a problem. The City cannot use the excuse that the Rail services are PRASA's responsibility and that Sanral roads is their responsibility. • The statement that the focus will only be on priority project - What about the upkeep and maintenance of existing projects? (Stormwater blockages and overflow in Brackenfell, Vrededloof Heights, Kraaifontein, Wallacedene, Bloekombos?) • The growing congestion on the roads is a concern. The level of service on the roads is unacceptable. 	<ul style="list-style-type: none"> • Noted • Noted and addressed herein • The proposed Bloekombos Station is on PRASA's medium- to long-term strategic plans • The City's Safety and Security Directorate are addressing all safety concerns • See response [3] This public participation process is aimed at identifying and addressing the transport needs to the people • The City is working closely with PRASA and SANRAL. See also response [2] • Stormwater maintenance is carried out on an on-going basis. Critical issues such as blockages are clearly of priority • The City's Congestion Management Strategy summarised in Chapter 7 indicates our approach to dealing with level of service issues on roads

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		<ul style="list-style-type: none"> • There is MBT challenges in Bloekombos. Scottsdene - we do not have buses that is subsidised. People walk in the rain to get to transport options. Kraaifontein is a forgotten area. When are you going to look at our transport needs? • Klipheuwel (Ward 5): I feel very sad to attend these meetings. It only brings more confusion to the communities. We do not form any part of the city, we are not recognised. The officials cannot sit in their offices and make these plans without the help of the community. For the Klipheuwel area it seems that we are out of the City's plans. Nothing is going to happen in the next 20 years. • I am presenting the disabled people. It seems like there are no plans for the disabled people because the trains and buses are very full. My request is that some arrangements should be made for people that are disabled. • The Philadelphia area is not receiving any attention from the City. We come to these meetings (IDP) and raise our concerns but to no avail. No bus services on our area. People wait in the rain to visit the clinic. • There was great excitement around integrated transport in 2010, but we are still waiting for the services to arrive. Some transport infrastructure was created, but is currently used as informal car wash businesses. The Public Transport facilities in Wallacedene / Bloekombos are not being used. Kraaifonetin does not provide for people with disabilities. MBT do not accommodate people with disabilities. When it comes to the choices for transport, people can choose to walk 4-5kms to the nearest railway station or take a MBT which does not accommodate people with disabilities. <p>Summary of councillors for the Kraaifontein, Durbanville areas (Sc2 and Sc7): We are excluded from the integrated public transport system.</p> <ul style="list-style-type: none"> • Request for a transport impact study to be done in Kraaifonetin. The traffic is bad from 12pm on a Friday traveling from Kraaifonetin to Scottsdene. Also, make an assessment of scholar transport for Bloekombos, Wallacedene, Bottelary Rd., Scottsville. <p>There are challenges at the Delta, Walacedene and Bloekombos taxi ranks.</p>	<ul style="list-style-type: none"> • See chapter 7 of this document. The City is considering ways of incrementally improving public transport to all areas • Plans for public transport for this region are considered under the auspices of the IPC Regional Planning sub-committee given its regional connectivity to Paarl and Stellenbosch • Addressed in Chapters 9 and 11 • Plans for public transport for this region are considered under the auspices of the IPC Regional Planning sub-committee given its regional connectivity • Addressed in Chapters 9 and 11 • A transport study for the Northern Area is planned
04/09/2017	Area-Based Meeting (East: SC 9,10,24)	<ul style="list-style-type: none"> • The Railway system is a big problem. • Please provide more detail on the Blue Downs Railway link. • Msunda Village and Nomzamu - we have problems with buses and the MBT services in our areas are not great. • Wesbank area: No bus shelters and roof for the taxi rank. Buses pass by and there is not MyCiTi buses. For the Belhar and Delft areas please consult the community regarding new development. • We started a walking bus for the school children. Can we receive some funding for this? • Kuilsrivier area experience congestion from 5am till 7:30/8am in the morning. New development in Highbury will add more cars on the road. What is the plan to deal with this? The completion of Hindle Road should be a priority. • We need safety and security of the trains. What are the plans for this? • You mentioned that all public comment will be compiled and then the final document will be submitted to the MEC for approval. Will you provide feedback to the community first before it goes to the MEC? • There are good plans regarding the way forward for public transport services. What have you planned regarding the training of taxi-drivers to be more respectful to their customers? <ul style="list-style-type: none"> • Need for speed humps in Faure Road. • Need proper engagement regarding the MBT industry. 	<ul style="list-style-type: none"> • See response [2] • Details of the Blue Downs Rail Link can be obtained from PRASA • Noted • Noted for review • The walking bus concept is supported and the WCG is the lead sphere of government re scholar transport. • The City's Congestion Management Strategy has assessed all congested areas and has prioritised roads for upgrading • The City and PRASA have agreed a MoA which deals with safety • The final document will follow usual City protocols - it will be sent to all councillors for review prior to submission to the MEC • Currently, this issue needs to be taken up with the taxi association concerned. However, as in table 11 5, the City proposes to establish a TDA Training Academy that will aim to build capacity within the transport industry by providing, for example, minibus-taxi driver training to support the transition from taxis to a formal public transport environment • This issue needs to be taken up with the local ward councillor • A two-day summit was held with the MBT industry. The City will continue to engage fully with the MBT industry through the sub-committee on the IPC

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		<ul style="list-style-type: none"> Mfuleni, no sidewalks along the streets so people walk in the streets. No provision of NMT on Hindle Road. Suggestion of lift clubs to ease congestion on the roads. Ward 108 - problem of speed humps and roads are very narrow. 	<ul style="list-style-type: none"> The need for sidewalks in Mfuleni and along Hindle Rd will be raised with the Roads District Office for consideration Addressed In Chapter 8 This issue needs to be taken up with the local ward councillor
04/09/2017	Mishqah Koma (Ward 17)	<ul style="list-style-type: none"> The road past Hindle road is incomplete (Forest Height-Eerste River) 	<ul style="list-style-type: none"> All new roads/existing road modifications have been considered and incorporated and prioritised in the City's Congestion Management Strategy
04/09/2017	Karen Stoffels (Sun City Sir Lowry's Pass)	<ul style="list-style-type: none"> What is happening with the Green Houses in Riemvasmaak that was burnt? The elderly and single parents needs housing, our kids are not safe. When it rains we are swimming and we are getting sick. The police and ambulance arrives when everything is done or someone is dead. 	<ul style="list-style-type: none"> Comments and query redirected to Human Settlements Directorate
04/09/2017	Chief Mbombi Mazinyo (Ward 91)	<ul style="list-style-type: none"> This has a great influence in our area also our neighbourhood. We usually held a combined meeting to discuss about development and progress in our areas. We would like to see Khayelitsha being our Constantia by encouraging people to start projects that will benefit communities especially housing. 	<ul style="list-style-type: none"> Noted
04/09/2017	Bulelwa Sonxi	<ul style="list-style-type: none"> It is almost the only transport we can use in our area. I live in Ext16 and there is no bus stop so no busses pass by, no train at all. The taxis are too expensive and that makes it too difficult and increases the opportunities of poverty. I am a learner and I have to travel a lot before reaching where I'm going (Paarl) There's nothing clear to me and is there could be more things related to my area according to transport. Yes we have been approaching for better transportation for many years now. We have a lot of unemployed youth that could participate in the help of free transportation in job hunting but that is impossible because we don't have train station or bus stations. Please consider Ward 108 Mfuleni. 	<ul style="list-style-type: none"> One of the key aims of this CIP is to try to reduce the cost of access to users over the term of this Plan Transport Plans related to local areas will be discussed and presented by sub-councillors and ward councillors Details of free travel on MyCiTi for job seekers will be published on the MyCiTi web site and announced in the media in October 2017. A rail station is planned at Mfuleni as part of the new Blue Downs rail link
04/09/2017	Sixolile Gcde	<ul style="list-style-type: none"> It is very difficult in our community as transport system is very expensive and people are working far away from Mfuleni. We need & support Blue Downs Rail Lines can incorporate Mfuleni and have our MyCiTi corridor that can accommodate people working in Century City & Cape Town. Supportive of the integrated transport network. What do you mean that City can only support priority projects? Proposal relating to multimodal transport system and how the City can fund and assist innovative & integrated TOC in the minibus taxi industry. Blue Downs rail - is it going to incorporate Mfuleni? Will we also have our own station at Driftsands? Also consider in planning the Public School Bus System to accommodate the poor who can't afford transport and have school bus within our community. Street vendors should be considered in the planning to get their own stand and a place to run their business. 	<ul style="list-style-type: none"> One of the key aims of this CIP is to try to reduce the cost of access to users over the term of this Plan The City intends to use transport to change the spatial form of Cape Town itself as well as to build sustainable communities. It regards transport as the key driver for addressing Cape Town's spatial reality, with all its urban inefficiencies and social inequality. The City is seeking to make a step change by prioritising the right development in the right locations, along major road and rail corridors in Cape Town. This approach focuses funding where it can have the maximum effect by reducing travel times and costs, as well as delivering important environmental benefits. In this way, the City is prioritising projects which will deliver the maximum benefits to citizens while ensuring the optimal use of resources. A MyCiTi Business Plan is taking forward proposals related to future TOC's. TDA is also proposing a Training Academy to assist. PRASA is proposing a rail station at Mfuleni but not at Driftsands See response [3] The local District Plans usually consider these issues

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04/09/2017	Bongani Mentashe	<ul style="list-style-type: none"> Trains we do not have in our area and we have been requesting it for the last 20 years. Speed humps we do not have. 24 hr hospital we do not have. No neighbourhood watch. No multipurpose hall. 	<ul style="list-style-type: none"> See response [2] Speed humps would form part of the Road Safety Strategy and/or would be determined by the local ward council This is outside of the ambit of the CITP This is outside of the ambit of the CITP This is outside of the ambit of the CITP
04/09/2017	Lwandile Mtandeki	<ul style="list-style-type: none"> The biggest problem we are having on our streets in ward 108 Mfuleni is the shortage of speed humps and people end up digging on the road. 	<ul style="list-style-type: none"> Speed humps would form part of the Road Safety Strategy and/or would be determined by the local ward council
04/09/2017	Nezisa Dyantyi	<ul style="list-style-type: none"> The issue of late/delayed trains must be addressed, people are always late for work. 	<ul style="list-style-type: none"> Rail is a PRASA competency. The City and PRASA have a MoA regarding performance. Many issues relate to cable theft and/or arson
05/09/2017	George March (Subcouncil 17)	<ul style="list-style-type: none"> When will the planned road schemes be built? Especially, the R300 extension? With all the new development there is a need to complete some of the road network proposals. 	<ul style="list-style-type: none"> The planning for the R300 is to link with the ring road. The challenges for the R300 are institutional: it is a multi-agency competency including WCG and they have competing priorities such as N1 and N2.
05/09/2017	Chris Jordaan (Subcouncil 4)	<ul style="list-style-type: none"> Elsies Rivier is one of the oldest communities in the Western Cape. There is no link between the Northern Suburbs and Elsie's Rivier? 	<ul style="list-style-type: none"> Elsies Rivier has both road and rail connections to the Northern Suburbs
05/09/2017	Gerhard Fourie (Subcouncil 7)	<p>The northern suburbs area is an area where there is growth in business and opportunities. Yet there are the following traffic challenges in the area:</p> <ul style="list-style-type: none"> Only mode of Public Transport that is available is the Minibus Taxis. Bottlenecks: The bridges on the N1, N2, bridges at Joostenberg vlakte, Kraaifontein and Brackenfell Boulevard. The extension of the R300 to connect to the West Coast Road - to be investigated. 	<ul style="list-style-type: none"> The IPTN Business Plan proposes a new hybrid public transport system (see Chapter 7) Coordination with SANRAL regarding the bridges on the national roads is taking place. The planning for the R300 is to link with the ring road. The challenges for the R300 are institutional: it is a Provincial responsibility and they have competing priorities such as N1 and N2.
05/09/2017	Shane Ramsay	The bike-share program that was mentioned before. When will it be implemented?	<ul style="list-style-type: none"> Addressed in Chapter 9
05/09/2017	Petronella Heynes (TDA - Transversal Committee)	<p>It is encouraging to hear that the City is planning to improve the railway system. The following comments apply:</p> <ul style="list-style-type: none"> The Atlantis and Malmesbury corridors upgrades? Law Enforcement - linked to improvement of vandalism. The pilot projects of MEC Carlisle regarding law enforcement on trains and stations. We need to make provision of cyclists to be able to cycle to a railway station. - parking for bicycles and law enforcement. 	<ul style="list-style-type: none"> Both corridors are currently on PRASA's strategic plans, however the timing of these is not specified yet Regarding vandalism and the lack of law enforcement on the trains - TDA and Province has a business plan which addresses the Safety and Security issues. Addressed in Chapter 9
05/09/2017	Cynthia Clayton (Subcouncil 1)	<p>The following challenges on the Transport system were mentioned:</p> <ul style="list-style-type: none"> When will the commuter railway service be operational to Atlantis? Currently there is only MBT and MyCiTi services available. The MyCiTi buses are full. The full network of MyCiTi services will only be available in 2032. This is a concern for the Table View area. The N7 is very congested for people traveling to Bellville. The new Table Bay mall will increase the congestion in the area. There is a need for cycle lanes in the area. The security on the rail system needs improvement. 	<ul style="list-style-type: none"> This corridor is in PRASA's strategic plans for implementation. In the meantime TDA is working on a new hybrid public transport system as per its approved IPTN Business Plan. Please refer to Chapter 7 which outlines the City's Congestion Management Strategy New and improved cycle lanes are considered in the approved Cycling Strategy according to a priority system Security of rail is a concern and is being addressed jointly by the City/PRASA/WCG

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05/09/2017	Dave Bryant (Subcouncil 16)	There is a need for safe and secure NMT environments in the CBD areas of the City. About 1% of population is cycling and 17% walking. Walking linkages need to improve in key transport areas and CBD areas.	<ul style="list-style-type: none"> Noted. NMT improvements have been made in the Cape Town CBD and are a continuous process.
05/09/2017	Liz Brunette (TDA Transversal Committee)	<ul style="list-style-type: none"> The Urban Development Index is mentioned in the CITP. Does this still need to be developed? Will park-and-ride facilities include road based public transport or just the rail services? 	<ul style="list-style-type: none"> The TDI was developed in 2015. This index is being expanded to include urban / land-use metrics. The report for the UDI should be available early 2018. The park-and-ride strategy includes both the rail and road public transport services.
05/09/2017	Shanen Rossouw (Subcouncil 18)	<ul style="list-style-type: none"> Is the upgrade of the Retreat Station / PTI facility still going to happen? 	<ul style="list-style-type: none"> There is a list of PTI facilities which need to be upgraded. Retreat PTI is number three on the list for the 2018/19 financial year.
05/09/2017	Siva Moodley (TDA - Transversal Committee)	<ul style="list-style-type: none"> What mechanism are we going to put in place to reduce the 43% of income spent by the poor on transport? How do we reduce the cost of commuting? 	<ul style="list-style-type: none"> Chapter 5 in the CITP explains the Transport Development Index (TDI). The 43% cost for low-income groups are made up of direct cost and indirect costs like flexibility, safety, crime etc. The majority of the programmes in CITP go toward reducing transport costs for all
05/09/2017	Gerhard Fourie (Subcouncil 7)	<ul style="list-style-type: none"> Need to think out of the box. Monorail on N1 and N7? 	<ul style="list-style-type: none"> See response [2]
05/09/2017	Petronella Heynes (TDA - Transversal Committee)	<ul style="list-style-type: none"> The Cycling and Pedestrian Strategies have just been developed but implementation is already happening? Where are we with the implementation of pedestrian and cycling lanes and does it take the new strategies into account? Do we allow for implementation on both sides of the road? 	<ul style="list-style-type: none"> The current implementation was informed by the City's NMT Policy and Strategy of 2005. The intention with NMT project is to improve access and mobility in all areas of the City. The implementation of the projects ensures a safe walking environment is applied according to the NMT Strategies and Universal Access Policy.
05/09/2017	Siva Moodley (TDA - Transversal Committee)	<ul style="list-style-type: none"> On Strandfontein Road there is a large development happening, but no provision is made for MyCiTi. Especially the section from Point Road to Baden-Powell Road (along Strandfontein) 	<ul style="list-style-type: none"> There is a MyCiTi service planned parallel to Baden-Powell road, the T10 route. The rationalisation of public transport services and a new hybrid model is proposed in the approved ITPN Business Plan
05/09/2017	Nebu Phohlela (CODETA)	<p>COMPREHENSIVE INTERGRATED TRANSPORT PLAN 2017</p> <p>Context</p> <ul style="list-style-type: none"> It is our view that the Compressive Integrated Transport Plan 2017 ("CITP") lacks context as it does not refer to the previous plans and report back on progress made if any, the challenges experienced etc. in the minibus taxi industry. 	<ul style="list-style-type: none"> A dialogue through a special workshop was held with the minibus-taxi industry. The proceedings of this workshop were minuted.

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		<ul style="list-style-type: none"> Page 23 is very thin on the areas that drive public transport growth, we cannot make an informed assessment on the impact of the projections on the minibus taxi industry and respective businesses. The information pertaining to the minibus taxi industry appears to be shallow and incomplete and in some cases, shows lack of understanding of the minibus taxi business in Cape Town at least the way CODETA runs the business. We can confirm that we were not involved in any way, in the data collection. It would also appear that the minibus taxi detail is downplayed relative to other modes, this could also be a function of poor consultation with the broader industry and or players with big impact such as CODETA. We note your sample in page 57 we are not sure what informed the choice of those routes, why bigger associations and more congested routes were not considered. We note your comments on ticketing systems, we are not sure which minibus operators are using smartcards but please reflect the position of the majority in the industry. We are concerned about your reference to surveys that we are not part of, it would be a good practise in the future to involve the members of the minibus industry when you conduct survey in the full value chain, that means from the drafting of questions etc. If we are not involved it becomes difficult for us to own the outcomes, this leads to trust issues. The lack of involvement and proper consultation tells us that TDA does not see this industry as its key stakeholder. <p>This is a great pity as you indicate that we are the second biggest public service provider in Cape Town after rail. Even your statistics on the size of our business in Cape Town is questionable, as we do not know how your data was collected. What we know is that nationally we have 68% of the public transport market share and we believe that we have much higher impact and share of the market than what you reflect. Please share your data source with us so we can make an informed decision.</p> <p>DATA credibility</p> <ul style="list-style-type: none"> Reference is made to page 74, table 3 29 on the passenger boarding the utilisation numbers, these numbers are misleading. The way a minibus taxi works, the utilisation numbers should be 100% in one direction as a taxi does not leave until it is full. This is our position but realise we may not be in a position to speak on behalf of others. If there are different practises reflect the two or the position of the major players, which we believe we are by far. Page 99 referred, continuation of table 3 38 please explain the table in as far as it relates to CODETA. We surrendered for compensation 51 licences where does the number of 76 come from? Page 165 referred, we are concerned that if the minibus taxi data is incorrect as we are questioning some numbers above that wrong data will inform the operating Licence Plan. Page 166 table 6-2 referred, explain why in some cases the number of trips a higher than the estimated passenger trips if you take our strategy that the vehicle does not move unless it is full. <p>General Comments</p> <ul style="list-style-type: none"> There is a consistent narrative that is coming through in this document that the minibus taxi industry will continue to be a key provider of public transport going forward. This means that minibus taxi service which is currently unsubsidised will anchor subsidised services going forward. The unfairness of this arrangement is blatant, what are the City's plans to level the playing fields. What is TDA's minibus taxi subsidy plan or strategy? Page 7 of the PTP 2017 referred, it is stipulated that the City in partnership with the minibus taxi industry intends to implement the minibus transformation strategy, what is this strategy? What does it entail, please share the documents that outline this strategy, which members of the industry were consulted and approved the strategy as we have not agreed to this strategy. We cannot agree to something that we do not have full knowledge and appreciation of. 	<p>The key themes identified and agreed to are addressed as follows:</p> <ul style="list-style-type: none"> MBT industry does have a key role in the new IPTN Business Plan and CITP and this will be unpacked going forward TDA has already carried out extensive consultation with the MBT industry (in March 2017 and September 2017 in relation to the CITP) and this is set to continue going forward under the IPC and the reconstituted MBT subcommittee, as requested in the MBT Memorandum. This will be actioned, as agreed, as soon as the CITP 2017-2022 is approved. the CITP is necessarily a high level document. More detailed plans will be developed in due course (e.g. when the PTP refers to a "hybrid strategy", this is not a strategy in terms of a separate written document relating to the MBT industry - it is the strategy for the industry as set out in the IPTN Business Plan and CITP) the detailed plans and their roll-out will be the subject of more detailed consultation with the MBT industry and the City is keen to work in partnership with the industry, including through the MBT subcommittee of the IPC The City will deal with any specific issues raised as to data credibility progress on rail matters (and their interface with MBTs) has been slower than expected (due to a lack of a legally enforceable MoA with PRASA, changing national landscape with the Green and now draft White Paper on National Rail Policy.)

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		<ul style="list-style-type: none"> • Page 4 of the PTP 2017 referred, reference is made to the "hybrid strategy" please explain and share a document with us since it would appear that we are key players in making this strategy work. Which minibus taxi operators did TDA involve in developing this strategy? What do you mean that this will allow the leverage of the strength of the minibus taxi industry to deliver an improved service in line with IPTN vision at a cost affordable to the City? • We also would like to point out that the challenges that are referred to in this report as in page 68 only the minibus taxi operators can help you understand the reasons and the logic of the workings of the industry. We can help you to capture reliable data only if you involve us in good time before plans are formalised. <p>BRT</p> <ul style="list-style-type: none"> • How is TDA involving the minibus taxi industry in the development of the mechanisms that will assist future VOCs to purchase buses in line with NDOT directive. The directive was introduced in 2015, how far is TDA in developing the strategy and implementation plan in this area? Please share your plans with us as we are likely to find ourselves dealing with this issue on the N2 Express. • Page 164 states that long term (12 years) contract for N2 Express service have commenced. Please share more information as to what this statement relates to as it is not consistent with our knowledge on the matter as directly affected parties. We are not aware that the negotiations have commenced and also TDA is on record as stating that N2 Express 12-year contract negotiations are not feasible we should consider phase 2A. There seems to be inconsistencies on this matter within TDA. • The plan is not clear on how TDA intends to promote economic empowerment of small business or of persons previously disadvantaged by unfair discrimination in the minibus taxi industry. <p>Rail</p> <ul style="list-style-type: none"> • In terms of the MoA with PRASA an action plan for integrated ticketing was to be developed by end of 2015. How far are you with this initiative and when are you engaging with us on the matter? • TDA consulted with us on the Nolongile Precinct upgrade, the ORIO project. We provided our preliminary input and asked questions and we have not been engaged since. Is this still a priority project? We still expect our initial questions to be answered before we can move forward on this matter. • May you please share the Blue Downs Rail Link planning with us, we understand that the planning was due to be completed in 2015 in terms of the MoA. We have also not been consulted on this initiative to the extent that it will impact the areas in which we are currently operating and consequently our business. • As CODETA we are wary of the plans made by TDA and PRASA in that TDA should not encourage us to buy into plans that they do not have total control over. 	

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		<p>Consultation</p> <ul style="list-style-type: none"> • WE ARE CONCERNED THAT THE MINIBUS TAXI INDUSTRY IS NOT AFFORDED AN OPPORTUNITY TO STATE ITS POSITION, STATE ITS ASPIRATIONS AND MAP A WAY FORWARD WITH TDA AS ITS KEY STAKEHOLDER. TDA FIRMS UP STRATEGIES AND POSITIONS THAT HAVE A DIRECT IMPACT ON THE INDUSTRY WITHOUT BROAD CONSULTATION. IF THE EVENT ON 28 AND 30 IS CONSIDERED CONSULTATION IT IS AFTER THE FACT AS THE CIPN IS PART OF THE ITPN 2032. • COVERING LETTER OF THE IPTN BUSINESS PLAN SUBMISSION TO COUNCIL • It is our understanding that the Integrated Public Transport Network ("IPTN") Business Plan is going to Council or has already gone to council. The copy of the covering document that we have does not have a date. • Based on the covering document there will be an enhanced minibus taxi which will form part of an integrated solution. Also, it would appear that there is a planned different role for the minibus taxi industry. It is not clear to us what the document is referring to and how the enhancement would be achieved since we have not been engaged in TDA's planning regarding our future participation in the provision of public transport in Cape Town. • The document refers to investment in the minibus taxi industry to improve their services as an integral part of the service mix. We are not clear as to what is envisaged here. • It is important to note that Council is requested to adopt the Business Plan for the IPTN 2032 as part of the IPTN package which collectively represent the City of Cape Town strategies. This is of concern to us as we have not had a meaningful participation as key stakeholder in the development of these strategies that consistently state that we have a key role to play. • We are also concerned with the comment under para (e) of the recommendations that state that Council should note key risks (iv) planning assumptions not reflected in actual demand. We are not sure what is meant here but hope that it does not mean that the planning that went into the development of these documents is not based on actual demand. If this is the case then this makes the mockery of planning and the City runs the risk of making significant decisions based on incomplete information. <p>INTERGATED PUBLIC TRANSPORT NETWORK (IPTN)</p> <ul style="list-style-type: none"> • Page 8. "The IPTN Business Plan assumes an improved minibus-taxi system playing a significant role in the overall public transport solution in providing on-demand and demand responsive services, both as feeders to the trunk services as well as direct services from origins to final destinations where appropriate, and within their own economic ecosystems". What do you mean? Who did you consult with in the industry to firm up these promises and what processes have you followed. The risk we see is that TDA will change our business model without our buy in. • Page 8 "By incorporating enhanced minibus-taxi services as an important part of the integrated public transport network, driving changed demand patterns through transit oriented development, and ensuring efficiency in MyCiTi operations - a much more sustainable system, building on the strengths of the different modes, can be realised." TDA should be careful of conceptualising minibus taxi participation without considering the issue of government subsidies, the minibus taxi industry is currently the only mass transportation mode that is unsupported. As it is this position is unsustainable, adding more responsibilities or changes to the industry with little or no financial support would be close to impossible to implement. • Refer to our comments above under the CIPN on rail and TDA'S working relationship with PRASA 	

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		<p>Chapter 8 referred</p> <ul style="list-style-type: none"> • Pages 8, 20, 68 what do you mean by Hybrid minibus-taxi solutions, who in the industry was this solution agreed with. Please send us information. What do you mean by formalisation in 8.1 under objectives and actions on page 68? • The corporatisation? What do you mean? is this voluntary, what are the terms as this is not envisaged in the NLTA we assume it is not compulsory. What is the proposed support from government? What are the implications of not supporting its implementation? • It would appear that the hybrid model is still very much in its formative stage based on the 10-point plan yet it is firmly put as a key part of the business plan. There are no indications yet whether it will work or not. This is putting the cart before the horse approach to planning, we urge you to be cautious and not to steam-roll the industry. • How is the hybrid model a critical empowerment mechanism? Page 69. • Page 70 "The minibus-taxi industry may be encouraged to form Transport Operating Companies (TOCs) to enable the entities to achieve economies of scale, operational efficiencies and to possibly provide contracted services to the City over time. • Assistance for these professional services will, however, come at some extra cost to the City, e.g. skills transfer, training, oversight, business structuring and support services". Please provide us with a prospectus so we can make an informed decision on this proposal, our initial concern is that this model would come with huge legal and financial implications for our members in their individual capacity and in the TOC, itself. We will be interested to see how you propose to deal with these challenges. • Page 70, "Through the formation of Regional Transport Companies (RTCs), the minibus-taxi industry will provide services to the City associated with the infrastructure of the IPTN. The contractual approach may include concession agreements for various services, management contracts for stations or PTIs and advertising agreements. RTCs may also become partners in the development of land associated with the IPTN. A business case is required to assess the suitability of this approach". Is this compulsory? If so what legislation empowers the creation of RTCs, is this the City's way of forcing down this strategy on the industry. What happens if an association wants to participate in the benefits outlined above but cannot necessarily afford to form an RTC due to the legal and financial implantations alluded to above. In this case will the said association now be discriminated against? • Page 70, "It will also be an objective to pay compensation to an entity (e.g. VOC or TOC) rather than an individual to keep the value in the system as share capital". This appears to be a deviation from the NLTA, it will not make sense to our members as the current business is in the hands of members in their personal capacity. Please explain. • There is a possible issue of capitalisation of TOCs and RTCs that we are interested to hear the City's view on. The implementation of these companies will likely trigger all kinds of costs in our member's hands and also how will the new company (TOC or RTC) be capitalised? Who will bear the costs? • Page 112 referred, "The first phase of MyCiTi was arguably the biggest empowerment project thus far implemented in Cape Town, with the establishment of various vehicle operating companies comprised of former minibus-taxi operators". Unfortunately, CODETA does not see itself as a beneficiary of MyCiTi empowerment based on the contracting and management of the interim contract in the last three years, instead the opposite is true for us. • All in all, it would appear that there are opportunities for the minibus taxi industry in the proposed hybrid model, we are concern that TDA is maturing this model and putting it as part of formal City strategies and planning documents without our input. We do not know at this stage if it will work or not, therefore we need more information. We are also wary of this proposal being forced on us on the basis that it has been approved by Council. The City should improve its stakeholder management. The way things are done currently erodes trust between the City and the industry. 	

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		<ul style="list-style-type: none"> • Is the industry participation in the management of precinct the City's empowerment initiative, if so this is an encouraging start. Please share your plans with us so that we can mature them into implementable plans together as your key stakeholder. • TDA needs to take the minibus taxi industry seriously, as your plans have direct and significant impact on our own plans. We are running legitimate businesses so we should also be given sufficient and reliable information and time to do our own planning. We need to consider the impact of your plans on our own. It is our sincere hope that the City wants to achieve a win-win situation with the minibus taxi industry in that you want to see the industry grow and improve today and tomorrow. If this is the case TDA should improve its stakeholder management and communication strategy with the industry. <p>MULTI-YEAR FINANCIAL OPERATIONAL PLAN AND MYCITI PHASE 2A BUSINESS PARAMETERS FOR DESIGN AND IMPLEMENTATION</p> <ul style="list-style-type: none"> • Page 18 referred "N2 Express services are currently operational, and will be incorporated into Phase 2A as passenger rail services to the Metro Southeast improve and as Phase 2A is progressively rolled out". It would appear that TDA has taken a firm position on the incorporation of N2 Express into phase 2A. This is not consistent with the various discussions we have had with senior TDA officials who advised that N2 Express long-term contract is a possibility. Also, there has not been sufficient consultation as the Phase 2A rollout will affect our other route based associations within CODETA that currently operate those routes. Based on lack of transparency and poor communication we are not sure how this plan will affect us as CODETA. • The phasing and timing plan outlined on page 20 is open ended and anticipates the future that we are busy coming to crisp with in the N2 Express. We are busy with a project as CODETA which forms the basis of the current six months extension to determine the way forward at the same time TDA is pushing through a position that has not been agreed with us as stakeholders within N2 Express to Council. This tells us that the planning and negotiations within the N2 Express is a fuss. • Page 22 under integration with N2 Express provides that "In this document the N2 Express services are assumed to be incorporated into Phase 2A, although this outcome is still subject to negotiations". What does do you mean subject to negotiations? We are concerned with the position you take with regards to the N2 Express long-term solution and or its integration into Phase2A. It is difficult to understand what is our role as N2 Express members with regards to the determination of our own future. • The document inconsistently refers to a VOC and VOCs, how many VOCS are envisaged on phase 2A? Who are they? • In the phasing in process, we understand phase 2A will be phased in over a period of 7-years. How does TDA envisage introducing new parties. Will all newly affected parties be afforded an interim contract and be capacitated before they are offered a long-term contract. We would like to see the complete rollout plan of all the affected parties. This is of interest to us CODETA at a regional level as we currently have shareholding in N2 Express and the envisaged rollout will also affect our other members who operate the route in phase 2A. • Page 22 "assumes that once PRASA services to the Metro Southeast are at an appropriate operational level, when most passengers are likely to elect to be conveyed by PRASA, the N2 Express services will be reviewed". This does not give us confidence on the stability of N2 Express service from a business point of view. You may look at this from your own perspective as a transport authority to us this is our business it is intertwined with our livelihood. How is the City going to ensure that our business is not compromised by all these uncertainties? It would appear that this planning is based on hope, where are the lessons learnt from phase 1 which are articulated in the Public Transport Plan 2017. 	

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		<ul style="list-style-type: none"> • Page 22 'This report assumes that significant improvement in the rail services between Khayelitsha / Mitchells Plan and the Cape Town CBD will occur by 2026/27, thus allowing for the removal of the N2 Express service at that time'. This does not tie up with the integration of N2 Express long term option into phase 2A which will be rolled out over a 7-year period from 2019. We understand a long-term contract to cover a period of 12 years which will expire in 2031/32. What would it mean to remove the N2 Express service? This begs the question as to why is the City spending all the money on a service that is to be removed? • Page 22 "...This is obviously subject to PRASA ensuring such improvements are achieved, and will thus be reviewed in due course. The review may conclude that the N2 Express should continue after this date in some form, but such an option has been costed in this report" This is a consistent problem we have with the City's planning, the uncertainty that is compounded by planning on areas that the City does not have control over. • Page 23 "... GABS constitutes the remaining VOC". What does this mean? It is our understanding that GABS are already a VOC in other routes as well. This will mean that GABS will operate two MyCiTi VOCs which are subsidised services plus its main subsidised bus operation. As mentioned above CODETA currently operates 14 routes based associations based on the precedent that will be set here can we also expect to operate more than one VOCs in the future because we are likely to be affected on many more routes in the future. Please confirm if this understanding is correct. • Page 23 "The MBT VOCs will obviously need buses to operate the services allocated to them, and they may own these vehicles, subject to further consideration by the City". What does this mean? It is our understanding that procurement of buses by VOCs is based on an NDOT directive, does it mean that TDA can operate outside this directive? Why is there a different dispensation for MBT VOC and GABS on procurement and ownership of MyCiTi buses? This raises the debate of the limitation imposed on MyCiTi relative to the indefinite operations that traditional bus operators such as GABS seem to enjoy. We are of the view that all bus operators and all routes should in the future be subjected to the tender system or all MBT VOCs should be given the security of indefinite operations the way GABS operate. All bus operators should eventually be treated the same. • Page 24 depot ownership and maintenance "The City should own depots that are constructed on land owned or acquired by the City". Does this mean that MBT can built their won depots and lease them to the City, the same way that GABS are doing under the N2 Express? Is that an option. • How many depots are envisaged on the MSE corrido and where will they be located. It is of concern that we do not see this information in this document as the Khayelitsha community has already been consulted by TDA on this matter. • The Business Parameters used are theoretically correct but highly impractical to achieve at operational level without Consultation with the Taxi Industry. • The demand model is not accurate and needs to be updated. However, there's no mention of Consultation with the Taxi Industry on the matter. • We note misaligned statements regarding the minibus taxi industry as the IPTN and the Financial Plan articulate the risk that Mini Bus Taxi transition may be less successful than anticipated. Financial Operational plan: On page 97 (bottom) it is stated that " An important part of the solution will lie in the City not necessarily attempting to solve all the problems that will be faced by the industry, but to set parameters clearly and allow the industry to devise its own solutions." Also in the IPTN Business Plan: On page 101 (14.9 Mitigation) it is stated that " These risks can be mitigated through intensive consultation and carefully devised strategies which are subjected to review from all relevant angles prior to being implemented, together with sound communication and negotiation strategies". We note that TDA will be not achieve much in devising strategies that hinge on the role of the minibus taxi industry without involving them early on the development and implementation of those strategies. 	

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06/09/2017	Zamaswazi Nkuna (Department of Environmental Affairs)	<p>BACKGROUND</p> <p>This document highlights elements assessed for mainstreaming and alignment of sustainable development in the plan: Comprehensive Integrated transport plan. The sustainable development coherence framework is used to assess the plan for alignment with the country's sustainable development priorities. The framework is an OECD's framework that the Department of Environmental Affairs: Directorate National Sustainable Development (NSD) has adapted to assess policies/strategies/plan's alignment towards sustainability in line with the country's NDP and SDG 17 "strengthening the means of implementation and revitalizing the global partnerships for sustainable development". The SDG 17 has one of its focus as addressing systemic issues such as policy and institutional coherence with targets including to "enhance policy coherence for sustainable development".</p> <p>It is acknowledged that South Africa faces a number of challenges relating to environmental sustainability, economic growth, poverty, inequality and unemployment. These are prioritised in the National Development Plan (NDP), Medium Term strategic framework (MTSF) and the relevant Outcomes. As such it is imperative that policies/plan/strategies take cognisance of these priorities. The PCSD framework approach is therefore useful to assess coherence as it considers elements such as the policy/plan/strategy inter-linkages with the three dimensions of sustainable development i.e. environment, social and economic issues. The framework also looks at the issues of multi-stakeholder coordination and integration, alignment with national priorities and consideration of impacts on the environment. These elements are adapted in line with SDGs, NDP and NEMA principles on promoting sustainable development and the sustainability transition. Section 2 provides detail on the specific aspects assessed in relation to the plan: Comprehensive Integrated transport plan</p> <ul style="list-style-type: none"> • Please note these are voluntary comments (not for regulatory purposes) intended to provide guidance to the relevant stakeholders in the process of mainstreaming sustainable development in development planning and achieving environmental sustainability envisioned in the NDP. <p>Specific inputs/comments into the document are provided on Annexure A.</p> <p>POLICY ALIGNMENT ANALYSIS</p> <ul style="list-style-type: none"> • Sustainable development (or relevant related terms) should be addressed and mainstreamed in the various policies under development. Mainstreaming sustainable development means landing the 2030 Agenda for Sustainable Development at the national, provincial and local levels, and integrating into national, provincial, and local plans for development; and subsequently into budget allocations. Every planning process should recognise that achieving sustainable development is based on addressing its three dimensions - economic, social and environmental - in a balanced and integrated manner. Furthermore the process should therefore seek to create coherence and coordination among other plans/policies/strategies for achieving multiple SDGs in order to achieve co-benefits and to avoid counterproductive results (UNEP, 2015). • The development of an integrated transport plan is therefore a process in line with responding to the priorities in the NDP with regards to putting in place direct measures to attack poverty through among others investing in "public transport, which will benefit low-income households by facilitating mobility". Building sustainable communities is one of the priorities in the NDP. Furthermore the NDP envisions that by 2030, public transport will be user-friendly, less environmentally damaging, cheaper and integrated. Above all the NDP requires the country to transition to an "environmentally sustainable, climate change resilient, low carbon economy and a just society" by 2030. As such sustainable transport is regarded one of the priority areas for the Green economy transition. Acknowledging transport as another major contributor to climate change requires measures to combat climate change to be implemented, and this has a critical role in the realisation of the NDP vision. 	<ul style="list-style-type: none"> • Noted • NDP reference included

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		<ul style="list-style-type: none"> The proposed integrated transport plan has its vision as "an efficient, integrated transport system for all - implemented sustainably". This vision is well aligned to the SDG Goal 11 to "make cities and human settlements inclusive, safe, resilient and sustainable" with the target 11.2 referring to "By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons". The achievement of this goal contributes towards the realisation of other SDGs such as ending poverty and hunger and improving well-being, employment, resilient infrastructure and action to combat climate change and its impacts. In line with the 2030 agenda put in place in 2015, and while this is not legally binding, it is therefore recommended that municipalities already start to align their plans accordingly, in this way the process contributes towards the achievement of the priorities in the NDP. <p>The key issues for consideration in this plan are discussed below.</p> <p>Actors</p> <ul style="list-style-type: none"> It is important to recognise that the successful implementation of the plan will be depended upon establishing strong institutional coordination and coherence with the relevant sector policies/plans/strategies. In this element, we assess clarity on the role of different actors for enhancing coherence for sustainable development. The key actors and respective roles in the plan should be clearly specified, as such the coherence process analyses the following: <ul style="list-style-type: none"> Which actors (partner countries, international organisations, and stakeholders) have to be involved and influenced? What is the role of the private sector, civil society organisations and other stakeholders? <p>The Comprehensive Integrated transport plan was assessed and the following comments are made;</p> <p>Specific comments</p> <ul style="list-style-type: none"> The plan refers briefly to the required collaboration with private sector and civil society participation in terms awareness creation and influencing choice of transport. This is a positive aspect of the plan. The need to strengthen the working partnerships between the City (TDA) and SANRAL, PRASA, ACSA, Transnet and Province and other institutions is highlighted. The need to also strengthen the sharing of information that will assist in performance oriented service delivery is also emphasised in the plan The plan however needs to further provide clarity on the roles of other actors such as the required relevant support and or cooperation by other spheres of government and relevant departments (human settlements, tourism etc.) and academia especially in driving research to advance green transport technologies etc. The need to transition to low carbon economy calls for strong institutional arrangements and collaboration at all levels of governance in promotion of sustainable low carbon transport. Cooperative governance is a requirement in Chapter 3 of the Constitution which necessitates that all three spheres of government should work together (or cooperate) to provide citizens with a comprehensive package of services. The three spheres have to assist and support each other, share information and coordinate their efforts. Such should be clearly stipulated in the plan to show coordination. 	<ul style="list-style-type: none"> Noted Institutional coordination and coherence recognised with the formation of the IPC and LTAB Roles and responsibilities are defined in the TOR's provided to members of the IPC and LTAB committees Noted Noted and incorporated into the revised document Noted and incorporated into the revised document Noted and incorporated into the revised document

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		<p>General comments</p> <p>According to NEMA, decisions must take into account the interests needs and values of all interested and affected parties, and this includes recognizing all forms of knowledge, including traditional and ordinary knowledge. This implies that mechanisms should be put in place to involve and promote active participation of other government departments (local, provincial, national) parliamentarians, civil society, business and industry, academia, in the preparation of plans for achieving the national priorities.</p> <p>The localizing of the SDGs agenda further points to the need for stronger engagement of local stakeholders in driving the implementation process. Mainstreaming at the national and local levels and integrating into national, provincial and local plans for development and subsequently into budget allocations is essential. This creates horizontal and vertical coherence which is a prerequisite. Such a prerequisite is recognised in the NDP chapter 5 and National Strategy for Sustainable Development (NSSD) on enhancing systems for integrated planning and implementation – enhancing effective governance and institutional structures and mechanisms to achieve sustainable development.</p> <p>Sources of finance</p> <p>Sources of finance are regarded as a critical means of implementation which needs to be considered during the planning process. Implementing green and sustainable low carbon transport infrastructure require investments towards the relevant green technologies and sourcing funds as required.</p> <p>This process must therefore ensure that all the potential sources for finance have been identified (public, private, and domestic, international) to ensure the implementation of the plan ensure transparency. This is in line with the NDP which supports government's intention to gradually shift state resources towards investments that reshape the economy, broaden opportunities and enhance capabilities.</p> <p>Specific comments</p> <ul style="list-style-type: none"> • The budgetary allocations with regards to funding for this plan have been identified, and the plan is in line with the IDP which clearly specifies the priorities and plans of the city. This is very important – alignment with existing plans. • The document goes on further to discuss the funding strategy and different funding mechanisms/measures in place. This is a positive and shows commitment towards the achievement of the proposed vision. The element of finance has been highlighted and captured well in this plan. <p>Policy inter-linkages</p> <p>It is acknowledged that the current patterns of transportation generate negative social, environmental and economic costs and are highly unsustainable. NEMA (4) (a) Sustainable development requires development to be socially, environmental and economically sustainable and there must be the consideration of all relevant factors. Consequently intergovernmental co-ordination and harmonisation of policies/plans/strategies and actions relating to the management of the environment is a necessity.</p> <p>Social, economic and environmental interactions and policy/plan/strategies inter-linkages have to be considered in the planning process to be able to recognise the synergies and trade-offs where necessary.</p> <p>The following elements are assessed;</p> <p>Have economic, social and environmental policy inter-linkages (synergies and trade-offs) been considered?</p> <p>Are governmental policies moving from sectorial perspectives (e.g., agriculture, trade, investment, water, energy) towards a more integrated and "issues-oriented" agenda (e.g. food security)</p> <p>Specific comments</p> <ul style="list-style-type: none"> • It is noted that the Integrated Transport plan vision is aligned to the NDP, White Paper on National Transport Policy, 1996, the transport master plan and other approved national and provincial transport and transport related policies and strategies, as well as relevant local policies and strategies. These are well recognised in the plan. 	<ul style="list-style-type: none"> • Noted • Noted • Noted

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		<ul style="list-style-type: none"> The plan needs to establish clear linkages with priorities in the NDP with regards to alleviating poverty, inequality and job creation. Investment in green solutions such as public transport networks that are accessible, reliable and affordable can help alleviate poverty in a number of ways. This includes through reducing the costs of travel and providing people with the means to reach employment opportunities, education and healthcare. Sustainable transport therefore also contributes to the creation of employment through for instance; maintenance of road and rail infrastructure and others. The need to contribute towards building sustainable communities envisioned in the NDP is well acknowledged in the plan. The plan should further recognise the three pillars of sustainable development as economic, social and environmental and further emphasize and show alignment with NEMA's sustainable development principle in the course towards achieving the integrated transport vision. <p>Non-policy drivers</p> <p>The enablers and disablers in the implementation of the vision should be identified in the planning process. The following questions are assessed in this report;</p> <ul style="list-style-type: none"> Have the contextual factors (corruption, barriers to trade, knowledge, etc.) which might influence the plan outcomes been identified? Have the existence of enabling environments which affect positively policy outcomes been considered? <p>Specific comments</p> <ul style="list-style-type: none"> The enablers and disablers have been discussed in the plan including stating what are the targets and the measures for performance. The plan highlights the process to develop regulatory tools that will enable transport oriented development (TOD), including implementing enforcement strategies and creating relationships with the relevant institutions. The plan needs to put further emphasis on the role of research and innovation in responding to the vision Trans-boundary and intergenerational impacts The effects of the proposed plan whether positive or negative should be identified as follows; Does the plan produce unintended effects, positive or negative, that could affect the well-being of people, including those living in other countries? Which groups would be affected and how? How can the unintended negative effects be mitigated? Have the potential direct or indirect long-term effects on well-being of future generations been identified? 	<ul style="list-style-type: none"> Noted and considered through the City's EPWP programmes etc. Noted with thanks Noted for reconsideration in the 2018 Review

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		<p>Specific comments</p> <ul style="list-style-type: none"> The benefits of the plan/realisation of the vision are clearly stated. This plan will not produce unintended effects to other countries but rather seek to improve well-being, through improved access to transport that is affordable and safe. The plan will produce positive effects for all South Africans including the vulnerable members through improving mobility and the creation of local job opportunities and providing an environment which is safe and not harmful to health. <p>CONCLUSION</p> <p>The comprehensive integrated transport plan is well aligned to the priorities of the NDP as well as the SDGs. Sustainable transport is one of the priority areas of the green economy transition. The need to improve access to affordable and safe transport through promoting integrated transport will address the country's triple challenge of poverty, inequality and unemployment. The plan is also aligned to other national policies and plans especially within the transport sector. The plan does not however make reference to NEMA as it relates to sustainable development principle as well as the SDGs. More can be done to put additional emphasis on the role of collaboration and cooperation and building interdepartmental support and recognising the interlinkages between social, economic and environmental dimensions of sustainable development in the planning process. This is important to show understanding of the potential impacts of current transport on the environment, society and the economy, and how these can be improved through sustainable integrated transport.</p> <p>The issue of sources of finance that are required in implementing the relevant actions as well as the funding mechanisms are clearly indicated. This integrated transport plan will therefore not be producing unintended effects to other countries but will produce positive effects including reducing climate change impacts even beyond borders of South Africa</p> <p>Annexure A Table 1: Comments/inputs on Comprehensive integrated transport plan</p> <ul style="list-style-type: none"> Introduction: NEMA not covered; Need to incorporate the NDP vision and the Green economy transition highlighted in the National Strategy for Sustainable Development (NSSD) Recognizing the impacts of transport on the environment is necessary. While there might be positive impact on the economy, there might be negative impacts on the environment and these should be minimized or remedied as required by NEMA Vision in the NDP to "transition to an environmentally sustainable, climate change resilient, low-carbon economy and just society" Sustainable transport contributes towards the Green economy which is a priority area within the NSSD Policy framework 	<ul style="list-style-type: none"> Noted Noted A specific reference to the NDP and NEMA is now made in the Plan. One of the key aims of this Plan is to reduce the cost of access to the low income groups (see Chapter 5) A specific reference to the three pillars will be considered in the 2018 Review of this Plan

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		<ul style="list-style-type: none"> The plan should also seek to realize the following: Constitutional rights to an environment that is not harmful to health and well-being and to have the environment protected, for the benefit of present and future generations. NEMA's sustainable development principle requires that all development must be socially, environmentally and economically sustainable and requires consideration of all relevant factors including that the disturbance of ecosystems and loss of biological diversity are avoided, minimized and or remedied. Negative impacts on the environment and on people's environmental rights be anticipated and prevented or are minimized and remedied. The NDP chapter 5 priority relates to "achieving environmental sustainability and resilience" as such the integrated transport plan contributes towards this vision. The transport planning process including development and expansion of transport infrastructure networks should recognise the requirement in the constitution relating to the need to "secure ecologically sustainable development and use of natural resources while promoting justifiable economic and social development." Sustainable development Goals (SDGs) not covered SDG 11 make cities and human settlements inclusive, safe, resilient and sustainable" with the target 11.2 referring to "By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons". Other relevant SDGs include SDG1, 2, 3, 8, 9, 13. 	<ul style="list-style-type: none"> Noted for further consideration in the 2018 Review of this Plan
11/09/2017	Willem Claassens IDP OPM	<ul style="list-style-type: none"> Use it in compiling the City's Annual Report: It is a good product. Just measure it according to the Balanced Scorecard Methodology Integrated Communities: Density, Integrated Zones. The graphics need to be more user-friendly. Make it understandable to everybody. Introduce the Balanced Scorecard Methodology <ul style="list-style-type: none"> Outcome measures Cause and effect Relationship etc. <p>I really want to propose the introduction of the Balanced Scorecard Methodology. It is a World Best Practice and provides the critical element to ensure ULTIMATE OUTCOME/IMPACT success</p>	<ul style="list-style-type: none"> TDA has chosen to use the TDI to measure outcomes of its transport interventions Considered in the MSDF Noted for further review Noted for review
12/09/2017	Louisa Afrikaner (Kraaifontein)	<ul style="list-style-type: none"> Yes. Those of us who live outside Cape Town are always neglected. Does the City only work for people who live close to Cape Town? 	<ul style="list-style-type: none"> The CIP is intended to benefit citizens living throughout the City's functional area. It will benefit those that live in the functional area but also those who travel to and from it from further afield. The CIP recognises that there are a range of transport related initiatives in the provincial and national spheres and the CIP is intended to align and integrate with these initiatives.
13/09/2017	Area-Based Meeting (Central: SC 11,14,17)	<ul style="list-style-type: none"> ITP - Did you consult with the Mini bus taxi industry? How is the public going to benefit from these plans? In terms of "amaphalas" sedan taxis, how will this be incorporated as this is our livelihood? There are boys working at the car wash. How will they keep their employment. 	<ul style="list-style-type: none"> TDA has consulted extensively with the MBT Industry and will continue to do so through the IPC and other engagements The public will benefit through reduced transport costs, improved accessibility and reliability of transport as well as reduced road congestion. Sedan taxis will continue to be licensed and, as set out in the CIP, are part of the IPTN in terms of "last mile home" services

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		<ul style="list-style-type: none"> Buses (MyCiTy) what about mobility –what other landmarks(infrastructure) will be provided for the visually impaired. There is a need for senior citizen rebate on the public transport. We need the taxis (sedan) to take us to the shopping malls. Two years ago they proposed development for the Nyanga terminus - with underground parking etc. This plan does not speak about the Nyanga development but of other areas. The Athlone and Kewtown have no public transport coming through there. There is a dumping site right next to where we live. There is no pegging for boundary lines at the informal settlement. There is corruption with housing as some people have papers that it has been approved but not receiving housing. Will the Klipfontein corridor proposal receive more traffic? They must widen the roads. 	<ul style="list-style-type: none"> The CITP sets out the City's plans for universal access, including in relation to MyCiTi (section 6.3.3.2 of the CITP and 1.6.2 of the Public Transport Plan) The IPTN Business Plan has considered and proposed rebates on fares. Refer to Chapter 6 Rail and Golden Arrow Bus services are currently available in or near these areas. The introduction of Phase 2A of the MyCiTi will provide further services. This issue will be addressed by the Human Settlements Directorate The aim of public transport on the Klipfontein corridor is to reduce private vehicle usage
20/09/2017	Tali Bruk (ARG Design)	<ul style="list-style-type: none"> "Greater commitment required to manage urban rail system. A far stronger commitment is required from the City with regard to obtaining this management authority. IRT not serving areas already serviced by rail-but rail is dysfunctional The IRT is supposed to be a supplementary system to the existing rail service, but the rail system is completely dysfunctional at the moment. The choice is either remove control from PRASA (which is unlikely without a regime change) or create a parallel and more efficient road based system with IRT. " 	<ul style="list-style-type: none"> See response [2]
20/09/2017	Moses Witbooi	<ul style="list-style-type: none"> Your presentation was very good. The presentation was technical. A lot of the terminology is not understood by the man in the street, though. There is no objection against the density development. It must be developed in conjunction with the community. The community should be a part of the planning process. The community shouldn't be approached only once the developer has been selected. You plan on doing development in close proximity to public transport routes. Experience has taught that you develop first and then the citizens have to struggle with dated infrastructure. Take for example Belhar, Unibel and Pentech - very old train stations which has long since exceeded its capacity for which it was intended initially. The said facilities should accommodate Delft and N2 Gateway as well as further development in planning. You also mention in your presentation that you are planning an integrated transport plan for the next five years. It is advisable that you present the results of the previous five years before asking for approval of the next five years. It is good to hear that you are working on everything, including the transport system. Unfortunately you did not inform the community on where the negotiation process is. Currently none of the transport systems is effective for the greater community. Cheap transport systems collapsed and are not effective or safe. <p>If you don't find a solution for the transport problem soon, you are sitting on a time bomb which can explode at any moment. Transport should keep up with population growth and urbanisation, just like housing</p>	<ul style="list-style-type: none"> We appreciate that there are many different acronyms used throughout the CITP. Please refer to Appendix 1 of the CITP for an explanation of these. The community will be consulted on local area District Plans. It is entitled to comment on each development application as a right. Ensuring that the pace of development of public transport and land development runs in parallel is an issue for any city. The City of Cape Town has sought to address this by creating a transport and urban development authority - TDA Cape Town. TDA combines the functions of the old Transport for Cape Town (TCT) with spatial planning and urban development, the management of environmental resources and affordable housing so the City of Cape Town can align its policies and strategies to address the challenges it currently faces. The City recognises the current problems with the transport system and how frustrating this is for commuters. The CITP sets out the City's five-year plan to address these problems. The plan will be updated periodically and published so that everyone can see the incremental progress that is being made.
21/09/2017	Luke van Wyk (Hout Bay Resident)	<ul style="list-style-type: none"> There needs to be specific milestones with dates of expected completion otherwise projects will be repeatedly delayed without any accountability. This timeline and progress needs to be available to the public. It is too vague Planning is needed for the Hout Bay region. There needs to be a municipal depot so that road maintenance can be attended to (road quality in Hout Bay has rapidly decreased recently). MyCiTi routes should also be planned from Hout Bay to southern suburbs to complement the existing Hout Bay routes as well as phase 2 trunk routes. There needs to be a clear plan with dates and timelines on how the city plans on integrating the taxi industry. This needs to then be available for public comment. Thanks for your time and consideration. 	<ul style="list-style-type: none"> The CITP is a five-year plan that covers a very wide range of activity and so is necessarily high level. As the City's plans develop, further detail is developed. Municipal depots are located to serve the needs of the entire metro region, roads requiring maintenance are programmed through a priority maintenance system. The roll-out of the MyCiTi system is as per the IPTN 2032 Plan. Refer to Chapter 6 regarding the extent and nature of integration of the taxi industry.

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22/09/2017	Engagement with Councillors	<ul style="list-style-type: none"> • What is the expected outcome from the public engagements? Sometimes the level of engagement is too high which leads to a disconnect between the message and the people. • Private sector and developers - did it make sense to them? • Dedicated freight lanes? Is it possible? Dangerous goods vehicles and overloaded trucks increase the congestion on the roads. • Rent a bike - Parking at stations- Rideshare must improve. • Bike lanes at Symphony way have become a taxi lane? We need some kind of separation or Law Enforcement? • Cyclists struggle on Old Paarl Road. • Free usage of the MyCiTi for the unemployed to look for jobs. • The Rail Framework / Rail White paper - Are we looking at alternative technologies like monorail, elevated rail, underground rail? • Did you get resistance from the Taxi Associations at the two-day Summit? 	<ul style="list-style-type: none"> • The CITP is a high-level Plan. Engagements are and should be held at a local level to reduce any disconnect. • Many responses have been received from both • The City's Freight Management Strategy deals with these issues • TDA is investigating the feasibility of a public bike share scheme. • Noted. The use of the cycle lanes by minibus-taxis will be raised with Law Enforcement. • Use of roads such as Old Paarl Road by cyclists is a common challenge in the City. • Details of free travel on MyCiTi for job seekers will be published on the MyCiTi web site and announced in the media in October 2017 • See response [2] • Details of the Summit are recorded in this Appendix
26/09/2017	Leon Brynard (Vredeloof CID)	<ul style="list-style-type: none"> • I have raised some current service delivery issues which cannot be ignored when one look at any current or future development planning. All has to do with current infrastructure which are being neglected and ignored when new developments are considered. <p>Current infrastructure namely Sewerage, Storm Water and Roads does not get the necessary attention, especially when new developments are being considered.</p> <p>I was a bit shocked when the chairperson of the above meeting referred me to the Ward Councillor or the Sub Council, because none of them can resolve these matters if there is no budget to do so and when new development gets approved without the upgrading of existing infrastructure.</p> <p>Sewerage Blockages:</p> <ul style="list-style-type: none"> • Of all the sewerage blockages in Brackenfell, 15% occurred in Vredeloof with 86% of that in the lower lying area of Vredeloof. • A new development in Vredeloof Heights was approved on 10 May 2017 with no provision to upgrade the existing sewer system. One must also take into consideration that the Vredeloof-Heights development will be above Vredeloof and will put more pressure on the existing system which is already over capacity. <p>Storm Water Infrastructure:</p> <ul style="list-style-type: none"> • The existing infrastructure is old and cannot handle the current load with the result that houses get flooded on a regular basis. As an example, in Vredeloof I am aware of the following scenarios: • A 375 mm pipe that is joining a 200 mm pipe and it is logical that the latter pipe don't have the capacity for that load and is causing a flood somewhere else • Two x 300 mm pipes that are joining another 300 mm pipe (i.e. the capacity of 600 mm joining 300 mm) which cannot handle that capacity • Two pipes under the road surface that is disjointed and roots that constantly causes blockages resulting in houses that get flooded. • After the flood, the department cleans the pipe (also at a high cost), just to sit with the same problem again a couple of months later. • The standard excuse is that there is no budget available. 	<ul style="list-style-type: none"> • Services issues related to sewerage and storm water need to be taken up with the Informal Settlements, Water and Waste Services Directorate • Development Applications are evaluated and conditioned as per set City processes including opportunities to provide comments during the evaluation period

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		<p>Road Infrastructure that has reached capacity</p> <ul style="list-style-type: none"> • Why does the City only take the TIA (Traffic Impact Assessment) of the development under consideration into account where they are aware of another development that will definitely have an impact on the current development and vice versa? • On 10 May 2017, a development in Vredeloof Heights was approved where the TIA pointed out that the traffic is at some stages already at LOS E (Level of Service) which means "at or beyond acceptable delay". The new development will cause a LOS F which means "unacceptable to drivers" • The irony of the matter is that when this this application was considered, the Vredeloof Primary School was already approved of which TIA projected the same scenario, but none of the other TIA's were taken into account when these applications were considered! • If you take the bridge over the N1 in Brackenfell Boulevard and also in Brighton Road, the City conveniently putting the blame now on Sanral which says "they don't have money to upgrade the bridge". • The City took them to court over the Toll Roads but now they accept the fact that they don't have money to upgrade this important infrastructure. <p>Water Crisis</p> <ul style="list-style-type: none"> • The water crisis is even a more important factor to consider when any development or future development is considered. • ALL approvals need standard clauses that will speak to the water crisis, including • An alternative source for building purposes • The use of grey water and rainwater harvesting • To put a hold on any construction with potable water if the available water capacity is below a certain level. <p>This brings me to the next and maybe the most important factor when we look at development.</p> <ul style="list-style-type: none"> • The Northern Suburbs don't have any Public Transport i.e. a MyCiTi bus service and it is also not planned for before 2032! • It is common knowledge that the Northern District, especially Brackenfell and Kraaifontein, is not important to the City. The City is only taking the rates from this area and spends it elsewhere! • The only public transport available is a one-line unreliable railway system which the City also doesn't have any control over. With the over-congested road infrastructure of this area, it is almost impossible to get to the railway station in a reasonable time to make use of it. • It is therefore suggested that all the points raised here, will form an integral part of any planning regarding any development. Every decision maker should apply his or her mind thoroughly too each and every concern raised here. 	<ul style="list-style-type: none"> • All Transport Impact Assessment's required by the City need to take into account background traffic growth in the area which covers estimates of future increase in traffic • Services issues related to potable water need to be taken up with the Informal Settlements, Water and Waste Services Directorate • The recently adopted IPTN Business Plan includes a proposal for a hybrid transport system and an incremental roll-out. Refer to Chapter 6.

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26/09/2017	Basil Nagel (Taxinomics)	<p>The comments delivered here are based on information provided per the CITP document.</p> <ul style="list-style-type: none"> It must be noted that the comments relates specifically to the CITP document, at the exclusion of commenting on the MSDF. The concern however remains the current volatile climate in the minibus taxi industry. This document specifically addresses the CITP document from of the perspective of the minibus tax industry. In light of recent events relating to leadership, election and representation matters that have arose in the taxi industry, any reference to consultation with the taxi industry leaders/representation, should now demand more insight, into who exactly represents the minibus taxi industry. Furthermore, with the representation already selected for contribution to the prepared document (CITP), the question remains, how valid is that contribution, when to a large extent, leadership within the taxi industry is currently under scrutiny. <p>COMMENTS</p> <ul style="list-style-type: none"> The comments below, relate to statements made in the document and require further clarification from the City of Cape Town and/or representatives of the minibus industry that form part of the panel of public transport operators representing the minibus tax industry. Stakeholder Consultation as at March 2017 referred to in the document. As a precursor to the CITP, document, can we first be advised on the nature of the stakeholder consultation meeting, the purpose of such consultation, who represented the minibus taxi industry and what was the proposed outcomes. What submissions or representation was made by the minibus taxi industry as a considered stakeholder. <p>INTERMODAL PLANNING COMMITTEE (IPC)</p> <ul style="list-style-type: none"> Who represents the minibus taxi industry at the IPC and how and where were they elected? The Intermodal Planning Committee (IPC) is established in terms of the Constitution of TCT By-Law and the National Land Transport Act. The IPC, which is chaired by Melissa Whitehead, has now convened four times. Transit Oriented Development is a high level topic which is currently being addressed in the plenary of the IPC. Transit Orientated Development, must surely include the minibus taxi industry and any contributions made by the taxi industry would have been sourced from resources within the minibus taxi industry. Are you aware of the method of communication or engagement that representatives have embarked on with the minibus taxi industry at local or provincial level? I am unaware of the outcomes and agenda for discussion, specifically as it pertains to these TOD discussions. Is this meant to be for public consumption and if so, kindly advise where the necessary information on the subject matter can be obtained 	<p>A dialogue through a special workshop was held with the minibus-taxi industry. The proceedings of this workshop were minuted.</p> <p>The key themes identified and agreed to are addressed as follows:</p> <ul style="list-style-type: none"> MBT industry does have a key role in the new IPTN Business Plan and CITP and this will be unpacked going forward TDA has already carried out extensive consultation with the MBT industry (in March 2017 and September 2017 in relation to the CITP) and this is set to continue going forward under the IPC and the reconstituted MBT subcommittee, as requested in the MBT Memorandum. This will be actioned, as agreed, as soon as the CITP 2017-2022 is approved the CITP is necessarily a high level document. More detailed plans will be developed in due course (e.g. when the PTP refers to a "hybrid strategy", this is not a strategy in terms of a separate written document relating to the MBT industry - it is the strategy for the industry as set out in the IPTN Business Plan and CITP) the detailed plans and their roll-out will be the subject of more detailed consultation with the MBT industry and the City is keen to work in partnership with the industry, including through the MBT sub-committee of the IPC the City will deal with any specific issues raised as to data credibility progress on rail matters (and their interface with MBTs) has been slower than expected (due to a lack of a legally enforceable MoA with PRASA, changing national landscape with the Green and now draft White Paper on National Rail Policy)

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		<ul style="list-style-type: none"> • Seven subcommittees have been established under the IPC, namely Functional Region, Rail Management, Transport Enforcement, Stakeholder Management & Communications, Regional Minibus Taxi, Land Use Management and Port Subcommittees. In February 2015 each of the seven subcommittees were tasked with a focused research topic which they will explore. • Kindly advise the focused research topics that were tasked to Minibus Taxi representatives and the outcomes proposed by them as it relates to the minibus taxi industry. • As its first key deliverable, the IPC arranged a Transit Oriented Development (TOD) Summit that brought together stakeholders and interested parties to debate transit oriented development and its relevance to Cape Town and its functional area. • Please advise the representation of the minibus taxi industry on this occasion and the outcomes of the summit. <p>Minibus-Taxi Subcommittee</p> <ul style="list-style-type: none"> • Please advise the representatives, including the assigned tasks and outcomes • Ambitious and deliverable plans to drive equality based on equal society, economic inclusion and access to opportunities. • Can examples be provided of the proposed outcomes for participants in the minibus-taxi industry? Is the plan already in development or is it limited to this statement? • Provide further context to the TDA by-law 2017 Gazette No.71604 of January 2017 • What powers exist currently by the TDA over the minibus taxi industry? • Is the minibus taxi industry recognised as legitimate public transport operators within the context of the TDA, in the same manner that Metrorail and GABS receive recognition? • Who does the TDA recognise as minibus taxi leadership? • 49% of valid operating licenses. Set out process to eliminate non-permitted operators. • What is the process? Is there already a defined process that will utilise regulatory, enforcement and justice to ensure a success rate at eliminating non-licensed operators or is the plan to legitimise the 51% through these processes? This is a critical outcome that needs to be defined. • 43% of household income - multi transport, changing to a radius system, broader distribution - wider transport • What plan is in place to either reduce transport cost to commuters or to subsidise services to commuters. Mobility cost is directly related to distance between work and home and that is directly attributed to a legacy of deliberate spatial planning. Does the City recognise that travel costs today is a legacy of apartheid's past? Are there any plans to alleviate these shackles from commuters who now have to live with and pay the price for this legacy of deliberate planning? 	

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		<p>Minibus Taxi - Under investment and poorly maintained</p> <ul style="list-style-type: none"> Does the document expand on the role of the TDA to address vehicles in poor condition, operational standards of vehicles and has the discussion of subsidy (as with GABS), warrant any discussion at plenary of the IPC? <p>INPUTS FROM THE STAKEHOLDER CONSULTATION PROCESS (MARCH 2017)</p> <ul style="list-style-type: none"> As a matter of interest, the National Taxi Task Team (1995) made their recommendations based on; Formalisation and regulation of the minibus taxi industry Education and skills development Economic development within the industry In terms of the stakeholder consultation process of March 2017, is the outcomes aligned to what has already been approved by cabinet 22 years ago? If so, what has changed that will ensure the outcomes are focused on minibus taxi development with the taxi industry and not simply creating a framework to be adopted by the industry. That model has proven unsuccessful. The broader taxi industry is unaware of collaboration to include them as architects to develop a plan for their own sustainability as public transport operators. Can we have access to the discussions and outcomes proposed for the industry, based on the work and research already carried out as a result of the March 2017 Summit. <p>Transport nodes and economic development</p> <ul style="list-style-type: none"> Economic development around taxi ranks already serve as critical points for vendors and small business within communities. Previous calls for acknowledging these spaces as established places of business often fall on deaf ears. The best we can do is give a permitted vendor a yellow block in which to trade. In the meantime another Shoprite, another KFC or Hungry Lion and another Tote will find their path to a location next to or on top of a taxi rank. If the city is really interest in promoting economic development, then let the transformation begin. If it's not the 43% of travel cost being extracted out of communities , then it's the other 57% that's being extracted by preferential businesses. How do we even begin to circulate monies within communities and create economic development, if we don't apply principles of transformation that build communities, rather than extract from them? Is a yellow square on a taxi rank the best we can do? In terms of proposed development and ownership of business linked to ranks and taxi management; is the control of cleaning and security staff and the monitoring of fuel points going to be the threshold of what the taxi industry will achieve? I certainly hope that limitations will not be placed on taxi organisations that either have the capacity to implement their own professional services, automotive workshops and commercial property structures and still be part of the preferred chain supply within the network of taxi business "partners" as envisaged by the City of Cape Town. I would like to see the report, summit or meeting notes or reports on developing taxi industry participants beyond their core business and assisting them to establish independent businesses that can integrate into the Public Transport supply network. 	

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		<p>Integrated ticketing</p> <ul style="list-style-type: none"> • This has a proven record of failure within the minibus-taxi industry. Card based services whether driven by the City of Cape Town or the taxi industries own SANTACO reflects that failure is imminent. One of the root causes of that failure, is to assume that revenue collection belongs to anyone but the taxi driver. Implementation will not succeed without the vested interest of the entire taxi revenue chain. Right now, the card is geared to serve the commuter and to pay a third party service provider. Failure will continue until such time that the revenue chain from taxi driver to taxi owner is respected and recognised. The R7.00 placed in the taxi drivers hand today is not for the ownership of a third party or the city, until such time, there is a plan on the table for transformation. Success will only be possible if the taxi industry finds value in the relationship with the city and or the third party provider. • Tackle the legacy of apartheid spatial planning and social inequality. Ensure integration transport and land use through TOD to bring about spatial transformation and the development of sustainable integrated communities • The city attempts to tackle one pillar of essential services that they assume will make a difference, i.e. public transport. The question is why we don't tackle the issue of 43% of direct household spending on transport, by bringing industry closer to communities. Case-in-Point; call centres in the city, would rather employ half of Mitchells Plain and see them travel in and out of the city, than provide infrastructure and development within Mitchells Plain communities. Tackling transport cannot be isolated to a single silo of government planning. This is not an issue of public transport, this is an issue of government not being creative, not communicating across departments and instead of building new solutions and clearing away the red tape, rather choosing to build around apartheid borders. Mitchells Plain remains economically stagnant, because we would rather export workers out of disadvantaged areas, transport them to the wealth capital of Cape Town, then transport them back every day. They can spend their 43% on transport and the balance outside their community. When will we learn? Mitchells Plain is more likely to be an accessible CBD than Cape Town, Tafelsig will probably be a bigger and more frequented Waterfront, but is that in the future for Mitchells Plain? Doubtful. We must really want to explore the avenues out of the legacy of apartheid, not pretend there is only one solution. For the most part, the city has largely ignored the potential of communities becoming hubs of economic activity on a large scale. The very notion that we can expand along the West Coast gives little hope to the rest of the • Cape Flats, that they will ever be part of an economic plan that gives their communities an opportunity at transformation. It needs to be said, but the kid growing up in Woodlands, Mitchells Plain, does not give a second thought to a Silo being transformed into a gallery or Waterfront market that caters for the wealthy. Where is the innovation hub? The development of local market places for budding entrepreneurs and where is the Mitchells Plain gallery or Bonteheuwel Dance academy? These are not funding issues, these are issues that speak directly to what apartheid has left behind. When you speak of transport and transforming the minibus taxi industry, government fails to see the origins of taxi within communities and the potential to undo the past. Your unemployment, your crime, your violence all has its roots in these community structures designed by apartheid and if we are looking for solutions we need to radically change the environment in which we expect our commuters to return to every evening, • ROC and TOD process - removal of Associations. - recognition. 	

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		<ul style="list-style-type: none"> • The Association model does not work and neither does a co-op model if we are looking to change the mindset of taxi operators. I agree in principle with the commercial model, if it recognises the hardworking taxi participants that forged the routes and developed the market. However, government failed in their application and processes that now allows half of the operators to exploit legitimate operators and dilute their revenue. An ROC model can only be considered when enforcement drives out unlicensed and illegal operators. That includes government owning up to mistakes they have made and enforcing the legal action required to removed illegal operators. I know of no legitimate company that would welcome any attempt of hijacking shares in their company. Why should the taxi industry negotiate with known transgressors that will simple dilute shares, like they do the revenue on routes that are not assigned to them? Fix the illegal operator problem, created by government and you may find associations more eagerly wanting to explore a commercial model. Under no circumstances, can I stand outside a Shoprite and demand shares simple because I arrived at the store? • A commercial model can have a dramatic shot in the arm for associations that fail to maintain proper records, are not financially fit or underestimate their own ability to grow beyond the taxi model. There has never been a dispute for this model, only failure to execute by the associations and a failure of recognition by government departments, that association models don't comply even with the most basic requirements, but yet they insist on compliance and fail to enforce. It's the typical scenario today that leads to a government approved Vrygrond Taxi Association that can spiral out of control from 10 vehicles to more than 80 vehicles operating wherever they choose. Should this type of behaviour be rewarded with shareholding inside the ROC model? • The other aspect of a commercial model is not only for government to recognise the taxi company, but also encourage and provide preference for a host of functions currently performed by their departments, which includes integrated management of vehicles and ranks, but also open to the other opportunities for these companies which include all aspects of automotive and fuel purchasing, including the development of adjacent properties and the ability to supply professional services within their own taxi ecosystem. <p>Operating licenses: Uber</p> <ul style="list-style-type: none"> • On the question of Uber and their acquisition of licenses, can we, the public be made aware of the relationship between them and the department of transport. We are well aware of the number of Uber drivers and vehicles far outweigh the number of licenses that are issued. • What is the relationship between Uber and the City of Cape Town, that they were able to jump the queue and obtain licenses with the blessing of the city? • It would appear that Uber is the preferred service for Cape Town and with or without the necessary permits, encouraged as the preferred mode of transport for events, including the city's endorsement of their services to the extent that a by-law can be considered to accommodate them. • How is it possible that you have a brutal minibus taxi industry, that needs all kinds of legislation and by-laws to be amended, but Uber takes your preference and you jump into action? It appears that you are able to make the necessary legislative amendments to the NLTA (2009) as and when it suits the city, even recognising them as public transport operators. What happened to the Western Cape Meter Taxi Association that had long served the metered taxi industry, but appears to be dismantled when they raised their hand in opposition to Uber? Their primary concern was the existing meter taxi operators in Cape Town and the many outstanding licensing issues already at your front door? 	

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		<ul style="list-style-type: none"> • Can the City of Cape Town clarify its position regarding Uber after the shutdown of the service in London? The company itself is regarded as a global menace for the metered taxi industries. • Notwithstanding, a technology platform will be a welcomed addition to any public transport service, however it remains a mystery, why African solutions, even an African government solution, does not materialise or make space for African entrepreneurs to pave a path in this space. Is this going to be the norm with the TDA? To utilise foreign resources to plough a South African landscape, when the skills and resources exist in your own backyard? <p>Transport Enforcement</p> <ul style="list-style-type: none"> • Transport Enforcement strategies and plans • Memorandum of Understanding (MOU) between TDA and Safety and Security 2015 - continued development and monitoring • Quotes from the Sunday Times interview with JP Smith 25-09-2017 (Pg. 9) with regards to the recent taxi strike that turned violent and other public violence crime. • ST: How can taxi drivers be allowed to run amok like we've seen? JP: "Firstly, in cases of civil disorder, SAPS are in charge..." • ST: How many Taxi Bosses? • JP: "You'll have to ask SAPS about that." • ST: Do you have difficulties with SAPS? • JP: "Not difficulties...we're more readily accessible. But that doesn't make us responsible." • ST: How limited are your powers of response? • JP: "Where we are limited is in our inability to access crime intelligence..." • ST: Given the widespread violence, is Cape Town sliding into anarchy? • JP: "No...The government instructed the police to allocate investigators to public order policing units, which never happened." • ST: How has this affected the war on gangs and drugs JP : "You have a 3% conviction rate for gang violence..." • In commenting on the above, what TDA arrangements exist between City of Cape Town's transport strategy and Safety and Security? What powers are utilised in the stopping and impounding of taxis and have a valid strategy in terms of enforcement procedures? In repeating the question from the newspaper, what powers do Safety and Security have with the TDA and is this endorsed by the NLTA (2009)? • What is more troubling is that known offenders and taxi route transgressors are based at the same locations every day and trade illegally in full view of enforcement officers. Why are they not arrested, removed or targeted by SAPS or anyone else? Informal ranking is not hard to spot. Is it lack of resources or lack of mandate or lack of responsibility. If the TDA arrangements is in force, why is there inaction? • Justice it appears is taking place at a snail's pace, but who becomes accountable for all the lost revenue from legitimate operators? Can the City of Cape Town be held accountable for losses incurred? 	

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		<ul style="list-style-type: none"> • If the envisaged ROC and TOC materialise, then what company is going to sit back and allow daily harvesting on their routes by transgressors, and not hold the city accountable. Inaction by the city is directly going to affect shareholders interest in those companies. What legitimately trading company armed with licensed permits to trade will not take legal action against any underperformance to secure their routes. The city could find itself liable for loss of revenue, if they are found to be directly impacting on the company's ability to trade. • Would that not be a bigger blow to the city, than dealing with the problems rights now? • Blue Route Mall White Road, Retreat KFC Centre, Tokai • Heathfield Train station Wynberg Main Road Westlake • The above represent some of the areas already used as illegal ranking sites. What mandate either prevents you or permits you to act now, to engage transgressors and resolve illegal operations immediately? • Tourism - towards Cape Flats • When we speak of Cape Town tourism and when we "show" Cape Town to our international market, there is a very skewed view provided. What is the intent of City of Cape Town to include the rest of the Cape Flats and broader Cape Town communities to our foreign visitors. • The answers I am seeking speaks of the development of tourist friendly areas on the Cape Flats, far from the Bo-Kaap, Waterfront and Camps Bay. What intent and proposals are on the plan to show off Tafelsig, Strandfontein, Matroosfontein, Athlone, Mannenberg, Belhar, Kalksteefontein, Retreat and Kraaifontein as tourist destinations? <p>SUMMARY</p> <ul style="list-style-type: none"> • In conclusion to my questions and comments, it appears that plans are always geared towards some type of improvement for the City of Cape Town, but the proposals are almost always 98% complete and whether public participation takes place or not, these plans seem to rollout anyway. • The minibus taxi industry will not rubber stamp any proposal that is inconclusive about their role and potentially impacts their livelihood. • What exactly is the city afraid of in terms of engaging taxi operators directly. • There is so much evidence that the industry is fractured in its leadership and that no decision will have 100% support. • Any other industry has the opportunity to speak to their concerns and demand engagement, but government persists on taking an approach that excludes operators on the ground. • Brett Herron, who drives the transport strategy for Cape Town, persists in a one-man show when it comes to decisions about the taxi industry. The Mayor is a no show and anyone affiliated to a decision making process for the taxi industry is invisible. 	

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		<ul style="list-style-type: none"> • Irresponsible decisions are made by irrational people, who have no idea why this industry persists on behaving the way they do. Until this government recognises that ownership does in fact exist with this specific industry. I can make that statement, but you will never be in a position to understand how interwoven this industry is with the livelihood of people. • You cannot recognise that when there was nothing, when people were pushed out of their homes, when transport was excluded from certain areas, that the taxi industry borne out of desperate communities, put food on the table. • You are literally attempting to alter the heritage of people who build a system to overcome apartheid regimes and their attempts to weaken families and discourage hope. • If you cannot understand the mayhem on the roads today, then you cannot understand the daily battle, and if you don't understand the battle, then you don't understand the people. • You are out of your depth and assume to know the answers, but as government, you need to listen. • All the awards from your foreign counterparts, won't bring you an African solution, you need to put your ear to the ground and start listening to what the people want. Uber and UITP are only part of your solution, you need to start • Engaging the role players on the ground. 	
26/09/2017	Rory Williams (V&A)	<p>We offer the following comments on the Draft Comprehensive Integrated Transport Plan (CITP) as a formal submission to the Cape Town Transport and Urban Development Authority, in response to the request for stakeholder comment. To a significant degree, City of Cape Town transport policy in general, and the draft CITP in particular, is about creating and managing change:</p> <ul style="list-style-type: none"> • Using "transport as the key driver for addressing Cape Town's spatial reality" (p. i) and using Transit Oriented Development (TOD) "as a catalyst for transforming and structuring the built form... in order to improve the way that people and goods are moved." (p. 248) • Improving the coordination of land development and transport services and infrastructure under the new structure of the Transport and Urban Development Authority (TDA) • Creating a shift away from single-occupant private vehicles in favour of public transport and cycling (cycling to shift from 1% to 8% of trips - p. 211) • Improving the financial sustainability of public transport with policies and strategies related to Travel Demand Management (TDM), Non-motorised Transport (NMT) and TOD 	

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		<ul style="list-style-type: none"> • Encouraging alternative transport technologies such as e-hailing, pedicabs and tuk-tuks, and incorporating these into the integrated intermodal transport system as contracted and non- contracted services • Assessing progress in changing travel behaviour and service provision with the rollout of the Transport Authority Management System (TAMS) (p. iv) and the Transport Development Index (TDI) that benchmarks Cape Town against other global cities <p>The V&A Waterfront supports these objectives, as we believe they are essential to improving the competitiveness and inclusiveness of the metropolitan area.</p> <ul style="list-style-type: none"> • We also note that the CITP regards the state of the passenger rail system as being in "crisis", and that rail needs to be maintained as the "backbone" of the transport system. Given the impact of declining rail passenger numbers (30% decrease in 2016) (p. viii), the uncertainty over timing recapitalisation of the rail system (at least 5 years for signals and new rolling stock) and the time period over which Bus Rapid Transit (BRT) will be rolled out (16 years for Phase 2 completion) (p. 180), we agree with the CITP in "considering whether other strategies are necessary in order to address the situation." (p. iii) • Essentially there will be no relief for at least five years - the timeframe for rail signal upgrading and Blue Downs line construction (p. 186) - so the short to medium term is the period for putting in place other enablers so that there is almost immediate benefit when BRT expansion and rail upgrades are complete. This means enabling feeder modes, amending regulations and testing strategies for behaviour change related to: <ul style="list-style-type: none"> • Innovative modes such as pedicabs and Tuk-Tuks • Planning more thoroughly for minibus taxi infrastructure • Park-and-ride with dedicated ride services • Potential for combined freight and passenger services. With anticipated levels of development focused on the central city (office and residential buildings on the foreshore, Somerset Hospital precinct, V&A Waterfront, Woodstock and Salt River), current levels of reliance on private cars cannot be supported. And even MyCiTi bus services on the current network will not be sufficient, given the limited geographic scope planned for the next 16 years and beyond, and the frequency of service that will be required to support full development of these areas. • Therefore, alternatives are needed urgently, and we believe that it is vital that the City and Province, as regulatory and licencing authorities, promptly address the creation of enabling conditions for new players to emerge in filling the gaps in the transport system. These enabling conditions should be a combination of regulations and infrastructure. • Some enablers are mentioned in the CITP, but one aspect that is not mentioned is the creation of shared mobility corridors that create "arterials" for small vehicles that are either non-motorised or powered by small motors. These corridors should be generous in design and create a new structuring element in the central city and other TOD areas, providing platforms for entrepreneurs in both transport and micro business, focusing the movement of people and goods onto spines that stimulate commerce and other activity while making NMT competitive as a serious transport mode. • Therefore the notion of "One Network" as promoted in the CITP should include network elements that are not necessarily designed for specific transport modes, but rather allow for unanticipated services that emerge from the private sector. One example could be a reconfiguration of the "trolley pushers" who clog streets as they take goods to and from street vendors in the mornings and evenings. • Another could be provision of long-distance park-and-ride services where the ride component is a dedicated service that provides premium services on the journey. 	<ul style="list-style-type: none"> • Noted. Addressed in Chapter 6 • Noted • Noted. See response [2] • Noted. See response [2] • An investigation into further park and ride facilities for BRT and Rail is currently underway • Combined passenger and freight services are not permitted by the Rail Safety Regulator. Rail freight is a Transnet competency and there would need to be a business case for any changes to the current model • Noted. Addressed in Chapter 6 • Addressed in Chapter 9. The concept of bicycle highways is already considered in the City's NMT processes • Noted for consideration in the 2018 Review of this document • An investigation into further park and ride facilities for BRT and rail is currently underway

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		<ul style="list-style-type: none"> Considering the desirability of encouraging and leveraging independent operators who supplement rail and BRT with feeder services, we support the CITP consideration of the City providing "trunk routes as specified but not constrain itself with feeder routes in any particular location." (p. xxi) This allows for a review of priorities based on evolving demand. We further suggest that the core trunk network should be run on a "metro" basis of high frequency rather than timetables, as this reduces passenger waiting times and allows independent operators (e.g. pedicabs providing "last mile" feeder services) to avoid the need to coordinate with trunk schedules. Levels of satisfaction (p. 32): Arguably just as important as average travel time is the variability in travel time. Traffic congestion affects productivity not only because of long in-vehicle travel times, but also because of the need to add extra time "just in case" the traffic is worse than expected. Under the currently high levels of congestion, this variability is a significant factor, but one that has not been quantified, to our knowledge. Our independent research indicates that white collar office workers are often willing to travel relatively long periods in public transport if they are able to use that time in ways that are not possible if they are driving themselves. Therefore productivity and satisfaction can be improved either with services that avoid congestion (e.g. on dedicated BRT or rail routes) or with provision of services such as in-vehicle Wi-Fi and beverages. This confirms the possibility that there is a gap to be filled in available transport services, and this is the sort of service that would have a much shorter lead time than MyCiTi or rail services. Average walking times to public transport (p. 34): Data quoted in the CITP from the NHTS Provincial Report indicates that more than 60% of bus and minibus taxi passengers walk 5 minutes or less, while only 44% of rail passengers walk 15 minutes or less. It is likely that the much longer walk times to rail are because buses and minibus taxis reach closer to destinations than rail does, and this may be exacerbated by the fact that certain rail lines (particularly the southern line) have stations that are not designed to connect with feeder services, forcing passengers to walk longer distances. This suggests an opportunity for independent "last mile" shuttles such as tuk-tuks that could encourage more "discretionary" rail passengers who are uncomfortable with walking after dark or at other quiet times. We note that the CITP is anticipating tuk-tuk services in the central city, and suggest that entrepreneurs should be encouraged to trial services elsewhere based on their own business research. Metered taxis (p. 77-78): Related to the previous point about tuk-tuks, the CITP also indicates that "metered taxis are to form part of the Level 4 'Neighbourhood Services'... that support the higher capacity modes." This raises the question of whether the regulatory milieu is really suited to classifying public transport by vehicle type rather than by service type. We suggest that the lines between modes are becoming increasingly blurred, and that the City should pursue an overhaul of the regulatory system with other relevant spheres of government. (For example, what is the legal difference between e-hailing, and hailing a metered taxi by telephone?) 	<ul style="list-style-type: none"> An IPTN Business Plan has recently been adopted for MyCiTi services which proposes service levels and frequencies in order to facilitate a financially and fiscally sustainable system. Levels of satisfaction with different transport offerings have been quantified in Chapter 3. Alternative services which offer in-vehicle wi-fi etc. are currently being offered by private operators as well as by PRASA (Business Express). Free wi-fi is currently offered on MyCiTi Entrepreneurs are encouraged to provide their own services within the current legislation, modes such as Tuk-Tuks, e-hailing services and metered taxis are an important element of integrated PT in Cape Town because they provide "last mile home" services. The City's aim for these modes is to give the user a choice and so it is developing mechanisms and standard operating procedures for them. It is also exploring initiatives such as bike share Noted. Refer to Chapter 6

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		<ul style="list-style-type: none"> Latent demand for alternative modes (p. 36): The CITP notes that "the City does not have a model to estimate latent demand for transport services," and we would add that the City needs to expand its understanding of what constitutes a suitable evidence base regarding the potential for behaviour change. Most transport planners are not trained in this field, which is more suited to ethnographers, behavioural economists and others. Therefore municipal investment priorities should be informed by teams that include a wider range of disciplines, and municipal transport planners should be given a mandate to establish long-term implementation programmes that do not depend on demonstrating short-term behaviour change. For example, small sections of a bicycle network might show no immediate take-up of cycling, but are nevertheless needed as part of a bigger network that will attract activity over time. Overcrowding on public transport (p. 76): All modes of public transport currently exhibit areas of overcrowding during peak periods. In the case of rail the cause appears to be the decline in fleet size. For minibus taxis the quantification of "supply" is less clear because of the responsive nature of service and the involvement of illegal services. For MyCiTi buses, the CITP is not clear on what the scope is for increasing service capacity with current infrastructure, or what the impact would be of allowing minibus taxis to use certain dedicated bus lanes. On certain lines the bottleneck is the boarding / disembarking time at stations rather than the lane capacity. While we support the intention to improve multimodal integration, we suggest that there needs to be clearer recommendations on how the various modes will interact, and what infrastructure is suitable for improving the efficiency of minibus taxi operations and reducing the impact of minibus taxis on general traffic. NMT (p. 87-92): We have not received a formal response to our submission regarding the Draft Cycling Strategy, and those comments still apply. Regarding the NMT data provided in the CITP (Table 3-34 and Figure 3-11), it is not clear how surveys were carried out to determine the number of pedestrians and cyclists. Counts at specific locations cannot be used to determine the number of trips being made, and the CITP does note that "a more systematic database is essential." We wish to comment here on the statement that "there are two types of NMT users operating," (p. 91) as this is relevant to other modes of transport: <ul style="list-style-type: none"> Firstly it needs to be recognised that these two "types" - utility and recreational users - are not exclusive, as there are people who cycle to work as a form of exercise, for example. Secondly, observations of cyclists carried out by Open Streets Cape Town indicate that even utility cyclists do not always follow the conventional wisdom, which is that cycling commuters will tend to optimise travel time. The observations show that people commuting by bike between Sea Point and the CBD often travel off-road, meandering slowly among pedestrians. While more extensive study is needed, this suggests that the right conditions can encourage utility cycling even where it is slower than on direct and exclusive cycle lanes, which has implications for what infrastructure is appropriate for encouraging utility cycling. Thirdly, in trying to create behaviour change in travel, it is important to recognise that the categories of travellers generally adopted for transport planning and travel demand forecasting are not nuanced enough for understanding the motivation behind individual decisions, and for developing strategies that can create gradual but steady change in behaviour. It can be argued, for example, that if 80% of drivers took another mode on one day a week, this would have the same effect on congestion as if 16% of drivers shifted permanently to another mode - and therefore we should not only be aiming for a permanent shift from the beginning, as there may be greater resistance than if we found a way to reduce the number of days that people drove. 	<ul style="list-style-type: none"> A response to these comments was attached to the report submitted to Council for approval. Details can be obtained from the City's web site Behaviour change is something that the TDM Strategy is aiming for in terms of transport. A strategy in relation to congestion is currently under consideration and aspects such as the one proposed will be part of both of these strategies going forward. A parking management plan has already been put forward to discourage the use of private vehicles in areas of high economic activity (i.e. as a congestion management measure) as part of the TDM Strategy

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		<ul style="list-style-type: none"> This comment on classifying people by types also applies to the TDI as discussed in Chapter 5 of the CITP. Furthermore, strategies for TDM (Chapter 8) and encouraging cycling (p. 159) should take account of the possibility that people who continue to drive for many of their trips could still take periodic trips by other modes (park-and-ride, rideshare, bikeshare, e-hailing, public transport etc.). Therefore strategies are needed to promote incremental personal behaviour change, and these should include an expansion and monitoring of the City's TravelSMART programme (p. 197) so that TravelSMART is not just about increasing awareness of options, but supporting large employers in their efforts to encourage employees to change behaviour. Two and three-wheeled PT vehicles (p. 92 - 94): The V&A Waterfront is exploring ideas for using such vehicles as internal shuttles within the waterfront boundaries. While our operations may be governed by different regulations, we note here that several of the "conditions and standards" proposed in the CITP for tuk-tuks would not be appropriate for our shuttle service, and should also be reconsidered for certain other neighbourhood areas: <ul style="list-style-type: none"> A route description must be incorporated into the IPTN - this limits the ability to provide door- to-door service that would make "last mile" services particularly attractive Trips must be pre-booked - not clear why this should be, as it is less efficient operationally and financially for the operator Business model must be based on display advertising rather than from fares - this is a major obstacle that previous operators faced, and while we understand that this is because of regulatory hurdles, we strongly suggest that the regulations should be changed. Congestion (p. 112): In many cases, traffic speed is not a suitable indicator of where congestion needs to be addressed, for two reasons. Firstly because within certain ranges of speed, there is not a direct correlation between speed and traffic volume that can be served by a particular road section: slower vehicles move closer together and can have the same headway as faster vehicles (i.e. same volume of vehicles passing a point, despite different speeds. The second reason is because many road sections have slow speeds resulting from downstream bottlenecks, not because of inadequate capacity on the slow sections. In conditions of very slow speeds (stop-start congestion, or 'crawl speed'), the hourly volume does indeed reduce, but this is also caused by downstream bottlenecks. Data collection (p. 149): In addition to previous comments on data, we support the CITP statement that "a consistent data collection process over time is required," and add that data should be made available in accessible formats (not just summary tables, but source data) for businesses and entrepreneurs to use in planning and business development. It is not sufficient to make data available only when requested, and should be provided on the City's Open Data Portal. Transport demand estimation (p. 152): According to the CITP, future transportation demand estimates "are guided by the extrapolation of trends." Our view is that behaviour change requires a departure from trends, not an extrapolation of them. Public transport policies (p. 158): The "network of contracted and non-contracted services" should include intermediate modes, so that infrastructure planning can be designed for greater flexibility to accommodate these modes. As discussed above, there are different modes that are not conventionally considered as public transport that can enhance user choice and accessibility of the public transport system. Cycling and bike share (p. 159-160): Our view is that bikeshare should not simply be "promoted" by the City, but actively facilitated as part of an integrated transport system. A growing number of small businesses and hotels currently provide small-scale bicycle hire services, but these are unconnected and therefore do not benefit from the essential bikeshare advantage of being able to pick up and drop off bicycles at a wide range of locations. Rapid expansion and integration of services should be actively pursued. With regard to the Draft Cycling Strategy (p. 210) the CITP states that cycling "has the potential to free up congested road space." We agree, but it is important to note that cycling is not only (or even primarily) to reduce congestion. It is vital to create a "slow city" that increases exposure for independent businesses while expanding travel options (for freight and people). 	<ul style="list-style-type: none"> The aim of the TDM Strategy is to encourage behaviour change. Refer to Chapter 8 Route descriptors for MyCiti are available on-line and at stops. Future app based routes descriptors are currently available Noted. A discussion needs to be undertaken with the relevant directorate to address this issue Noted for consideration The City's Congestion Management Strategy addresses congestion in the network and takes due cognisance of all factors related to congestion (see Chapter 7) Noted Behaviour change is difficult to quantify. The use of trends accommodates most behaviour change and is possibly an indicator of a 'worst case' scenario which would be a conservative estimate of the impacts in this case Noted Noted support for cycling and bike-share. The implementation of a public bike share scheme is being investigated.

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		<ul style="list-style-type: none"> Freight transport strategy (p. 214): We suggest that the notion of small-scale goods movement should be part of the strategy. A growing body of evidence in other countries indicates that the right infrastructure can support small electric or human-powered vehicles that are competitive with traditional road-based trucks when they can avoid congestion and provide door-to-door service. In Cape Town this could have a significant role in reducing conflict between "trolley pushers" and other traffic, and in providing opportunities for micro enterprise in the transport sphere. This can have implications for the design of shared mobility corridors that are also used by pedestrians and cyclists, and potentially for the types and locations of distribution depots. Therefore this should be added to the list of the City's Freight Transport Strategy focus areas (p. 217) and related actions (p. 218-220). Event management (p. 232): MyCiTi should consider more frequent support of events by providing free or extended-period services, not only to improve access to events, but to encourage first-time passengers to obtain a MyConnect card. 	<ul style="list-style-type: none"> Noted. To be considered as part of Focus Area 10 of the Freight Management Strategy Noted, this suggestion will be considered in future TDA Business Enterprises
26/09/2017	JT Swartz (Chairperson - SANSBOC - WC)	<p>SUBMITTED BY MR JOHAN SWARTZ: CHAIRPERSON OF THE SOUTH AFRICAN NATIONAL BUS OPERATOR'S COUNCIL: WESTERN CAPE (SANSBOC: WC) PREAMBLE</p> <ul style="list-style-type: none"> On 6 December 2012 at the Small Bus Operators Elective Conference in Pretoria the South African National Bus Operator's Council (SANSBOC) was launched as the single and unified voice to represent the small bus operators in all nine (9) provinces. From the main objectives and key challenges of such a body was to engage the relevant spheres of government on matters of: Lack of recognition of the historically disadvantage bus operators by the state and in particular in the roll- out of Integrated Public Transport Networks (IPTN's) spearheaded by Provinces and cities; The economically empowerment and decisively interventions to mainstream disadvantage small bus operators to meet the objectives of the a Broad Based Black Economic Empowerment and its Generic codes of Good Practices applicable to small bus operators; Enforcement of the integrated and sub-sector B-BBEE Charter of Transport with special reference to the Bus and Coach Services Sub-sector. Agencies and role players to ensure that the provisions of the approved Charter in implemented in all procurement processes including the roll-out of the IPTN's; and Facilitation and co-ordination to address the lack of regulation and public policy to provide the much needed impetus and implementation to regulate competition to address the continual usage of interim contracts and services based on the apartheid legacy and segregated patters, and last but not least; To facilitate and to assist the development of funding streams We acknowledged and recognized the wisdom of the draft comprehensive integrated transport plans for the Western Cape to address the imbalances of the past, through the promotion of One transport plan i.e. inter modalism, integration of communities, meeting user costs effective travel demands, and most of an integrated public transport service with strong emphasis on quality, affordability and user safety. Of concern though, no mentioning is made as to the role of the small bus operator industry and their contribution towards the transport of the scholar/learner transport travelling community. The draft lacks serious statistics analysis and engagement with the leadership representing the mandate of SANSBOC: WC. 	<p>These comments will be considered and discussed through the relevant subcommittee of the IPC</p> <p>With reference to scholar / learner transport, the City would welcome engagement with this roleplayer, in consultation with Province, who is currently the custodian of this function, in order to facilitate sustainable, targeted solutions in this regards. TDA will undertake to set up these engagements.</p>

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		<p>SANSBOC: WC CONTRIBUTION BUT NOT LIMITED TO AS A KEY STAKEHOLDER TOWARDS TRANSFORMING AND FORMALISING THE INDUSTRY: LEGISLATIVE POLICY AND AGREEMENTS INTERVENTIONS</p> <table border="1"> <thead> <tr> <th data-bbox="566 562 828 594">Policy/Agreement</th> <th data-bbox="828 562 1261 594">Institution</th> <th data-bbox="1261 562 1679 594">Objective(s)</th> </tr> </thead> <tbody> <tr> <td data-bbox="566 594 828 787">MOU's</td> <td data-bbox="828 594 1261 787">Department of Transport and Public Works National Department of Transport</td> <td data-bbox="1261 594 1679 787">All- inclusive engagements, support to access and to mainstream the small bus operator to business opportunities, empowerment and sustainability</td> </tr> <tr> <td data-bbox="566 787 828 1459">Integrated and sub-sector B-BBEE Charters of Transport</td> <td data-bbox="828 787 1261 1459">National Department</td> <td data-bbox="1261 787 1679 1459">Signed and approved the Charter to achieve the vision to develop a world class Bus Commuter and Coach Services Industry; To support restructuring and formalization of the current public transport system into a fully integrated multi-modal network public transport system which will enhance socio and economic needs of South Africa; To tender and negotiate contracts; to engage in discussions regarding issues of learner transport, and to enforce the generic score card to mainstream B-BBEE bus companies.</td> </tr> <tr> <td data-bbox="566 1459 828 1652">National Development Plan 2030</td> <td data-bbox="828 1459 1261 1652">National Department of Transport</td> <td data-bbox="1261 1459 1679 1652">Gave input to the application of economies of scale and operational efficiencies that will ensure equitable investment in the public transport and scholar transport built environment</td> </tr> <tr> <td data-bbox="566 1652 828 1881">National Learner Transport Policy</td> <td data-bbox="828 1652 1261 1881">National Department of transport</td> <td data-bbox="1261 1652 1679 1881">Rendered input on the shortcomings on the national policy and directives, i.e. infrastructure(poor road conditions), poor vehicle quality over loading and tender soecifications</td> </tr> </tbody> </table>	Policy/Agreement	Institution	Objective(s)	MOU's	Department of Transport and Public Works National Department of Transport	All- inclusive engagements, support to access and to mainstream the small bus operator to business opportunities, empowerment and sustainability	Integrated and sub-sector B-BBEE Charters of Transport	National Department	Signed and approved the Charter to achieve the vision to develop a world class Bus Commuter and Coach Services Industry; To support restructuring and formalization of the current public transport system into a fully integrated multi-modal network public transport system which will enhance socio and economic needs of South Africa; To tender and negotiate contracts; to engage in discussions regarding issues of learner transport, and to enforce the generic score card to mainstream B-BBEE bus companies.	National Development Plan 2030	National Department of Transport	Gave input to the application of economies of scale and operational efficiencies that will ensure equitable investment in the public transport and scholar transport built environment	National Learner Transport Policy	National Department of transport	Rendered input on the shortcomings on the national policy and directives, i.e. infrastructure(poor road conditions), poor vehicle quality over loading and tender soecifications	
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		<p>SOME KEY CHALLENGES WITHIN THE SMALL BUS OPERATOR INDUSTRY:</p> <ul style="list-style-type: none"> • Under or no investment in the small bus operator industry • Inefficiencies of subsidized services • Lack of empowerment and economic opportunities • Limited to only scholar/learner transport • On-going subsidisation to operators of interim contracts • Lack of implementation of Tendered/Negotiated contracts • Lack of coordination between the Department of Transport and Education • Scholar transport services to be provided in terms of the Model Tender Document • Lack of movement in subsidizing the poor, pensioners, learners and people physical impaired in the rural and isolated communities <p>SANSBOC: WC OBJECTIVES BUT NOT LIMITED TO:</p> <ul style="list-style-type: none"> • To build credible collaborative partnerships and platforms with all spheres of government, private sector and other business partners to attract economic opportunities and investment to the industry; • To extend the brand of transport services beyond the rendering of scholar/learner transport services; • To preserve and to protect the industry from any form encroachment; • To sustain employability with the sub-sector and to explore new ventures with a view to increase employability; • To explore and to pursue avenues to transform the operation of subsidized services to all bus operators and be part of the transport integration plans albeit at provincial or municipal level; • To influence and impact policy directives which will encourage black participation at all levels, with reference to black women, youth, people living with disabilities in employment and the procurement of goods and services; • To interact with Labour and the TETA to provide funding for institutional development and capacity building of the industry • To actively pursue the application the indicators of empowerment as stated in the B-BBEE Generic Codes of Good Practice; and • To pursue governmental interventions to enhance the competitiveness of all subsectors in the transport industry as a mode of transport for the travelling communities <p>SANSBOC-WC MACRO AND MICRO CONTRIBUTIONS TOWARDS:</p> <ul style="list-style-type: none"> • National Outcomes and Outputs (National goal: effective and development orientated public transport service and empowered, fair and inclusive citizen; • National Outputs (06: Support and efficient, competitive and responsive economic infrastructure network; • Provincial Strategic Objectives (PSO'S) (PSO 3): Increasing Access to Safe and efficient transport) • Provincial Strategic Indicators (PSI's) Strategic Development Goal-Improving governance, and modernisation of service delivery) • Strategic Programme: Strategic Objectives 4.1 Improved land Transport safety and compliance. • Having sketching a brief overview as to our socio-economic role in the transport built environment herewith our response in respect of the draft integrated transport plan as proposed by the City of Cape Town 	

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		<table border="1"> <thead> <tr> <th data-bbox="566 445 750 478">Table</th> <th data-bbox="750 445 1685 478">Integrated Transport Vision Unpacked Transport</th> </tr> </thead> <tbody> <tr> <td data-bbox="566 478 750 680">A-4</td> <td data-bbox="750 478 1685 680">The absence of the role which the small bus operator industry could play in achieving the socio-economic and spatial transformation is a concern and should be considered as an affected party in building integrated communities; ensuring excellent service delivery and implement dense and transit orientated urban growth and development. The development and</td> </tr> <tr> <td colspan="2" data-bbox="566 680 1685 743">Transport Vision and Objectives</td> </tr> <tr> <td data-bbox="566 743 750 877">A-5 (3)</td> <td data-bbox="750 743 1685 877">The establishment of the small bus operator industry with its years of experience and bus profile of more than 5000 buses could contribute to a economical viable transport system that will balance between the provision and demand for service via the enablina reaulations</td> </tr> <tr> <td data-bbox="566 877 750 1037">2-1</td> <td data-bbox="750 877 1685 1037">The One Transport Plan cannot be accepted as the formal efficient, integrated transport system for all without the inclusion of a well-established and demand responsive transport provider in the form of the Small Bus Operator Industry</td> </tr> <tr> <td data-bbox="566 1037 750 1226">2-2</td> <td data-bbox="750 1037 1685 1226">One again the attention should be directed to the transformed policy directive that will consider and approve off the inclusion of the Small Bus Operator Industry into the transport system, networks and built environment</td> </tr> <tr> <td data-bbox="566 1226 750 1428">A-6</td> <td data-bbox="750 1226 1685 1428">The One Plan proposed public transport intervention plan cannot overlook the role the Small Bus Oerator Community has been olavina to date transporting approximately 90 000 scholars per day and is active in other related demand lead and service responsiveness. It has been silently doing so for years without recognition building towards socio-economic reform and spatial transformation</td> </tr> </tbody> </table>	Table	Integrated Transport Vision Unpacked Transport	A-4	The absence of the role which the small bus operator industry could play in achieving the socio-economic and spatial transformation is a concern and should be considered as an affected party in building integrated communities; ensuring excellent service delivery and implement dense and transit orientated urban growth and development. The development and	Transport Vision and Objectives		A-5 (3)	The establishment of the small bus operator industry with its years of experience and bus profile of more than 5000 buses could contribute to a economical viable transport system that will balance between the provision and demand for service via the enablina reaulations	2-1	The One Transport Plan cannot be accepted as the formal efficient, integrated transport system for all without the inclusion of a well-established and demand responsive transport provider in the form of the Small Bus Operator Industry	2-2	One again the attention should be directed to the transformed policy directive that will consider and approve off the inclusion of the Small Bus Operator Industry into the transport system, networks and built environment	A-6	The One Plan proposed public transport intervention plan cannot overlook the role the Small Bus Oerator Community has been olavina to date transporting approximately 90 000 scholars per day and is active in other related demand lead and service responsiveness. It has been silently doing so for years without recognition building towards socio-economic reform and spatial transformation	
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		2.4	Policy Framework	
			<p>SANSBOC-WC is not totally in agreement with the alignment to national, provincial, local policies and strategies, as one of the key drivers for social and economic reform speaks to an increase in investment which cannot be penned against the Mi-City Projects benefitting the MBT Industry and the operators with quality buses. Investments like the roll-out of local BRT's should include SMME's i.e. Small Bus Operator Industry</p> <p>The National Transport Strategic Plan echoes the empowerment imperatives, of maintaining fairness, equity in all transport operations, ensuring thereby sustainability. We cannot be selective or biased towards a certain operator(s) not considering all in the built environment i.e. Small Bus Operator Industry.</p>	
			Built Environment Plan	
			<p>I applaud the intention of the plan which declares public investment programmes and regulatory reform. To this end SANSBOC-WC call upon the City to question the rationality of the current policy with a view to accelerate transformation and economic empowerment which will benefit all bus operators.</p>	
			City's of Cape Town Economic Growth Strategy	
			<p>The Small Bus Operator Industry should be an integral entity in the City's overall growth strategy which is aimed at improving co-ordination between economic development, transport and land use.,</p>	
		11-5 (3) ABDC	TDA Academy	
			<p>The academy should include within its training business programmes the capacity building of the Small Bus Operator Industry</p>	
			MLTF	
			<p>Funding functional and operational mandates channeled via and managed under the MLTF should put a marker next to the Small Bus Operator Industry to include them in the financial Plan.</p>	

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26/09/2017	Simon Nicks (CNdV Africa)	<ul style="list-style-type: none"> Ensuring a Functional Existing Public Transport Systems before Expansion As already mentioned above it is concerning that even in the executive summary of the CITP no mention is made of the need to reduce the need to travel nor of promoting pedestrian accessibility. Rather the document proceeds straight into highlighting concerns around public transport and the rail system, i.e. public transport and particularly the rail system seems to be regarded as a panacea for the city's movement challenges. This observation is not intended for a moment to diminish the importance of the public transport system and the rail system in the lives of the citizens but rather to highlight that attempting to incrementally build on existing systems ignoring their structural or operating deficiencies will not result in a transformational paradigm shift. As a result we are concerned that solutions that may in fact be staring us in the face, see Item 3.5 regarding mini-bus taxis, will be ignored in the pursuit of trying to fix systems that, at least in the short term, are unfixable. Strategic Placement of Land Uses for Easy and Quick Access The issue of changing the land use pattern and reducing the need to travel is a continuing theme of our comment. If this emphasis could be more strongly injected into this CIPT draft issues such as the points made at the bottom of page xiii could be more quickly and effectively addressed. However, as the CITP stands at the moment, its focus on rail and expensive road-based public transport systems means that these issues are unlikely to be effectively addressed in the long term, never mind the short term. Promoting Non-motorised Transport Although NMT is mentioned from time to time, and there is also mention of minibus taxis, in general it is considered that the CITP displays a preoccupation with the large public transport systems for which people have to pay to use, and there is insufficient mention of promoting non-motorised transport and explicitly the modes of walking and cycling. This is considered a grave omission which is likely to be communicated to through to the implementation of the CITP if this is not properly addressed now. 	<ul style="list-style-type: none"> Pages (i) and (ii) of the Executive Summary identify the focus on NMT and also on TOD. The latter is the 'order of business' that the City is adopting in order to bring about spatial transformation, changes in travel behaviour, patterns and the need to travel The approved NMT and Cycling Strategies are detailed in Chapter 9 of the document 						

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		<ul style="list-style-type: none"> • Importance of Minibus-Taxis We are concerned that the CITP, particularly with respect to its short-term proposals, has insufficient focus on the “reality of the now” due to its preoccupation with rail and BRT. Table 3 - 2 on page 26 reveals that rail only supplies 47% of public transport trips whereas the road-based public transport modes provide 53%. Of this minibus taxis provide 31% of all public transport trips and 60% of public transport trips on road. Furthermore, minibus taxis are largely unsubsidized. Should their contribution be weighted against the subsidies they receive (virtually zero) and compared with the other public transport modes on the same basis, it will be seen that they represent by far the most effective public transport resource. (This exercise can be done by measuring passenger kilometres per annum against subsidies received per annum for the different public transport services). • Inclusion of Mini-Bus Taxi Transformation Strategy into ITP We note that Page 4 of the Integrated Transport Plan (ITP - separate document) acknowledges the role of the minibus taxi industry in providing a public transport service to the city. However, we believe that this analysis and these proposals should also be found in the main body of the CITP and that the minibus taxi transformation strategy should be seen as one of its main transport proposal pillars. • COMMENT ON DRAFT COMPREHENSIVE INTEGRATED TRANSPORT PLAN (CITP): SPECIFIC <ul style="list-style-type: none"> • 4.1 Page iii Figure A - 1. Some of the bullet points lack verbs describing the status of the action/ project mentioned; • 4.2 Page viii. the preoccupation with rail is demonstrated time and again with the service featuring first in many of the problem statements. While the importance and implications of the largely dysfunctional rail service cannot be underestimated it is suggested that the main transportation concern should be much more fundamental, ie with the dysfunctional land use pattern that is giving rise to the city's demand for travel. If there was a much more integrated land use pattern there would be less demand for travel and, therefore, less reliance on public transport services such as rail. For this reason, it is suggested that the priority focus of the CITP should be as follows: <ul style="list-style-type: none"> • First, the land use pattern, and what low hanging fruit can be achieved in the short term to reduce the need to travel. • Secondly, those transport modes that are either cheap to implement or are already making a substantial contribution to the city's movement needs, namely, walking, cycling, and minibus taxis. • Thirdly, should attention be given to trying to address the malaise afflicting the major public transport services such as rail, and buses, including MyCiti. This is not to say that there should be no action at all on addressing the problems of the major public transport services until the first and second priorities above have been addressed. But there is a change in emphasis; • 4.3 Page xi Figure A-2. This is a useful diagram. Questions it raises include, why are there only indirect costs in rand terms associated with non-motorised transport? Was no cycling recorded? <ul style="list-style-type: none"> • number 1: “to reduce the need to travel” (this can be measured by recording the length of person trips between origin and destination by mode of transport each year) • number 2: “walking distance should be the primary measure of access”. (This too can be measured through surveys.) • number 3: “50% of all trips should be within walking distance (1000 m) of people's residences” (this can be measured by gravity modelling using 1000 m distance parameters) 	<ul style="list-style-type: none"> • The importance of minibus-taxis is recognised in the Public Transport Plan and also the IPTN Business Plan, which promotes the concept of a hybrid system in which minibus-taxis would form part of the formal system going forward. Chapter 6 has been amended to incorporate the ideology going forward • See above • (4.1) Noted, changes made to Figure A-1 • (4.2) The strategy adopted is multi-faceted and not necessarily prioritised in the order presented in the CITP. All actions are being pursued concurrently • (4.4) Noted for future consideration

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		<ul style="list-style-type: none"> 4.5 Page xviii: Under strategy A we are surprised that no mention is made of traffic management and policing under governance. Much of the malaise affecting the current transport system in the city, particularly relating to congestion and poor driver behaviour, is due to a lack of especially traffic management and policing. This often results in expensive over-design of physical facilities in order to overcome management shortcomings. This is considered an important omission that should be rectified. 4.6 Page xvix. Under strategy B mention is made of "land value capture". This should be elaborated and cross-referenced with the MSDF (note: this reviewer may not have picked this up in the MSDF draft) 4.7 Page xix. under strategy C providing NMT facilities at interchanges et cetera should be extended to include all commercial and industrial buildings. Provision of NMT facilities should be required as part of the building plans approval process including any applications for alterations and additions to existing buildings so as to enable these facilities to be retrofitted. The lack of these facilities in buildings used by the public is severely hampering cycling as a viable alternative transport mode; 4.8 Page xxi: the recognition given to minibus taxis as a viable transport service is supported and their use, particularly in the short term in the face of the problems faced by rail and bus services should be promoted. 4.9 Page xxiii. Table A-6: this table displays a preoccupation with the large public transport systems, for which people have to pay to use, and there is no mention of promoting non-motorised transport and especially walking and cycling modes. This is considered a grave omission which is likely to be communicated to through to the implementation levels of the plan if this is not properly addressed; 4.10 Page xxiv: under "one enforcement system" the city's traffic management (police) should be included in the TDA structures. The service is essential for keeping the road-based component of the transport system properly operating; Attempting to implement the Blue Downs rail link could also distract from the much-needed focus and resources required to fix the current rail system which should be occupying a much higher priority in the CITP, particularly given the direction that the draft MSDF is proposing, than this rather peripheral rail link. In this regard, the assertion on page xxvii that without the Blue Downs rail link the "city's development on TOD principles will be significantly hindered" is considered an overstatement. The city's successful implementation of the Symphony Way BRT system will be a major step forward in the city development on TOD principles. Once this is completed, the need for the Blue Downs rail link should be reassessed. Hopefully, by this point, PRASA and the city will have fixed the existing rail system. 4.12 Page 26 table 3 - 2: it will be useful to further break down NMT to separately show cycling and walking. This table also shows the contribution of the minibus taxi industry to public transport which is surprisingly close to rail. This suggests that, although theoretically rail should be the backbone of the public transport service, currently, it has been overtaken by the three road-based modes of which minibus taxis comprise 60%. It is on this reality that the short term and even medium term CITP should be focusing and identifying how to optimise the contribution of this subsector to the city's transport challenge. 4.13 There appears to be a bias in the conclusions drawn from the customer satisfaction surveys especially considering different methods of presentation are used between rail, bus, MyCiti, and minibus taxis. Apples are not compared with apples. Notwithstanding this, conclusions are drawn to say that MyCiti enjoys the highest level of customer satisfaction and minibus taxis the lowest. No mention is made of what is clearly an abysmal level of satisfaction with rail. Furthermore, the survey results do not highlight the fact that clearly, different methods of research were used between the different modes which could account for some differences. 	<ul style="list-style-type: none"> (4.5) Figure A-5 states that TDA will build on the previous governance structure which incorporates the formation of a Transport Enforcement Unit (4.6) The mechanisms related to land value capture are discussed in more detail in the TOD Strategic Framework which is cross-referenced by the MSDF (see www.tda.gov.za) (4.7) Noted and acknowledged. The provision of end of trip facilities is supported by the Cycling Strategy 2017 (4.8) The text on page xxi has been amended to include plans in relation to the minibus-taxi industry (4.9) This table contains many references to TDA's Integrated Transport Vision, TOD, the TDI and social, economic and spatial transformation, all of which include NMT as a fundamental component (4.10) The TDA structure does include "One Enforcement System" - this is the Transport Enforcement Unit. This has recently been established in partnership with the Safety and Security Directorate to deal with all public transport enforcement and related traffic matters Noted. See response [2] Noted Further details of NMT are captured in Chapter 9 and in the respective strategies for NMT and Cycling. Rail is addressed in Chapter 6 (4.13) Conclusions were drawn from available and surveyed information

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		<ul style="list-style-type: none"> • 4.14 The bias towards MyCiti is evidenced again in the conclusions to table 3 - 8 (page 33) which mentions that the MyCiti service has the shortest travel time in minutes (45 minutes) but fails to mention that it has by far the shortest average travel distance (9 km). Again, if an objective weighted approach was taken comparing minutes travelled to average distance travelled MyCiti would seem to be the worst performer • 4.15 Page 91 Fig 3-11. A reason should be given for the dramatic drop-off in nonmotorised transport usage in 2015, apparently the last recorded year; • 4.16 Page 92 Fig 3 - 35. Another class of cycle lane should be added to those illustrated in this table namely, the "sharrow". This is a shared cycle lane with motor vehicles. It is indicated by a cycle symbol on top of two upside down corporal stripes or arrows. It is particularly useful to show cycle route continuity on streets which otherwise may be too narrow for painting dedicated cycle lanes. Many commuter cyclists have complained about the lack of continuity of cycle lanes when trying to make their way around Cape Town CBD and other parts of the city. • 4.17 Section 7.5. Although there are many rail infrastructure extension proposals section 7.5 appears to be silent on how the current operational problems that are having a major economic and social impact on the city are to be addressed. This is considered a serious deficiency; • 4.18 As mentioned above section 9 - 5 should form part of the introduction to the CITP and occupy much greater importance in the report this very short section with which does not set out its implications should be the main informant for the CITP; • 4.19 Table 9 - 1, page 199 under "safe". The need to provide public and private bicycle lock up facilities in buildings, streets and urban spaces used by the public should feature prominently in this table. As an example of the lack of attention given to this issue, it is extraordinary that a major NMT upgrade has recently been completed along Bree street, a major mixed use corridor in the CBD, and no cycle lock-up facilities have been provided anywhere. (This is mentioned under citywide NMT program: phase 3: July 2016 to June 2022 on page 207 but this is clearly too late for the Bree Street upgrade.) • 4.20 Section 9.4 page 206. Creating a continuous cycle network throughout Cape Town CBD as per the recently completed inner-city transport study should form a priority bullet point on this list of upgrades. • 4.21 Page 211: it is suggested that a seventh cycling Focus Area should be: <ul style="list-style-type: none"> • provide a continuous network of commuter friendly cycling routes designed in participation with commuter cyclists starting in areas where bicycles should offer an alternative and affordable form of transport and where high levels of traffic congestion are currently experienced. • It is common cause around the world where cycling has been promoted that the priority action is to get a continuous cycle route network in place. Without this cycling as a viable commuter alternative will not take off no matter how many of the other aspects listed in the six focus areas are successfully completed. The current six focus area actions listed on page 213 do not address this requirement clearly and, thus, a successful cycling rollout may be hampered; • 4.22 Page 9 ITP: section 1.4.2 rail service level agreements: we note with concern once again the absence of any mention of initiatives to upgrade the quality of the current service. The three bullet points referred to in this section mention only infrastructure extensions. 	<ul style="list-style-type: none"> • (4.14) Text amended to reflect distances and speed of travel • (4.15) Figure 3 11 has been amended • (4.16) Noted. The use of sharrows as a new road marking has been investigated and will again be raised with NDoT. • (4.17) See response [2] • (4.18) More details on NMT have been added to the summary pages • (4.19) Noted. The provision of end of trip facilities is supported in the Cycling Strategy. • (4.20) Noted. There is a NMT Network Plan which includes the CBD which is incrementally implemented city-wide. • (4.21) The Cycling Strategy was approved by Council in August 2017 and network planning is included under Focus Area 3 - Provide and Maintain Cycling Infrastructure. It recognises the importance of continuous cycling routes. • (4.22) See response [2]

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		<ul style="list-style-type: none"> 4.23 Page 10 ITP: section 1.6.1 reducing carbon emissions and air pollution: we note again with concern that the main action relating to promoting cycling is "bike share". While we acknowledge the importance of bike share in promoting affordable access to cycles we once again stress that the most important first action in regard to bicycles is the completion of continuous cycle route networks. This should enjoy priority above the promoting of bike share 4.24 Page 14, Section 2.3 planned sequencing of network implementation. This section represents an excellent opportunity for coordinating the IDP, see IDP, and the draft MSDF. The sequencing or prioritising of network implementation in the IDP and see IDP should coincide with the inner core zone identified in the draft MSDF 4.25 Page 16, section 3.1. The section which highlights the city is concerned with the current level of service operated on commuter rail should appear in the CITP as well as in the draft MSDF in the appropriate place so that the city's concerns in this regard are clearly communicated. 	<ul style="list-style-type: none"> (4.23) The Cycling Strategy was approved by Council in August 2017 and network planning is included under Focus Area 3 - Provide and Maintain Cycling Infrastructure. It recognises the importance of continuous cycling routes (4.24) Noted for future consideration (4.25) Noted
27/09/2017	Mandy Da Matta (Table View Ratepayers Association)	<ul style="list-style-type: none"> SUBJECT HEADING OF ITEM: Objections to the Comprehensive Integrated Transport Plan 2017 BACKGROUND ON ITEM: The City of Cape Town wishes to take over the Taxi industry in Cape Town over the next 5 years. The City of Cape Town should play a regulatory role in the issuing of permits and attending to the policing of the traffic and road by-laws infringements and not take over an entire industry. Feedback is required with regard to the implementation of taxi stops, as suggested by the TVRA to the City via Councillor Brett Herron, in November 2016. The Dunoon Taxi Association has implemented a system of self-marshalling of various routes in and about the Greater Table View area for the past 3 weeks and the statistics are showing improved road usage by the taxi drivers. It is noted that the number of taxis on the road has decreased dramatically. 	<ul style="list-style-type: none"> The City held a two-day summit to discuss issues of concern with the MBT Industry. These issues and responses to them are detailed in the responses section relating to the MBT Industry. The main theme regarding the summit resolution is that both parties will work in partnership to deliver integrated public transport systems. The MBT Industry will be invited to future IPC committee meetings to continue these discussions Noted
28/09/2017	Shaun Dyers (SANRAL)	<ul style="list-style-type: none"> The review of the Cape Town Municipal Spatial Development Framework (MSDF) refers. The South African National Roads Agency Limited (SANRAL), is mandated to develop- which includes strategic planning, maintain, construct, rehabilitate and manage all national roads within South Africa in terms of the South African National Roads Act, Act 8 of 1998. The national roads which SANRAL are responsible for within the City of Cape Town are the N1; N2; N7 and the R300. SANRAL's jurisdiction of these roads is at the periphery of the city. The portion of the N1 that is managed by SANRAL starts at km 18.9- where the R300 joins the N1. The SANRAL managed R300 is between the N1 and the N2. The jurisdiction of the N2 is from km 17.74 at the R300 until after Somerset Mall at km 40.2 and picks up again at the foot of Sir Lawry's Pass at km 7.5. SANRAL has an unbuilt declared road alignment that would connect the N2 in the future, the T2 currently fulfils that function. The T2 is managed by the Provincial Government. The N7 is managed by SANRAL from km 18.02 at the start of the Melkbosstrand Interchange northwards. These national roads were rightfully identified in the MSDF report as metro gateways and also as connection to the rest of South Africa. You would be aware that In August this year the High Court You would be aware that In August this year the High Court set aside Tolling as part of the N1/N2 Winelands Toll Project. The N1/N2 Winelands Toll Project Included the increasing of capacity of both the N1 and N2, to accommodate three lane carriageways. In addition, a number of new interchanges would have been built and a number of interchanges would have been upgraded. 	<ul style="list-style-type: none"> Noted. On-going discussions will be continued with SANRAL through normal technical working meetings and the IPC

Date of Comment	Identity of person and organisation making comment	Comment made	City of Cape Town's response
		<ul style="list-style-type: none"> • Toll funding loans would have been used to finance the N1/N2 Winelands Project and the initial construction would have 3-5 years to complete. Unfortunately SANRAL does not have access to this funding mechanism anymore and would have to rely on Treasury funding. The N1/N2 Winelands planning and design would continue, albeit over an extended period that could be up to 30 years to reach its full fruition. • SANRAL is acutely aware of the congestion problems that face the City of Cape Town, in an effort to contribute to the alleviation of such congestion SANRAL has decided to construct the N1 and N2 project in strategic phases. SANRAL will take into consideration its financial ability as well as the strategic needs of the network when identifying the most appropriate implementation phases of such projects. • The SANRAL projects within the CoCT's jurisdiction are in varying stages of the planning process, they are: <ul style="list-style-type: none"> • The phase upgrades to the N1 and N2 that will take place over an extended period and would be implemented in strategic phases. This would include adding additional capacity to identified sections of the N1 and N2. • SANRAL is currently working in conjunction with the Housing Development Agency, CoCT and the Western Cape Provincial Government in order to relocate all the occupants within the future Onverwacht Interchange, In Lwandle Strand, in order to accommodate the existing declared greenfield N2 alignment. It is the intention of SANRAL to relocate the occupants by May 2019 and to initiate the construction of the extension of the N2 shortly thereafter. • The finalisation of projects within the CoCT would be conveyed via the relevant intergovernmental forums that SANRAL and the CoCT are part of and other communication platforms. 	
29/09/2017	Carl October (Western Cape Government - Road Planning, Transport and Public Works)	<p>I apologise for late response but WCG Roads had a meeting with TDA and PRASA to discuss the impact of rail and other public transport priorities on the provincial road network-</p> <ol style="list-style-type: none"> a) PRASA is sub-ordinate to the City when it comes to rail planning in the Metro. PRASA's mandate in [is] long-term [&]strategic. b) LTAB and IPC management liaison committees have fallen away and need to be reinstated as critical IGR and future network infrastructure platform for transport entities and authorities in Metro. TDA must drive future investments of rail in the metro e.g. 'on track'. c) The short term PRASA priorities are 1) Blue Downs 2020/21, 2) Fisantekraal 3) Doubling of the Somerset West line. d) The long-medium term rail line corridors i.e. Langa extension and Atlantis are not clearly shown in the MSDf. The north is growing and infrastructure is not keeping up. The Atlantis rail reserve must therefore be protected. e) The PRASA Strategic Rail Plan indicates the need for Network Expansion programs- i.e. Philippi and Atlantis after Blue Downs. f) Intermodal problems were mentioned as a specific issue- Taxis should not take the backseat. g) NMT access to stations is a priority for PRASA. h) Hindle Road BRT and Blue Downs rail station should be integrated. i) Transnet/PRASA land-holdings to be captured in an MOA when it comes to expropriating rail land for road purposes. j) Rail 2030 vision is not in the ITP. k) Provincial Roads need to know if the Transnet bridge at Refinery will be doubled and when, What is TDAs commitments and plans at Link Road interchange as it impacts on the rail line?, How to go forward with exist rail over the N1 that is impacted by the N1-widening at Wingfield and Century City?, Is the future road over rail due to the extension of Frans Conradie Drive still relevant?- These matters can be dealt with once projects are committed. 	<ol style="list-style-type: none"> a) See response [2] b) The intention is now to reconstitute the IPC this month under the banner of TDA. Accordingly, all subcommittees will be reconstituted with each having their own new terms of reference and tasks which will emanate from this new CITP c) Noted as included in Figure 7 4 d) Noted, MSDf to incorporate e) Noted f) It is emphasised that the MBT industry has a key role in the new IPTN Business Plan and, hence in this CITP g) Noted h) The consideration of BRT linkages to the Blue Downs Rail link are of importance and will be considered in the planning of both services i) See response [2] j) The City acknowledges that this 2030 Vision was an alternative solution put forward by PRASA. There have, however, been other solutions submitted, the latest of which was a development application which has been approved for the redesign of the Cape Town Station precinct which will include a shopping centre on the deck as well as a hotel and offices. This application was facilitated by both Intersite and PRASACres k) This is an area where WCG and the City need to continue to work together through the various inter-governmental fora.