

A PLAIN-LANGUAGE SUMMARY FOR ASSEMBLY MEMBERS

Comprehensive Integrated Transport Plan 2023–2028

“All people have efficient access to a range of opportunities in a manner that is sustainable and provides dignity.”

— The CITP’s Vision



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What Is the CITP?

The Comprehensive Integrated Transport Plan (CITP) is the City of Cape Town's statutory five-year plan for transport. It sets out priorities for public transport, roads, walking and cycling, freight, transport infrastructure, spatial planning, travel demand and climate-related transport action.

The plan connects transport planning with the Integrated Development Plan (IDP) and Municipal Spatial Development Framework (MSDF), aiming to create an integrated, intermodal and interoperable transport system. It covers far more than buses and trains: roads, walking, cycling, interchanges, freight, accessibility, spatial restructuring, climate change, funding and implementation all fall within its scope.

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Access, Not Just Movement

The CITP shifts attention from simply moving people from A to B towards whether people can reach jobs, education, healthcare, shops, services and other opportunities. It uses the idea of **triple access**: Mobility (making it easier to travel), Proximity (bringing homes, jobs and services closer together), and Digital connectivity (allowing some activities to happen without travelling).

WHY THIS MATTERS FOR THE ASSEMBLY

The CITP does not treat building more roads as the only transport solution. Changing the city's spatial structure and improving digital access are also presented as ways of improving access.

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What's Wrong with Cape Town's Transport?

- **Spatial inequality:** the plan recognises the continuing effects of apartheid spatial planning. Many people live far from major employment centres and services, increasing travel distances and costs.
- **Fragmentation:** rail, buses, MyCiTi, minibus taxis, walking and cycling do not always function as one coherent network.
- **Declining rail:** the CIP documents a major decline in rail use, linked to infrastructure problems, vandalism, protests and trains being out of service, among other factors.
- **Safety, reliability and accessibility:** identified as central characteristics of a successful transport system, alongside time and cost.

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How Do People Currently Travel?

The CIP's 2020 estimate for journeys to work, pre-COVID travel behaviour:

Main Mode	Estimated Share
Private car	58%
Minibus taxi	22%
Bus	7%
Walking	9%
MyCiTi / BRT	2%
Rail	2%

Walking is often part of a public transport journey, so the 9% figure understates how much walking is actually involved in travel.

Mode	Average Journey to Work
Rail	106 minutes
Bus	91 minutes
Minibus taxi	73 minutes
Car	49 minutes
Walking	26 minutes

Journey time includes more than vehicle speed, it's shaped by distance, waiting, transfers, congestion, service reliability and access to stations and stops.

What's Proposed for Public Transport?

A multi-modal network in which rail, MyCiTi/BRT, conventional buses, minibus taxis, feeder services, walking and cycling complement one another:

- Improve integration between public transport modes.
- Prioritise public transport on selected roads.
- Develop new and improved public transport corridors and interchanges.
- Improve connections between public transport and walking/cycling.
- Review the role of rail on different corridors.
- Improve safety, reliability and accessibility.

MAJOR CORRIDOR

The Metro South-East corridor is identified as a major project in the plan.

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The Minibus Taxi Industry's Role

The CITP does not propose simply replacing minibus taxis. Instead, it treats the industry as part of the future integrated transport system:

- Support incremental formalisation of minibus taxi services.
- Develop a Transport Operating Company (TOC) model.
- Improve interoperability between taxis and other modes.
- Use regulatory mechanisms to improve service quality.
- Consider which mode is appropriate on different corridors and at different times.

QUESTION FOR DELIBERATION

How can transport integration improve service quality while recognising the economic and livelihood role of the minibus taxi industry?

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Walking & Cycling Are Core Modes

The CITP treats walking and cycling as part of the transport system, not simply recreational activities:

- Expand the non-motorised transport network.
- Improve sidewalks, cycleways, intersections and signage.
- Strengthen connections to public transport.
- Improve universal accessibility.
- Support pedestrianisation and safer streets.



Accessibility & Disability

The CITP includes a Universal Design Access Plan covering infrastructure, vehicles, operations, passenger information, fares, customer care, safety and special services such as Dial-a-Ride.

WHOLE-JOURNEY ACCESS

The principle is that accessibility needs to be considered across the whole journey, not simply whether a person can board a particular vehicle.



Congestion & Private Cars

Adding road capacity alone cannot solve Cape Town's transport problems. Travel Demand Management (TDM) seeks to reduce unnecessary or inefficient car travel, particularly single-occupancy travel during peak periods:

- Better public transport.
- Walking and cycling.
- Parking policy.
- Remote working and digital access.
- Bringing homes and opportunities closer together.
- Prioritising public transport on roads.

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Spatial Planning Is a Transport Intervention

The CITP links transport directly to the physical structure of Cape Town: densification in appropriate locations, mixed land uses, development around public transport, catalytic land development, and stronger integration between spatial and transport planning.

The underlying idea is straightforward: if people live closer to jobs, schools and services, they may not need to travel as far or as often.

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Climate Change & Transport

Transport is treated as both a source of greenhouse-gas emissions and a sector that must adapt to climate risks:

- Reduce greenhouse-gas emissions from transport.
- Support walking, cycling and public transport.
- Implement transport-related Climate Action Plan measures.
- Explore lower-carbon fuels for public transport.
- Improve resilience of roads and bridges to climate hazards.

BROADER THAN ELECTRIFICATION

The CITP connects climate action to how much people travel, which modes they use, how the city is structured, and how resilient transport infrastructure is.

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Freight Is Part of the System

The CITP's Freight Transport Strategy addresses road freight, rail freight, freight corridors, dangerous goods and abnormal loads. The City aims to maintain an efficient and safe road network for freight while advocating for a stronger role for rail freight.

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Funding: What's in the Plan?

A long-term capital project pipeline (2021–2040) identifies **207 projects worth approximately R20.95 billion**:

Category	Share of Capital Programme
Public transport	55%
Roads	35%
Operating requirements	4%
Non-motorised transport	3%
Safety	2%
Transport systems management	1%

This is a long-term project pipeline, not a guarantee the full amount will be spent during 2023–2028. The CITP states that projects are planned around available funding.

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The City Doesn't Control Everything

Cape Town's transport system involves several spheres of government and other actors. The City holds important responsibilities for municipal roads and public transport functions, while provincial and national government, state-owned entities and private or contracted operators control other parts of the system.

Rail is a particularly important example: rail provision is not a function of the City's Urban Mobility Directorate, although rail's decline is a major consideration in the City's transport planning.

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Implementation: Plans vs. Delivery

The CITP emphasises incremental implementation, improving different parts of the system over time rather than relying on a single transformation project. It also uses scenarios to test whether its approach remains useful as population growth, technology, climate change, economic conditions and travel behaviour shift.

A CENTRAL ASSEMBLY QUESTION

Cape Town already has many transport strategies and plans. What would it take to turn priorities into measurable delivery, with clear responsibilities, funding, timelines and accountability?



How Were Residents & Stakeholders Involved?

The public participation process included an **eight-week comment period, 42 briefing sessions, 188 submissions and 690 individual comments**, from government, state-owned enterprises, civic organisations, civil society, academics, private-sector organisations and individuals.

107 comments resulted in amendments to the CITP. Engagement included the Have Your Say platform, emails, sub-councils, stakeholder meetings and meetings with minibus taxi associations.

WORTH NOTING

There were no dedicated community meetings or Open Days during this process. The City explained that it had recently conducted other public processes and considered other outreach methods more appropriate.

Major Themes for the Assembly

Access

The goal is not simply faster movement, but better access to opportunities.

Spatial Inequality

Where people live strongly influences how far, how often and how expensively they travel.

Integration

Rail, buses, MyCiTi, minibus taxis, walking and cycling need to work as parts of one network.

Safety & Dignity

A transport system needs to be physically safe and usable with dignity.

Affordability

Transport costs affect access to jobs, education and services.

Walking & Cycling

NMT is core, especially for first- and last-mile connections.

Climate

Reducing emissions involves the whole transport system, not only vehicle technology.

Spatial Restructuring

Long-term solutions involve changing where housing, employment and services are located.

Governance

Different parts of transport are controlled by different institutions.

Implementation

A central question is how existing plans can be translated into delivery.

Questions for Assembly Members to Consider

ACCESS

What would a transport system designed around access to opportunities look like in different parts of Cape Town?

**SPATIAL
INEQUALITY**

How can transport investment help address the legacy of apartheid spatial planning rather than simply accommodate the existing pattern?

INTEGRATION

What would need to change for rail, buses, MyCiTi, minibus taxis, walking and cycling to operate as one system?

SAFETY

What changes would make people feel safe enough to use public transport, walk and cycle?

AFFORDABILITY

How should transport costs be considered alongside people's incomes and access to opportunities?

CLIMATE

Which changes can reduce transport emissions while maintaining access to jobs, education and services?

EQUITY

Who benefits from different transport investments, and who might carry the costs?

GOVERNANCE

When a transport problem crosses municipal, provincial and national responsibilities, who should be accountable for fixing it?

IMPLEMENTATION

Which commitments can be measured through clear targets, budgets and timelines?

PARTICIPATION

How can residents have meaningful influence over transport decisions beyond submitting comments on plans?



From “What Is the Plan?” to “How Will It Happen?”

A Closing Guide for Deliberation

The CITP already contains many of the ideas being discussed by the Assembly: better public transport, integration between modes, improved walking and cycling, safer streets, spatial restructuring, transit-oriented development, climate action and greater accessibility.

The harder questions raised by the plan are about implementation:

- How should priorities be put into practice?
- Who is responsible for delivery across different institutions and spheres of government?
- How will priorities be funded, and over what timelines?
- How will progress and accountability be measured?
- How will the benefits and costs of transport transformation be distributed?

Keep the CITP in Context

The CITP is the City’s transport plan, but the wider transport system also involves provincial and national government, state-owned entities, private or contracted operators and other actors. Rail is a particularly important example.

Source: City of Cape Town, Comprehensive Integrated Transport Plan 2023–2028, Final Version, 31 March 2023. Statistics are reproduced as reported in the CITP; some are estimates using different data sources and should not be treated as directly interchangeable.

