



SERVICE DELIVERY PARTY | CAPE TOWN

IDP PROPOSAL TO THE CITY OF CAPE TOWN

Roads Are for Movement

A Congestion Relief Programme for Cape Town's Main Roads

- Belcon inland freight hub
- Reversible lanes at peak hours
- Pods for a central city loop
- Intergovernmental dispute on Metrorail
- Park and ride at reliable trunk stations
- Electric tuk-tuks and bike share
- Stadiums and major events

Anchored in Sections 152 and 153 of the Constitution



PART ONE

Purpose and Constitutional Anchoring

The Service Delivery Party (SDP) asks the City of Cape Town to adopt a six-pillar Congestion Relief Programme in its Integrated Development Plan (IDP). The programme moves freight off public roads, uses road space more intelligently at peak times, adds new feeder mobility, compels national government to restore Metrorail, builds park and ride only where it will work and brings clean, affordable electric mobility into every subcouncil. It also sets out how Cape Town should move the massive crowds drawn by rugby, football, concerts and, in future, Olympic events.

Congestion is not a nuisance. It is a measurable failure of the City's constitutional duties.

- **Section 152(1)(b):** the City must ensure the provision of services to communities in a sustainable manner. Hours lost in traffic every working day are an unsustainable service outcome.
- **Section 152(1)(c):** the City must promote social and economic development. Gridlock taxes every worker, every business and every delivery in the metro.
- **Section 152(1)(d):** the City must promote a safe and healthy environment. Trucks queuing beside homes in Salt River, and cyclists squeezed between heavy vehicles, fail that test.
- **Section 153(a):** the City must structure its administration, budgeting and planning to give priority to the basic needs of the community. Commuters from Khayelitsha, Mitchell's Plain and the wider Cape Flats travel the furthest and pay the most, in time and money, for the City's planning gaps.

The City holds the powers to act. Municipal public transport (Schedule 4 Part B) and municipal roads, traffic and parking (Schedule 5 Part B) are municipal functions. Where the obstacle lies with national government, Section 41 of the Constitution and the Intergovernmental Relations Framework Act 13 of 2005 provide the route to compel action. This proposal uses both.

Each pillar below carries a measurable delivery standard, so that residents can judge whether the City has met its Section 152 and 153 obligations.

PART TWO

The Problem: A Logistics and Rail Failure Treated as a Traffic Problem

Cape Town drivers lost an average of 96 hours to traffic delays in 2025, ranking the city sixth most congested in the world on the INRIX 2025 Global Traffic Scorecard. TomTom recorded an average congestion level of 42.1% across the city in 2025.

Three failures sit beneath those numbers.

Freight has nowhere to go. Container trucks queue along Voortrekker Road, Salt River Circle and surrounding streets. Public roads have become holding yards for private freight operations. The City's answer has been more enforcement, more fines and more traffic management. Yet the queues return,



because Cape Town is solving a logistics problem with traffic tools. The Bellville Container Terminal (Belcon) was built as an inland node linked to the port by rail. It remains underused because of unreliable rail operations and weak institutional coordination.

Passenger rail collapsed. Metrorail carried about 620 000 daily passenger trips in 2012 before a steady decline into near-total collapse in 2021. Every commuter forced off the train is now in a car, a taxi or a bus on the same roads. The heaviest burden falls on Metro South-East households, who travel the furthest.

Road space is managed statically. Lanes carry the same direction and the same allocation at 07:00 as at 14:00, even though peak flows are heavily one-directional. Cape Town has the road. It does not use it intelligently.

Cape Town is solving a logistics problem with traffic tools.

None of these is solved by building more road lanes. Each is solved by moving freight to rail, restoring passenger rail, managing road space dynamically and giving people a reliable alternative to the private car.

PART THREE

The Six Pillars of the Congestion Relief Programme

PILLAR 01

Belcon as Cape Town's Inland Freight Hub

Roads are for movement. Freight terminals are for freight.

The City, the Western Cape Government and Transnet should jointly commit to transforming Belcon into a world-class inland freight hub. Containers arriving at the harbour should move by dedicated rail shuttle to Bellville, where they are stored, sorted, cleared and distributed. Truck staging belongs inside logistics facilities, not on Voortrekker Road.

The case is urgent. Container volumes at the Cape Town Container Terminal rose 16% year on year in the first quarter of 2026/27. Parliament's Select Committee noted that trains to and from Belcon are not operating at full capacity. Bellville South sits at the junction of the N1, N2 and R300, has existing rail and room to grow.

The SDP asks the City to:

1. Sign a Belcon Partnership Compact with Transnet and the Western Cape Government within 12 months, setting rail shuttle frequency, reliability and container share targets.
2. Zone and service land around Belcon for warehousing, cold chain, customs and light manufacturing, as City Deep has done for Gauteng.



3. Ban daytime truck staging on Voortrekker Road and Salt River Circle once Belcon capacity is proven, with staging moved into designated off-road truck stops.
4. Protect Bellville South residents with an environmental and community engagement plan, so the burden is not simply moved from Salt River to another neighbourhood.

Delivery standard: a rising share of port containers moved by rail to Belcon, published quarterly, and zero routine truck queues on Voortrekker Road within 36 months.

PILLAR 02

Switching (Reversible) Lanes at Peak Hours

Use the road Cape Town already has.

Peak traffic on Cape Town's arterials is heavily one-directional: inbound in the morning, outbound in the evening. A reversible lane switches one lane to the heavy direction when traffic is very heavy, using overhead lane signals, moveable barriers or both. It adds peak capacity without new road construction.

The City already proved the concept. Since 2024 a reversible MyCiTi bus lane on the R27 in Milnerton runs towards the CBD in the morning and outbound in the afternoon, monitored from the Transport Management Centre. Council also approved a revised Travel Demand Management strategy on 5 August 2026.

The SDP asks the City to:

1. Identify five municipal arterials for a reversible lane pilot within 12 months. Candidates include Klipfontein Road, Lansdowne Road, Prince George Drive, Voortrekker Road and Main Road corridors feeding the CBD.
2. Install dynamic lane-control signals linked to the Transport Management Centre, switched by live traffic data, not fixed clocks alone.
3. Give the reversible lane to buses, minibus taxis and vehicles carrying three or more people first, so the extra capacity rewards shared travel.
4. Negotiate with SANRAL for moveable-barrier reversible lanes on the N1 and N2, which are national roads outside the City's direct control.

Delivery standard: measured peak travel-time savings on each pilot corridor, published within six months of switch-on.

PILLAR 03

Pods for a Central City Loop

Short, busy trips where space is tight.

Pods are small automated or driver-assisted vehicles, typically carrying four to twenty passengers, running on dedicated guideways or protected lanes. Personal rapid transit pods have run at West Virginia University in Morgantown since the 1970s, and pod networks serve airports and planned



districts elsewhere. Pods are not a mass transit solution. Their strength is short, busy trips in dense areas where space is tight and parking is expensive.

Pods will not work on long, high-volume commuter corridors such as Bellville to the city centre. That corridor of about 20 km needs mass transit: restored rail and MyCiTi. Pods are also unable to clear a full stadium on match days. Their best fit in Cape Town is a short daily loop in the central city.

The SDP asks the City to:

1. Run a pod feasibility study for a City Centre, V&A Waterfront and Green Point loop of about 2 to 3 km, linking Cape Town station, the Foreshore, the Waterfront and the stadium precinct for everyday travel by workers, residents and tourists.
2. Pursue a joint concession with the V&A Waterfront and private operators, with the City owning the right of way and the operator carrying technology risk.
3. Assess Bellville station to Tygerberg Hospital and the universities as a second route.
4. Integrate pod fares with MyCiTi and Metrorail ticketing.

Delivery standard: a costed feasibility study within 18 months and, if viable, a pilot loop carrying fare-paying passengers within four years.

PILLAR 04

Declare an Intergovernmental Dispute on Metrorail

Rail is the backbone. National government has failed to restore it.

Metrorail carried about 620 000 daily trips in 2012. Its collapse pushed hundreds of thousands of commuters onto the roads. Council approved a Rail Business Plan for devolution in December 2025, yet devolution depends on a multi-year funding agreement with National Treasury that does not exist. The draft National Rail Master Plan of April 2026 confirmed devolution in principle but set no timelines. The City threatened an intergovernmental dispute with PRASA in 2023 and stepped back after a Service Level Plan was signed in February 2025.

Threats have not delivered trains. The SDP asks Council to formally declare an intergovernmental dispute under Section 41 of the Intergovernmental Relations Framework Act 13 of 2005 against the national Department of Transport and PRASA, seeking:

1. A binding, dated timetable for devolution of Metrorail in the Cape Town metro.
2. A ring-fenced, multi-year transfer of the operating and capital funding now allocated to PRASA for Cape Town.
3. Restoration of service to at least the 2012 level of 620 000 daily trips before handover, as the City's own business plan requires.
4. Published monthly performance data per line, including punctuality, cancellations and security incidents.

Section 41(3) of the Constitution requires organs of state to exhaust intergovernmental mechanisms before approaching a court. A formal declaration is that first step. If the dispute is not resolved, it lays the foundation for litigation to enforce the City's constitutional rights and its residents' Section 152 and



153 entitlements.

Delivery standard: dispute declared within 90 days of the IDP's adoption, with a public report to Council every quarter until resolved.

PILLAR 05

Park and Ride at Reliable Trunk Stations

Only where the train or bus is worth parking for.

Park and ride can take cars off the most congested final stretch into the CBD. It works only under strict conditions, set out in Section 6. Its strongest use is on match and event days, set out in Section 4. The SDP asks the City to build secure, staffed park-and-ride facilities at stations and MyCiTi hubs on corridors where service frequency and safety meet a published standard, and nowhere else.

PILLAR 06

Neighbourhood Electric Mobility: Electric Tuk-Tuks and Bike Share

Clean, cheap and local trips in every subcouncil.

Most trips in Cape Town's neighbourhoods are short: to the station, the clinic, the school, the shops or the MyCiTi stop. Many of those trips are made by car or long walks today because no affordable feeder exists. Electric tuk-tuks and electric bicycles can fill that gap at a fraction of the cost of buses or pods.

Electric tuk-tuks in every subcouncil. The City has 24 subcouncils. Each should host a licensed electric tuk-tuk feeder service for trips of 2 to 5 km, linking homes to stations, clinics, schools and trading centres. Tuk-tuks are cheap to buy and run, quiet and free of exhaust fumes. Operators can be local co-operatives and small businesses, creating work for young people in Khayelitsha, Mitchell's Plain and across the Cape Flats.

Bike and e-bike share in dense nodes. Swiss cities run public bike share schemes in which riders collect a bicycle or e-bike at one station and leave it at another near their destination. Cape Town should do the same in compact, busy areas such as the City Centre, Sea Point, Woodstock, Salt River, Bellville and Century City. E-bikes overcome Cape Town's hills and wind, which deter many riders on ordinary bicycles.

The SDP asks the City to:

1. Pilot an electric tuk-tuk feeder service in at least four subcouncils within 18 months, prioritising the Metro South-East, with a plan to reach all 24 subcouncils.
2. Bring minibus taxi associations in as operators and partners from the start, so tuk-tuks complement the taxi industry rather than compete with it.
3. Work with the Provincial Regulatory Entity to issue operating licences under the National Land Transport Act, with fixed routes and fares set per subcouncil.
4. Keep tuk-tuks off high-speed arterials and provide safe stopping bays at stations and clinics.



5. Charge vehicles at solar-powered charging hubs, in line with the SDP's electricity plan, so the fleet is protected from load-shedding and grid costs.
6. Launch a docked bike and e-bike share scheme in at least three dense nodes within 24 months, with protected cycle lanes built alongside it and monitored stations to limit theft and vandalism.
7. Integrate tuk-tuk and bike share payments with MyCiTi and Metrorail ticketing.

Delivery standard: trips per month, jobs created and average fare published per subcouncil, quarterly.

PART FOUR

Stadiums and Major Events

Big crowds can only be moved by high-capacity public transport and walking, with almost no stadium parking. A sold-out rugby test on a Saturday is a rehearsal for the scale of an Olympic event day. South Africa's ambition to bid for the Olympic Games makes this planning urgent. The International Olympic Committee expects a credible public transport plan for every venue.

No single mode can clear a full stadium. Cape Town needs six layers working together.

1. **A tram or light rail loop.** A line from Cape Town station through the City Centre, the V&A Waterfront, Green Point and Sea Point would serve the stadium. A single tram line can carry well over 10 000 people an hour, far more than pods. It serves workers, residents and tourists every day and scales up on match days. In the long term it is a stronger choice than the pod loop in Pillar 3.
2. **A permanent Fan Walk.** The 2010 FIFA World Cup Fan Walk moved tens of thousands of fans from the City Centre to Green Point. A widened, lit and landscaped permanent route from Cape Town station to the stadium is the cheapest and fastest way to move the largest crowds.
3. **Match-day park and ride.** This is park and ride at its best. Fans park at Bellville, Century City, Mitchell's Plain and Khayelitsha and ride shuttle buses on dedicated event lanes, without any new parking at the stadium.
4. **Trains to Cape Town station.** Restored Metrorail lines bring fans from across the metro to within walking distance of the Fan Walk. Stadium access depends directly on the Metrorail dispute in Pillar 4.
5. **Transport included in the ticket.** Every match and event ticket should include public transport to and from the venue, as London did for the 2012 Olympic Games. Paris provided no spectator parking for the 2024 Games.
6. **Staggered departures.** Post-match entertainment, fan zones and food at the Waterfront spread the exit over two hours instead of twenty minutes.

The SDP asks the City to:

1. Commission a Green Point tram feasibility study within 18 months, as part of Cape Town's preparation for any South African Olympic bid.



2. Adopt a Major Events Transport Standard requiring an approved public transport plan, integrated ticketing and event lanes for every event above 20 000 people.
3. Make the Fan Walk permanent, with lighting, security and wayfinding.

A sold-out rugby test on a Saturday is a rehearsal for the scale of an Olympic event day.

Every element must leave a legacy that residents use every day, rather than infrastructure that stands idle after the event. The Section 152(1)(c) duty to promote economic development applies to major events, and the Section 153(a) duty requires that the transport built for them also serves the basic needs of the community.

Delivery standard: the share of fans arriving by public transport and on foot, and the time taken to clear the stadium precinct, published after every major event.

PART FIVE

Lessons from Other Cities of the World

Every pillar in this proposal has been tested elsewhere. The common lesson is that cities beat congestion by managing demand and moving people and freight off the road, not by building more road.

City	What they did	Lesson for Cape Town
Los Angeles and Long Beach, USA	Built the Alameda Corridor, a dedicated grade-separated freight rail line from the ports to inland rail yards, opened in 2002	Port freight belongs on dedicated rail. This is the model for a reliable Port to Belcon shuttle
Rotterdam, Netherlands	Moves a large share of port containers inland by rail and barge to inland terminals	Inland terminals work only with reliable, scheduled rail. Belcon needs guaranteed slots
Johannesburg, South Africa	City Deep has served for decades as the inland freight terminal for Durban's port, attracting warehousing and industry	The precedent exists at home. Belcon can catalyse the same logistics cluster
Auckland, New Zealand	A moveable barrier on the Harbour Bridge shifts lanes to the peak direction every day	Reversible lanes on freeways are proven. The N1 and N2 are candidates, with SANRAL
Sydney, Australia	Overhead lane-control signals switch lanes on major arterials and the Harbour Bridge to the peak direction	Signals linked to a traffic centre can manage arterials such as Klipfontein Road
Singapore	Pioneered road pricing in 1975 and now runs electronic peak pricing, alongside heavy rail investment	Pricing works only once a reliable alternative exists. Rail must come first



City	What they did	Lesson for Cape Town
London and Stockholm	Introduced congestion charges in 2003 and 2006, with revenue ring-fenced for transport	Any future Cape Town charge must fund public transport visibly and protect low-income commuters
Bogota, Colombia, and Curitiba, Brazil	Built high-capacity bus rapid transit trunk networks with feeder services	MyCiTi needs to reach the Metro South-East at scale, integrated with rail
Hong Kong	Funds rail through development rights above and around stations	Land value around Belcon and park-and-ride stations can help fund the programme
Morgantown, USA, and Masdar City, UAE	Run automated pod systems on dedicated guideways for short trips	Pods suit short, defined feeder routes. Pilot first, then scale
Bern and Zurich, Switzerland	Run public bike and e-bike share schemes: collect at one station, leave at another near your destination	Bike share works in compact, busy nodes with protected lanes and docked stations
Kigali, Rwanda, and Indian cities	Rapid growth of electric motorcycle taxis and electric rickshaws for short neighbourhood trips	Electric tuk-tuks can provide cheap feeder trips and local jobs in every subcouncil
Melbourne, Australia	Moves crowds of around 100 000 at the Melbourne Cricket Ground by train, tram and walking	A tram loop and restored rail can clear Cape Town Stadium on match days
London 2012 and Paris 2024	Included public transport with Olympic tickets; Paris provided no spectator parking	Event tickets should include transport. Olympic readiness rests on public transport
Perth, Australia	Built large park-and-ride sites at stations on fast, frequent rail lines	Park and ride succeeds only where the train is fast, frequent and safe

The pattern across these cities is consistent. Freight moved to rail first. Reliable public transport came before restrictions on cars. Road space was managed dynamically. Revenue from any charge was returned to transport.

PART SIX

Would Park and Ride Work in Cape Town?

Yes, as part of the solution, and only if the trunk service is reliable. Park and ride is not a solution on its own. It is a multiplier for a good train or bus service and a waste of money beside a bad one.

Where it helps. A driver who parks at a suburban station removes a car from the most congested part of the trip: the final approach to the CBD, Bellville or Century City. Cars travelling from areas with weak feeder transport can be intercepted before they reach the N1, N2 or M5 bottlenecks.



Where it fails. Park and ride fails when the train is late, cancelled or unsafe, when cars are broken into at the station, and when parking is free and unmanaged at the destination. It also fails if the facility simply draws people out of buses and taxis into cars for the first leg. In those conditions commuters drive all the way, and the parking lot stands empty.

The SDP proposes five conditions. A park-and-ride facility should be built only where:

- 1. The service is frequent:** a train or MyCiTi trunk service at least every 10 minutes in the peak.
- 2. The service is reliable:** at least 90% of peak services on time, published monthly.
- 3. The site is secure:** staffed, lit, fenced and camera-monitored, with guarded access.
- 4. The fare is integrated:** one ticket covers parking and the trip, priced below the cost of driving and parking in town.
- 5. The destination is managed:** peak parking in the CBD and major nodes is priced to match, in line with the City's own Travel Demand Management strategy.

On current rail performance, most Metrorail stations do not yet meet these conditions. That is why park and ride depends on Pillar 4. The SDP proposes starting with MyCiTi hubs on the West Coast corridor and the restored Central and Northern line stations, such as Bellville and Kraaifontein, once they pass the standard. Stations should be added as they qualify. On match and event days the conditions are easier to meet, because dedicated shuttle buses can run on event lanes, so event park and ride should start first.

Delivery standard: occupancy of every park-and-ride facility published quarterly, with an independent count of cars removed from the target corridor.

PART SEVEN

Implementation and Specific IDP Asks

Each pillar has a lead, a timeframe and a measurable standard, so that delivery can be tested against Sections 152 and 153.

Pillar	Lead and partners	Constitutional anchor	First milestone	Delivery standard
1. Belcon inland freight hub	City, Western Cape Government, Transnet	s152(1)(c), s152(1)(d)	Partnership Compact within 12 months	No routine truck queues on Voortrekker Road within 36 months
2. Reversible lanes	City Transport Management Centre; SANRAL for N1 and N2	s152(1)(b), s153(a)	Five pilot corridors named within 12 months	Peak travel-time savings published per corridor
3. Pods	City, V&A Waterfront, private concessionaire	s152(1)(b), s152(1)(c)	Costed feasibility study within 18 months	Central city pilot loop within four years, if viable



Pillar	Lead and partners	Constitutional anchor	First milestone	Delivery standard
4. Metrorail dispute	Council, national Department of Transport, PRASA, National Treasury	s152(1)(b), s153(a); s41 of the Constitution	Dispute declared within 90 days of IDP adoption	Quarterly report to Council until resolved
5. Park and ride	City, PRASA, MyCiTi	s152(1)(b), s153(a)	Event park and ride first; trunk sites at qualifying hubs within 24 months	Occupancy and cars removed, published quarterly
6. Electric tuk-tuks and bike share	City, subcouncils, taxi associations, co-operatives, Provincial Regulatory Entity	s152(1)(b), s152(1)(c), s153(a)	Tuk-tuk pilot in four subcouncils within 18 months; bike share within 24 months	Trips, jobs and fares published per subcouncil, quarterly
Stadiums and major events	City, Western Cape Government, PRASA, V&A Waterfront, event organisers	s152(1)(c), s153(a)	Green Point tram study within 18 months; Major Events Transport Standard	Public transport share and precinct clearance time after every event

The SDP asks that the IDP:

1. Adopt the Congestion Relief Programme as a named IDP programme, with a ring-fenced budget line for each pillar.
2. Prioritise corridors serving Khayelitsha, Mitchell's Plain and the wider Cape Flats, whose residents travel furthest, in line with Section 153(a).
3. Publish a quarterly Congestion Relief Dashboard covering travel times, Belcon rail share, Metrorail performance and park-and-ride use.
4. Tie any future congestion charge to proven public transport alternatives, with all revenue ring-fenced for public transport.
5. Report annually to Council on progress against every delivery standard in this proposal.

CONCLUSION

Let Cape Town Move Again

Cape Town has spent years treating public roads as extensions of the harbour and as substitutes for a railway it no longer runs. The result is visible every day in Salt River, on the N2 and on every arterial out of the Cape Flats.

The foundations of a better approach already exist. The rail links exist. Belcon exists. The R27 reversible lane proves the City can manage road space dynamically. The 2010 Fan Walk proved Cape Town can move a stadium crowd on foot and by public transport. The Constitution gives the City both the duty and the tools to act, including the power to compel national government through a formal intergovernmental dispute.



Sections 152 and 153 do not ask the City to manage congestion. They require it to deliver sustainable services, promote social and economic development and plan around the basic needs of residents. A commuter who loses 96 hours a year in traffic has been failed on all three counts.

The SDP asks the City to adopt this programme in its IDP, attach a budget to each pillar and report publicly against every delivery standard.

Roads are for movement. Freight terminals are for freight. Trains are for commuters. Neighbourhoods are for people. Let Cape Town move again.

REFERENCES

Sources

- [INRIX 2025 Global Traffic Scorecard, reported by EWN](#)
- [TomTom Traffic Index: Cape Town 2025](#)
- [GroundUp: City of Cape Town a step closer to operating train services \(Dec 2025\)](#)
- [Engineering News: Cape Town tables business plan to take over PRASA operations](#)
- [EWN: Cape Town cannot wait years for rail control \(May 2026\)](#)
- [PMG: Select Committee oversight report on the Port of Cape Town](#)
- [IOL: Transnet prepares for the fruit export season](#)
- [City of Cape Town: Reversible MyCiTi bus lane](#)
- [Briefly News: Council approves revised Travel Demand Management strategy \(Aug 2026\)](#)