

PARK AND RIDE

MAP OF THE PROJECT

Figure 1. Cape Town Pilot Sites (Heathfield & Fish Hoek)



Figure 2. Stellenbosch Pilot Site



PROJECT SUMMARY



The Park and Ride (P&R) initiative in the Western Cape aims to reduce traffic congestion and promote sustainable mobility through two pilot projects in Cape Town and Stellenbosch. The Cape Town pilot focuses on rail-linked facilities at Heathfield and Fish Hoek stations, leveraging improved Southern Line services to encourage modal shift from private vehicles to commuter rail.

The Stellenbosch pilot prioritises MBT reform as the foundation for improved public transport, focused on introducing scheduled, reliable, and higher-quality services along key corridors, supported by public transport priority measures (e.g. dedicated public transport lanes) to ensure travel time competitiveness. These services will be formalised through the establishment of an operating company enabling structured contracting, governance, and service delivery oversight, including P&R operations. This integrated approach ensures alignment between core services and P&R, while creating a scalable and car-competitive alternative to private vehicle use.

Both pilots incorporate technology and safety features. These projects serve as proof-of-concept models for scalable, integrated transport solutions that align with provincial climate goals and long-term urban mobility strategies.

PROJECT STATUS



The P&R initiative is currently in the pre-feasibility stage, with key activities completed, including site identification, demand analysis, preliminary design concepts and financial estimates for both Cape Town and Stellenbosch pilots. A Memorandum of Understanding (MOU) to collaborate with PRASA on Cape Town-based services has been drafted and is under review by PRASA, but is not yet signed.

An MOU with Stellenbosch Municipality to collaborate on congestion reduction measures, such as Park and Ride, has been signed by both parties, and stakeholder engagement strategies are being developed. The project is evolving to align with an MBT service improvement programme, as the first phase of implementation, with work underway to define service plans, operating models, and contracting approaches for formalised MBT services. Key to the success of the P&R service are dedicated public transport lanes through reallocating existing road space to prioritise public transport services to ensure that travel times are competitive against private vehicles.

Next steps include finalising the business case, securing funding, establishing the operating company and contracting framework, designing car-competitive services supported by PT priority measures (e.g. BMT lanes), and ensuring service quality improvements to attract choice users. P&R will be introduced and integrated with the improved MBT network, with implementation dependent on demand, funding, and institutional readiness.

FINANCIAL NEEDS



Approximate value: R180 million over 3 years.

This includes the phased rollout of MBT-based transport services in Stellenbosch as a first step, followed by the development of PnR sites in later phases as demand and implementation readiness are demonstrated, as well as two sites in Cape Town, linked to the Metrorail Southern line.

Cape Town's rail-linked facilities at Heathfield and Fish Hoek are estimated at R24 million, while Stellenbosch's service-led (MBT-based) solution is projected at R20 million in the initial phase. In Stellenbosch, additional investment will be required in later phases for the development of Park and Ride sites, as well as for ongoing operations and maintenance.

KEY PARTIES



Government Entities

Western Cape Mobility Department (WCMD): Project owner and lead coordinator.
City of Cape Town & Stellenbosch Municipality: Partners for land use, infrastructure approvals, and operational integration.
PRASA: Essential for rail-linked P&R facilities and service coordination.

Private Sector

Property Owners: Somerset Mall and other identified sites for P&R facilities.
Transport Operators: Potential partners for shuttle services and facility management.
Funding opportunities: to be explored as part of the full feasibility activities

Public Transport Industry

Minibus Taxi (MBT) Associations: Critical for cooperation and avoiding service conflicts. Early engagement is necessary to secure buy-in and explore partnership opportunities.

Commuters and Local Stakeholders

Residents and workers in catchment areas who will use P&R services.
Community groups and civic organisations for feedback and advocacy.
Stellenbosch University and schools based in and around the Stellenbosch CBD (key trip attractors).

PARK AND RIDE

**PUBLIC/
PRIVATE
SECTOR
OPPORTUNITY**



The Park and Ride initiative is at the pre-feasibility stage, laying the groundwork for future procurement and participation by the private sector. While initial analysis validates the concept, key steps remain, including finalising the procurement strategy for construction, security, facility management, and shuttle operations; deciding between a single comprehensive contract or separate agreements; and defining financial, operational, and legal risk-sharing frameworks. A funding model must be established, possibly including a PPP feasibility assessment aligned with National Treasury guidelines if appropriate, after which tender documentation and evaluation criteria can be prepared.

TIMELINE

CAPE TOWN P&R INDICATIVE TIMELINE:

- Launch of first services in 2027/28
- Approximately 30 months to full launch of pilot services
- Subject to conclusion of final feasibility and confirmation of funding and institutional arrangements

* contingent on the signing of the MOU with PRASA and to be adjusted accordingly

TASK	2026/27				2027/28				2028/29			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4
IGAs/MOU and pre-planning												
Stakeholder Engagement (land use)												
Heathfield planning and investigations (including design/SoW & approval)												
Heathfield construction and launch												
Fish Hoek planning and investigations												
Fish Hoek designs and approvals												
Fish Hoek construction and launch												

TIMELINE

STELLENBOSCH P&R INDICATIVE TIMELINE:

- Launch of first services estimated for H1 of 2027/28
- Subject to funding and institutional arrangements

TASK	2025/26		2026/27				2027/28				2028/29			
Quarter	3	4	1	2	3	4	1	2	3	4	1	2	3	4
IGAs/MOU and pre-planning														
Complete MBT Reform Business Case														
Secure Funding														
MBT Contracting														
Service Launch														
Public Transport Priority Lane Investigation and Implementation														
P&R Site 1 upgrades														
P&R Site 2 upgrades														
P&R Site 1 Launch														
P&R Site 2 Launch														