



Prefeasibility Executive Summary Report

1. Project Details

Project Name	Park & Ride
Location	Stellenbosch Local Municipality
Sector	Social
Department	Department of Mobility
Project Owner	Deidre Ribbonaar
Project Manager	Deidre Ribbonaar

1.1 Project Scope

1. Project Purpose & Overall Scope

The scope involves assessing, designing, and preparing for implementation of **pilot Park & Ride facilities in Cape Town (Southern Line) and Stellenbosch (R44/R304 corridors)** to reduce congestion, shift commuters from private cars to public transport, and establish scalable models for future rollouts.

2. Scope of Work - Cape Town Pilot (Heathfield & Fish Hoek)

2.1 Site Development & Infrastructure Upgrades

Work includes upgrading existing infrastructure at Heathfield and developing a new facility at Fish Hoek:

- Paving/repaving and painting of bays
- Universal access features
- Fencing, gates, guard hut, access control
- Lighting upgrades
- CCTV installation
- Basic and directional signage
- Toilet facilities (male/female & accessible)

2.2 Systems & Technology Implementation

- Automated vehicle counting sensors
- Real-time parking occupancy indicator linked to a P&R webpage
- Online user feedback system
- Integration with Mobility Department's Integrated Transport Hub

2.3 Operations & Maintenance Framework

- On-site security staffing (minimum two officers per site)
- Routine maintenance of parking lots, lighting, and amenities
- Cleaning and facilities management
- CCTV monitoring by external security company
- Reporting systems for incidents and user support

2.4 Institutional & Intergovernmental Work

- Negotiation and finalisation of:
 - **Intergovernmental Agreement (IGA)** with City of Cape Town
 - **Memorandum of Agreement (MoA)** with PRASA
 - **Lease/Right-of-Use Agreements** for station land
- Allocation of roles for land use approvals, upgrades, security, and maintenance

2.5 Regulatory & Compliance Requirements

- Zoning confirmation
- Building plan approvals
- Site Development Plans
- Environmental Impact Assessment (if applicable)
- Compliance with parking by-laws, heritage considerations (if needed)

2.6 Marketing & Public Engagement

- Public awareness campaigns (OASIS framework)
- Local media and employer outreach
- Continuous user education on availability, safety improvements, and costs

2.7 Monitoring & Evaluation (M&E)

- Tracking usage levels (vehicle counts)
- Surveys of P&R users and non-users
- Reporting operational and safety metrics
- Using pilot results to refine future rollouts

3. Scope of Work - Stellenbosch Pilot (Somerset Mall, Irene Circle, Koelenhof)

3.1 P&R Facility Development

Each site requires varying levels of development:

- **Somerset Mall:** Minor upgrades to existing parking
- **Irene Circle:** Fencing, lighting, signage, security installation
- **Koelenhof:** Major development (unpaved land, requires full construction)

Infrastructure may include:

- Paving, fencing, lighting
- Ablution facilities
- Covered waiting areas
- CCTV and access control systems
- Shuttle boarding areas

3.2 Shuttle Service Design & Deployment

- Procurement of **19 electric 32-seater buses** (11 on R44, 8 on R304)
- Development of detailed timetables, including peak/off-peak headways (10-25 min)
- Driver recruitment and training (PRDP requirements)
- Vehicle monitoring systems (GPS, performance tracking)

3.3 Technology Systems

- Online booking and payment (long-term)
- QR code access
- Real-time vehicle and shuttle tracking interface
- Integration with data systems (POPIA compliant)

3.4 Institutional & Stakeholder Management

- IGAs with Stellenbosch Municipality and City of Cape Town
- Lease agreements with private site owners
- Engagement and potential contracting of MBT industry to avoid conflict
- Tender processes for operators, security, maintenance, and construction

3.5 Regulatory Compliance

- Operating licences for shuttle fleet under NLTA
- Driver certifications (PRDP)
- Compliance with Road Traffic Act & data laws

3.6 Traffic, Safety & NMT Integration

- Traffic management at P&R sites
- Priority measures (e.g., signal priority, HOV lanes)
- Non-motorised transport improvements (walkways, cycle racks)

3.7 Monitoring & Evaluation

- Usage tracking
- Operational efficiency assessment
- Customer satisfaction surveys
- Ridership reports and cost-performance tracking

4. Cross-Cutting Scope Components (Both Cities)

4.1 Planning & Feasibility

- Demand modelling (EMME)
- Commuter surveys

- Layout and design of sites
- Costing models (CAPEX + OPEX)

4.2 Procurement

- Multi-stage tendering for:
 - Construction
 - Shuttle operations
 - Security
 - Technology systems
- Compliance with PPPF Act and provincial processes

4.3 Risk Management

- Rail reliability (Cape Town)
- MBT industry tensions (Stellenbosch)
- Funding uncertainties
- Regulatory and land approvals delays
- Security risks (vandalism, crime)

1.2 Justification

The Park and Ride (P&R) initiative is a strategic response to the Western Cape's escalating congestion crisis, focusing on two high-demand corridors: Cape Town and Stellenbosch. These pilots are designed as short-term, implementable solutions that can commence within the 2025/26 fiscal year, serving as proof-of-concept for future expansion. The Cape Town pilot leverages the Southern Line rail corridor to restore commuter rail as the backbone of public transport, while the Stellenbosch pilot introduces P&R facilities integrated with a dedicated electric shuttle service to compensate for limited rail connectivity. Both pilots aim to reduce congestion, encourage modal shift from private vehicles to public transport, and foster long-term collaboration among provincial and local governments, PRASA, and other stakeholders. Monitoring and evaluation systems will track usage, satisfaction, and operational efficiency to ensure scalability.

By prioritizing rail recovery and electric mobility, the project supports WCIF's climate resilience and low-carbon objectives. The panoptic principle of innovation forequity is evident in the adoption of electric buses and digital tools for user experience while the principle of transversal governance is embedded through intergovernmental agreements and stakeholder engagement, ensuring collaborative planning and transparent decision-making.

The **justification** for the selection of Cape Town and Stellenbosch is driven by severe congestion and high private vehicle dependency undermining economic productivity and quality of life. Both areas suffer from spatial legacies of apartheid, urban sprawl, and inadequate public transport options. The collapse of rail services since 2019 exacerbated these issues, shifting demand to road-based modes. The pilots complement ongoing initiatives such as PRASA's rail recovery program and Stellenbosch Municipality's integrated mobility strategies, offering short-term feasibility and diverse learning opportunities for scaling P&R solutions across the province.

This aligns with WCIF's **spatial justice mandate**, addressing historical inequities by improving access to affordable, reliable transport. The panoptic principle of sustainable stakeholder value is reflected in the project's focus on reducing congestion costs, improving commuter safety, and enhancing environmental outcomes. The adaptive design of P&R facilities, which incorporate green infrastructure and allow for future expansion is evident in its commitment to the principle of resilience and regeneration.

1.3 Sector Specific Analysis

- **Inadequate transportation infrastructure**

1.4 Market Size And Demand Analysis

1.4.1 Total Addressable Market (TAM)

- **Population served by a transport corridor**

The purpose of the project is to assess the viability of pilot P&R schemes in Cape Town and Stellenbosch as short-term interventions that encourage modal shift from private vehicles to public transport, reduce congestion, and inform future large-scale rollouts.

The Cape Town pilot will focus on the Southern Line rail corridor with identified sites being Heathfield (94 bays) and Fish Hoek (111 bays).

The Stellenbosch pilot will cover the routes of the R44 (Somerset Mall to Stellenbosch CBD) and R304 (Koelenhof to Stellenbosch CBD). Sites will include Somerset Mall, Irene Circle and Koelenhof. Currently 90% of commuters use private vehicles with minimal rail/bus services being available.

- **Data sources**

- Demographic
- Geographic
- Economic

1.4.2 Served Available Market (SAM)

1.4.3 Demand Forecasting

- **Projections of usage over time**

- **traffic volumes**

The **market and demand analysis** for P&R facilities highlights a strong potential for uptake among “choice users” - commuters who currently drive private vehicles but would switch to rail or shuttle services if offered secure, convenient, and cost-effective alternatives. These individuals typically work in Cape Town’s CBD or Southern Line hubs, fall within the 20–50 age range, and face long, costly commutes due to congestion on major routes like the M3, M5, and Main Road. Rising fuel prices and high CBD parking fees further incentivise modal shift. Survey data reinforces this potential, with 64% of respondents willing to drive up to 10 minutes to access a P&R facility, provided security, reliability, and convenience are assured. Catchment analysis applied a five-minute drive-time buffer to intercept traffic before it enters congested corridors, while demand screening using EMME transport models and historical boarding data identified 15 high-potential stations from Kenilworth to Fish Hoek. For Stellenbosch, proposed shuttle headways of 10–25 minutes ensure competitive travel times. Overall, the analysis confirms substantial latent demand, indicating that strategically located, well-managed P&R facilities can significantly reduce congestion and boost public transport use.

This analysis supports WCIF’s mission of infrastructure-led growth and spatial justice by targeting high-congestion corridors and improving access to affordable, efficient transport. It reflects the panoptic principle of innovation in service design (e.g., electric shuttles and digital monitoring), and the principle of creating stakeholder value through cost savings and improved commuter experience. Embedding transversal governance in planning and implementation is evident. Additionally, the emphasis on reducing emissions and promoting modal shift aligns with WCIF’s climate resilience and sustainability objectives under Principle 2, ensuring that infrastructure solutions are adaptive, inclusive, and future-ready.

2. Project Status & Implementation

2.1 Regulatory & Environmental Approvals

2.1.1 National Level

- South African National Biodiversity Institute (SANBI): Plays a leading role in biodiversity management and research
- Environmental Management Inspectors (EMIs): Responsible for compliance and enforcement of environmental regulations
- National Environmental Management Act (NEMA): Governs environmental management and authorization processes, including Environmental Authorizations (EAs)

- Environmental Management Frameworks (EMFs): Strategic planning tools for land-use and environmental management decisions

2.1.2 Provincial and Local Levels

- Provincial Environmental Departments: Implement and enforce environmental regulations within provinces
- Municipalities: Play a role in environmental management, especially in land-use planning and development applications

2.1.3 Other Relevant Entities

- Councils for the Built Environment Professions (CBEP): Regulates professions involved in the built environment

2.2 Identify Key Stakeholders

2.2.1 Government

- Department Of Infrastructure
- Provincial Treasury
- Local Government
- Department of Mobility
- Western Cape Government

2.2.2 State-Owned Entities

2.2.3 Private Sector

- Construction Companies
- Engineering Firms
- Financial Institutions

2.2.4 Civil Society

- Civil society organizations advocating for community needs

2.2.5 Other Stakeholders

3. Governance, Policy & Enabling environment

3.1 Legal and Regulatory Framework

3.1.1 Procurement and Supply Chain Management

- Competition Act
- Environmental Feasibility

3.1.2 Legal and Regulatory Feasibility

- Zoning, land-use rights, servitudes, and municipal approvals

3.1.3 Environmental and Land Use Planning

- Western Cape Land Use Planning Act (LUPA)
- Environmental Impact Assessment (EIA)

3.1.4 Public Finance and Governance

- Public Finance Management Act (PFMA)
- Provincial Treasury Instructions and Budget Guidelines
- National Treasury PPP Framework & Practice Notes

3.1.5 Transport and Infrastructure

- Western Cape Road Traffic Act
- Related transport regulations

3.2 Governance policies

- WCIF 2050
- Municipal Planning By-Laws

3.3. Investment Needs

3.3.1 Infrastructure Development

- Roads, bridges, and public transport systems.
- Digital and Operational Infrastructure

3.3.2 Human Settlements

- Transit-Oriented Support Functions (improving mobility access between residential areas and economic nodes)

3.3.3 Green Economy

- Low-Carbon and Resource-Efficient Mobility

3.3.4 SMME and Entrepreneurship Support

- Enterprise Participation through Inclusive Procurement

3.4 Policy Incentives

3.4.1 Sector-Focused Incentives

- Green Economy: Incentives for renewable energy, water efficiency, and waste-to-energy projects.
- Public-Private Partnerships (PPP)
- Economic Inclusion
- Inclusive Infrastructure Development

4. Financial requirements & Funding strategies

4.1 Project Guestimate

Estimated Cost	R 180M
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5. Delivery Mechanism & procurement strategy

5.1 WCG Sector Priorities

Outcomes	Social	Energy & Water	Economic	Technology	Ecological
Infrastructure investment drives spatial transformation and improves spatial resilience	Short Term 1-5 YRS				
Investment in social infrastructure improves access to health, education, social development, and recreation opportunities	Short Term 1-5 YRS				
Mobility systems and transportation corridors provide safe and efficient connectivity to opportunities, services, and facilities	Short Term 1-5 YRS				

