

Proposal for Cape Town's Unfinished Freeway & Three Anchor Bay Site



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Overview

The City of Cape Town is currently undertaking a feasibility study for the completion of the foreshore freeway and conducting a public participation process regarding the release of land in Three Anchor Bay for development. This document proposes an alternative use for the Three Anchor Bay site released for development as well as an alternative approach to the "unfinished" freeways over the Cape Town foreshore, suggesting the construction of an elevated train line

instead of completing the freeway. This solution would reduce car dependency, encourage public transport use and alleviate traffic congestion in the city as well as increase ease of access to parts of the city.

Three Anchor Bay Site Released for Development

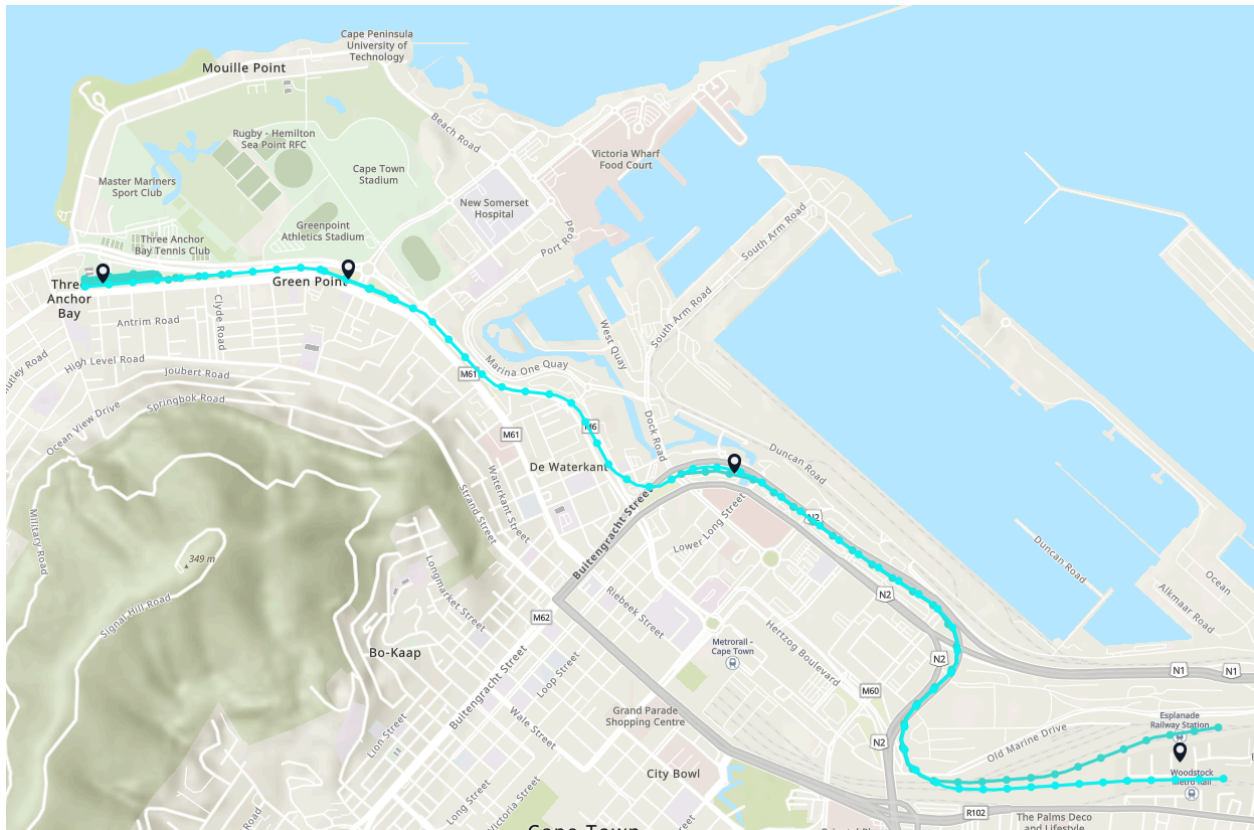


Area proposed for development in Three Anchor Bay.

The Three Anchor Bay site, indicated above has been released for “mixed-use development” which currently implies that the site is desired to be used for a mix between commercial, retail, residential and public space use, with provision made for affordable housing as well. However, questions arise as to whether or not this part of the city can cope with additional residents and commercial activity given the limits and congested road access to the area which is already at capacity. The city expects that it can get upwards of R700 million for the sale of this site, with provision that the developers develop the site within a decided framework. However, the question is whether this site could not be better used to benefit the city as a whole, by contributing to increased public transport access to citizens, reduce vehicle use and congestion within the city and at the same time raise capital injection to the city to fund further public infrastructure projects. Hence it

is suggested that a train terminus be incorporated into any mixed-use design or use of this space.

Proposed Train Line From Woodstock to Sea Point

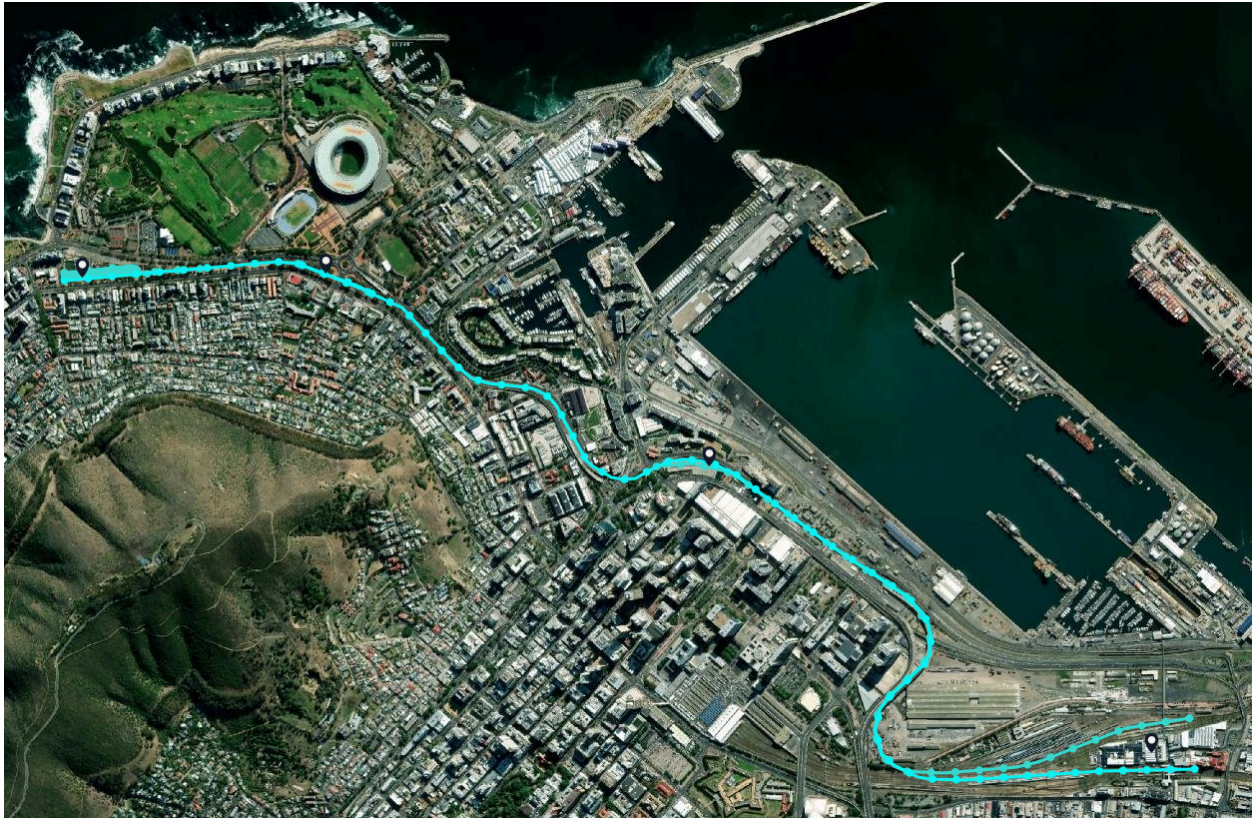


Proposed route of the elevated train line from Woodstock to Sea Point, with stations indicated.

The proposed train line would enhance accessibility to key areas such as the city, Sea Point, Green Point, the Waterfront, and the Cape Town Stadium for all residents, regardless of socio-economic background. By improving mobility, it would help address historical inequalities, offering a cost-effective transport option that facilitates access to opportunities and popular destinations. This development aims to promote the right of freedom of movement, ensuring easier access to areas of the city that have historically been difficult to reach. It also provides an alternative to the completion of the foreshore freeways which would essentially make use of the city's most valuable piece of available land for vehicular use which contradicts the city's aim of reducing congestion within the city and making it more pedestrian friendly. The following paper will outline the

benefits of this proposal, providing a detailed analysis of its potential impact on the city.

The approximately 6 km line will enable travel from Woodstock Station to Sea Point in under 10 minutes, including station stops, with an average train speed of 60-70 km/h. This will offer safe, efficient, and affordable access to key areas such as the Foreshore, Waterfront, Green Point, and Sea Point for all city residents.



Satellite imagery of the proposed elevated train line route from Woodstock to Sea Point, with stations indicated.

Introduction

In December 2024, the City of Cape Town Council approved a public participation process regarding the release of city-owned land in Three Anchor Bay for mixed-use development. With this process in mind, the following outlines a potential use-case for a portion of the land, which includes integrating unfinished freeways into the development proposal. The proposal envisions the establishment of a train terminus on the site, connecting Woodstock to Sea Point. The document below

presents the high-level proposal and the potential benefits it may offer the City and its residents.

The Three Anchor Bay Site Released for Development



Satellite image of the proposed development area within the surrounding area.



Satellite image of the proposed Three Anchor Bay development site.

Proposed Area for Train Terminus at Three Anchor Bay Site

The Three Anchor Bay site is proposed to include a train terminus. However, it is not intended to be solely dedicated to the station as shown by the highlighted region in the image below. Depending on the station's design, it could feature commercial and retail space beneath the station platforms, as well as office space and residential apartments above the station platforms. Additionally MyCiti Bus connections can be integrated with the station operations. The remaining area is still remains available for other developments such as public spaces, parks apartments and commercial use. Additional details and justification for this location will be provided after the broader context of the train line is outlined.

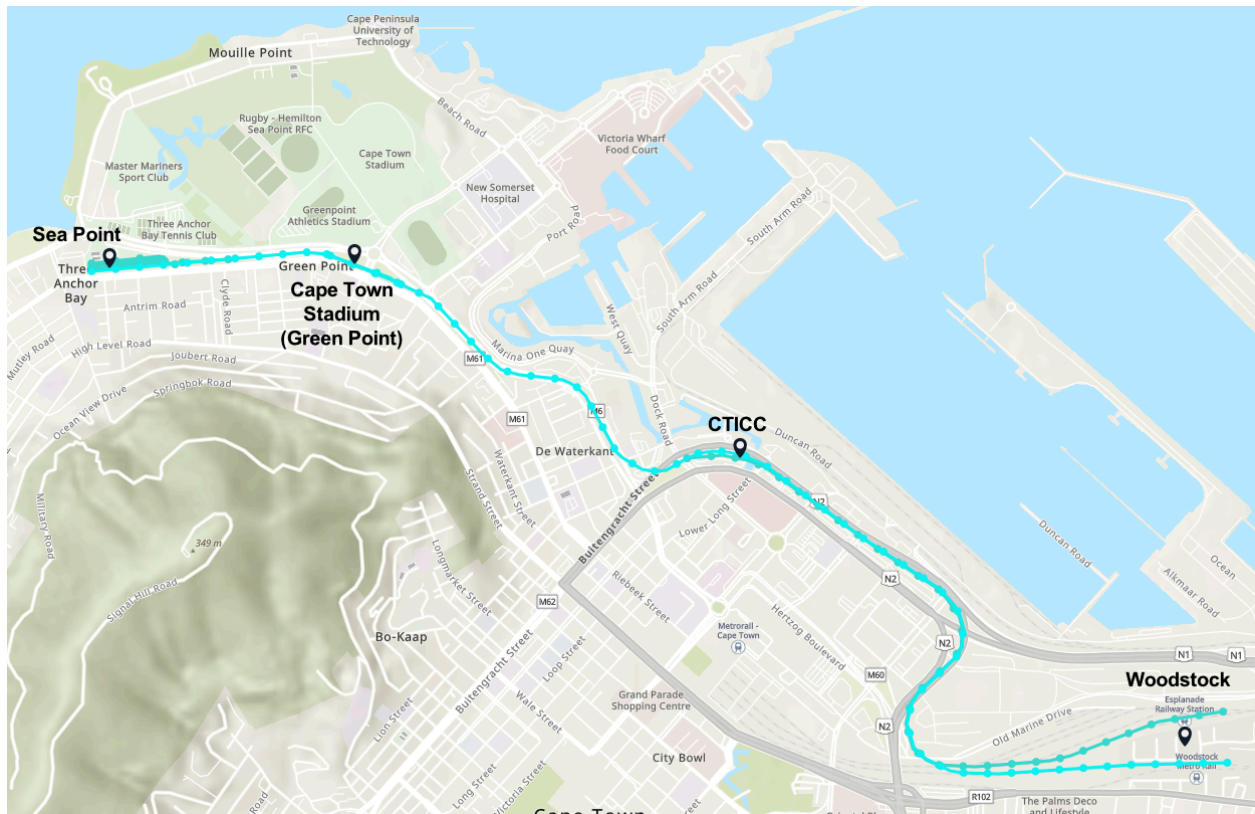


Suggested area and positioning of the train terminus.

Details of the Proposed Train Line

The proposed line, stations, route specifics, and the benefits of each segment are outlined below. Notably, the vast majority of the line is situated on city-owned land designated for transport corridors, with only a small portion requiring integration into the PRASA rail network or building on privately owned land. A key aspect of the proposal is that the line would integrate with the existing PRASA network, meaning that the same track gauge and signaling systems would be used on this line as used on the rest of the PRASA network so that the line is compatible with the existing PRASA rolling stock, namely PRASA's new blue X'Trapolis Mega EMU (Electrical Multiple Units), better known as Iisitimela Sabantu - The People's Train.

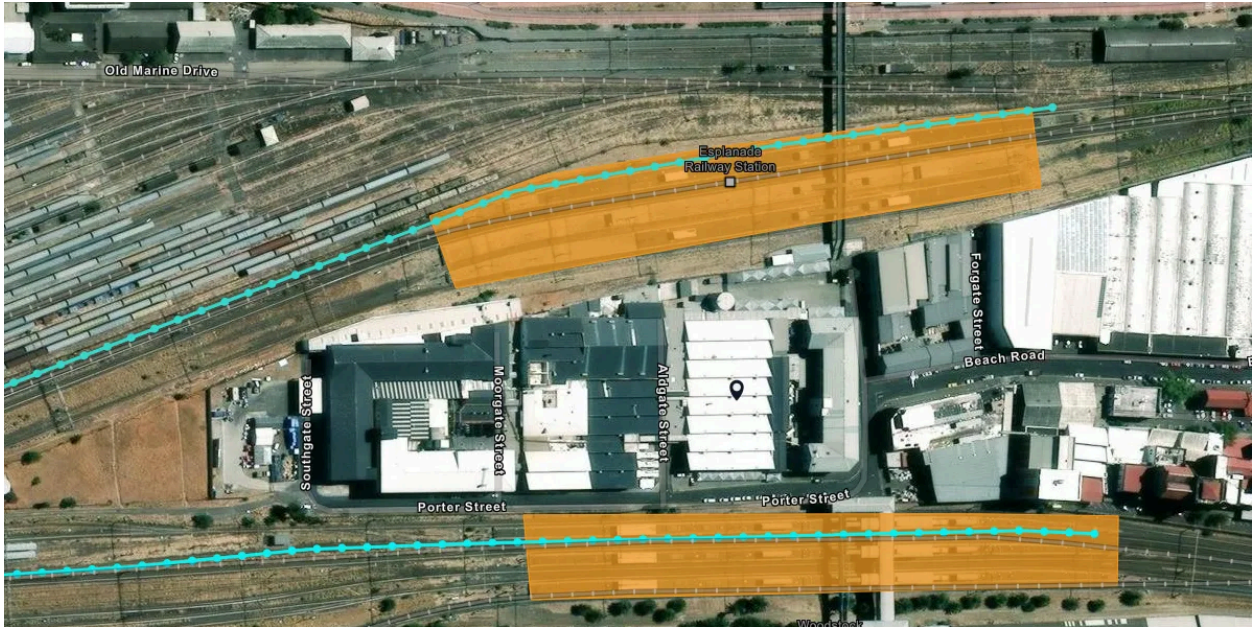
This will reduce cost and allow for an interconnected city like never before, allowing commuters to theoretically take a single train from Simon's Town, Chris Hani in Khayelitsha, Strand or Wellington to Sea Point as the final destination - efficient, reliable, comfortable, affordable access to a portion of the city that has historically been relatively in-accessible and exclusive, thus aiding in righting the injustices of the past and providing access to opportunity like never before with stations including Woodstock, CTICC, Cape Town Stadium (Green Point) and Sea Point/Three Anchor Bay.



Proposed route of the elevated train line from Woodstock to Sea Point, with station locations.

Woodstock Station (Line Start)

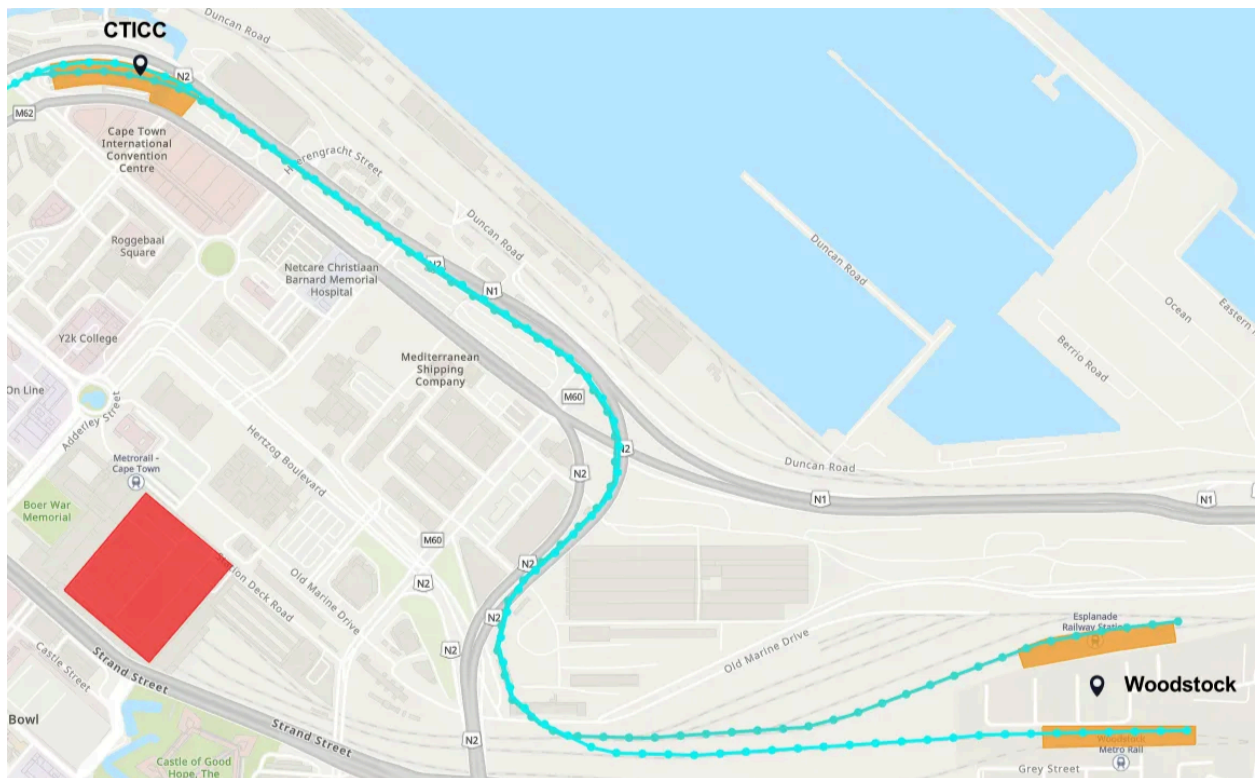
Woodstock station (and Esplanade station) serves as the ideal starting point for the new Sea Point line, as this is the culmination of the Southern, Central, Cape Flats, Northern, and Malmesbury/Worcester lines. This integration provides seamless access for commuters citywide and enables operators to efficiently adjust train capacity during peak demand. Additionally, express trains can be rerouted directly to the Sea Point line, bypassing Cape Town Station.



Woodstock and Esplanade Stations at the line start.

Woodstock Station to CTICC Station

This section will detail the proposed line portion from Woodstock to the CTICC.



Map of the train line route between Woodstock and the CTICC Station.



Satellite imagery of the train line route between Woodstock and the CTICC Station.

Woodstock Station to Foreshore Freeway Section

The 2 lines will diverge from the main PRASA network near the Foreshore Freeway, passing beneath it at first, while gradually rising above the ground. This is the only section of the line where land not owned by the city may need to be acquired. However, given the poor condition of the buildings and inefficient use of this land, this is unlikely to pose a significant issue. Another consideration is the crossing of Old Marine Drive, where the MyCiti bus route runs. This may need to be rerouted slightly so that an underpass for the MyCiti Bus route can be created under the rising railway.

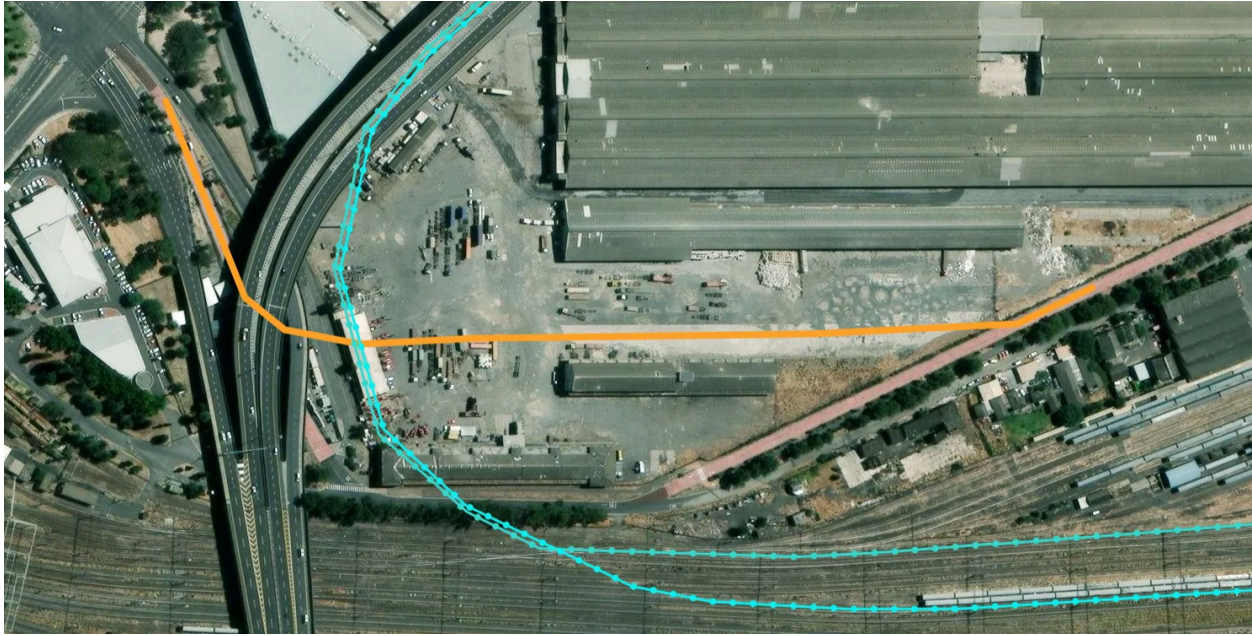
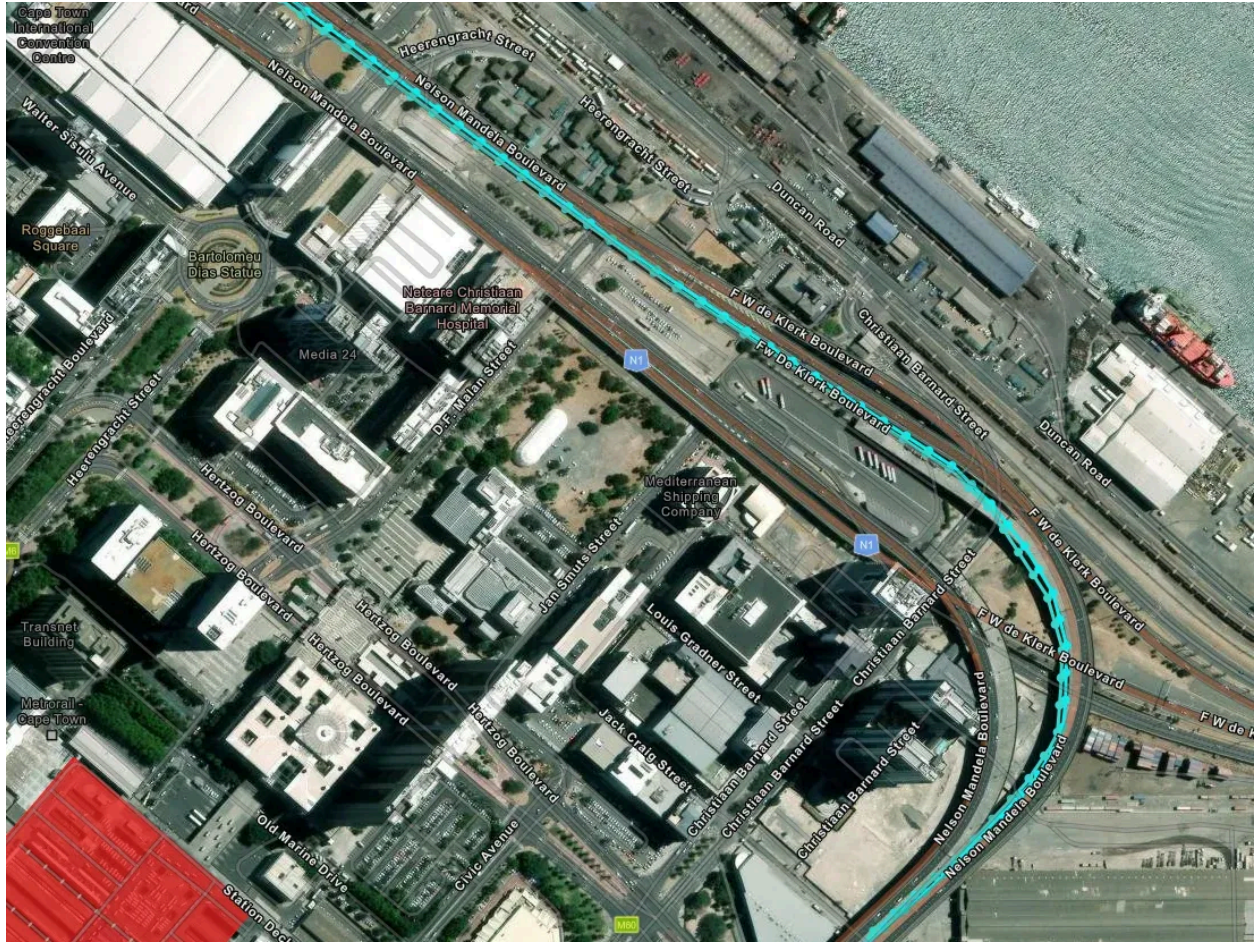


Image showing where the lines leave the existing PRASA network with the proposed MyCiti Bus route re-alignment indicated in orange.

Foreshore Freeway Segment of the Line

The proposed double rail line will gradually rise between the existing inward and outward foreshore freeways. Once it reaches the level of the foreshore freeway, the two elevated lines will hug the outbound foreshore freeway, ideally 2-4 meters above the roadway height of the foreshore freeway - this is for safety of the trainline and to give train commuters un-obstructed views of the beautiful city, foreshore, mountain and harbour. The two lines will allow for a higher frequency of train operations on this line allowing trains to travel in both directions simultaneously. A key point to note about this section of the line is that it will be an alternative to the completing of the unfinished foreshore freeways intended connect with Helen Suzman Boulevard over Buitengracht Street, thus not ruining the skyline of the city with more freeways. The elevated line will also reduce the current congestion on the foreshore freeways into and out of the city. By this trainline negating the need to complete the foreshore freeways, frees up between 4.5-6.2 Ha of land for development. This land is arguable some of the most valuable un-used land in South Africa, and even Africa. This means that the elevated trainline provides the opportunity for the city to further expand and develop additional high rise buildings similar to that of Harbour Arch, already built on the foreshore.



Imagery of how the elevated train line will follow the course of the foreshore freeways.



Modelled visualisation of the proposed train line. Credit: JetJunky Builds Real World Cities (@jetjunky6760)



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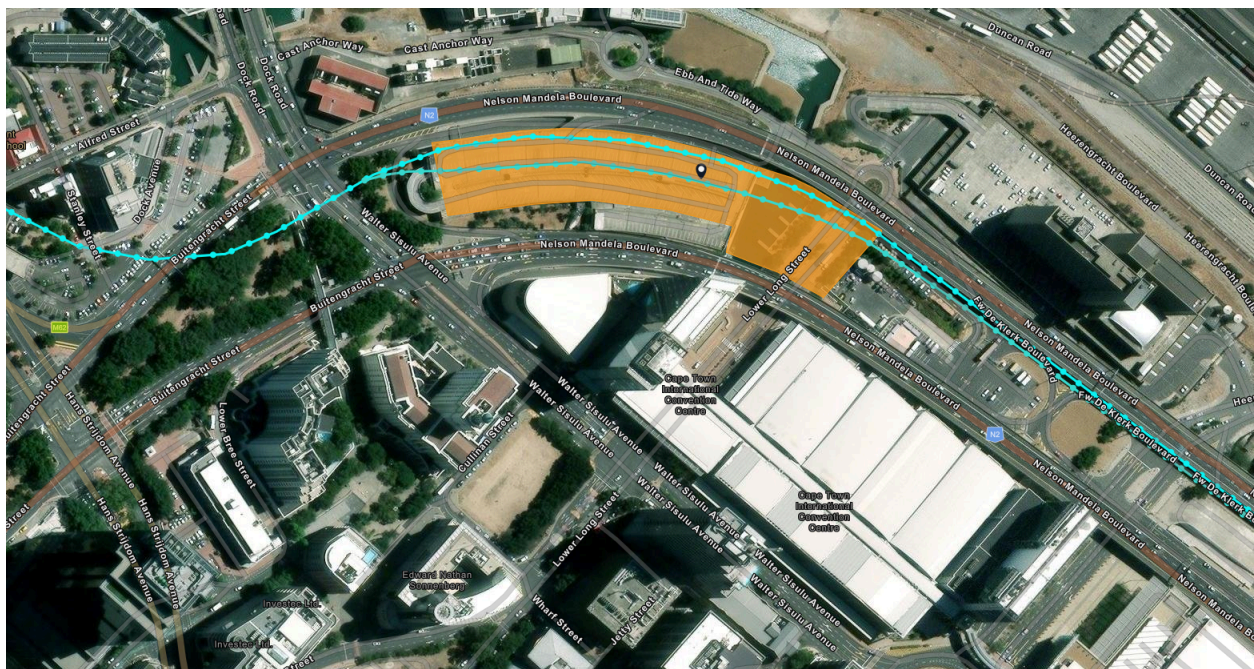
CTICC Station

The CTICC station, located atop the existing CTICC parking garage (formerly part of the unfinished freeway), will offer several advantages:

- Direct access to the CTICC for events, expos, and conferences.
- Alleviation of congestion in the CBD and Foreshore freeway during major CTICC events.
- Seamless access for delegates, attendees, and those staying at Century City hotels, via Century City Station.
- Enhanced connectivity to the CBD and Waterfront, with Cape Town Station over 1 km away.
- Proximity to key locations such as the Department of Public Works, Customs Building, hotels, office buildings, foreshore docks, and the Cruise Terminal.
- Potential integration with the Cruise Terminal to ease passenger flow during disembarking and embarking tourists and passengers, reducing traffic congestion, particularly during simultaneous ship departures and arrivals.

- With planned Foreshore area development, the station will provide accessible public transport to surrounding areas.
- Future development could include a tram line connecting the CTICC station to the Cruise Terminal, offering convenient transport to major tourist attractions and reducing the need for vehicles (tram line details not included here).
- This CTICC station provides a great opportunity for a future tram way hub, allowing trams to run into the CBD, the Cruise Terminal, Waterfront and Atlantic Sea Board. More details of these proposed Tram lines are available on request.

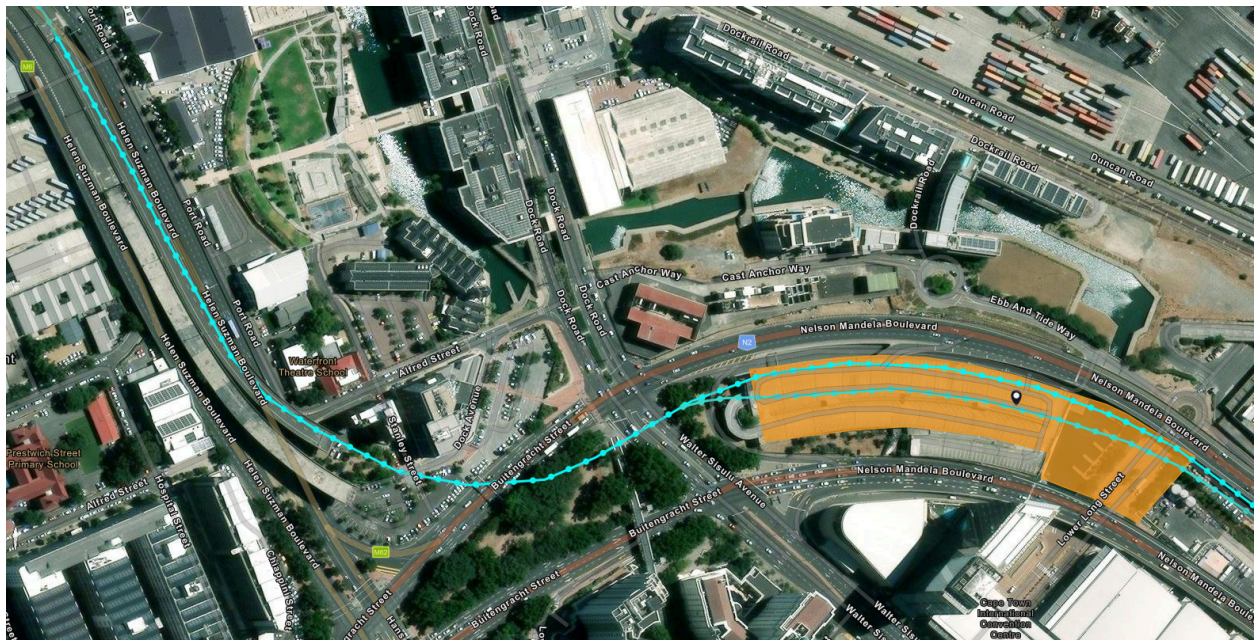
This station can be developed in collaboration with the CTICC, allowing for customized design and branding aligned with specific events, conferences, or expos. The station can serve as a direct entry link for the CTICC allowing delegates easy access regardless of where they are staying in the Cape Town metro area. This site also provides a unique location for an aesthetically appealing transport node in walking distance of many of the major hotels within the city. During operation, it will also serve as a key crossover point, facilitating simultaneous train services in both directions along the line.



Satellite image of the proposed CTICC Station location.

CTICC Station to Helen Suzman Boulevard

The intersection depicted below is the primary bottleneck and source of congestion within the city bowl which causes much of the congestion seen on the existing foreshore freeways and within the city itself during peak periods. It serves as a key transport corridor, providing access to both the CBD and the Atlantic Seaboard. This critical point connects seven major routes: the N1, N2, Buitengracht St, Hans Strijdom, Helen Suzman Blvd, Walter Sisulu Ave, and Dock Rd. The proposed new train line aims to alleviate congestion by providing a bypass to this intersection for commuters allowing motor vehicle users the option of using the train to reach the Atlantic Seaboard.



The proposed line will be an elevated, single-track line, spanning from the planned CTICC station, over the congested intersection and aligning with the unfinished freeway portion on the Waterfront side. Existing infrastructure can be retrofitted to minimize construction costs and avoid existing infrastructure being wasted. Furthermore, the single elevated railway line will have a minimal impact on the city skyline and on the below green space below, supporting the city's objective of enhancing pedestrian accessibility in the city bowl. With correct signaling systems, a signal elevated line from the CTICC would be sufficient for trains to run at 5 minute intervals, while still allowing for bi-direction operation given the short distance of this single line and the available cross-over points at the Cape Town

Stadium station. Additionally a single line adds to the commuter experience from this point, as while on the train the commuter would not be able to see the supporting railway infrastructure below them, giving them the feeling of flying through the city skyline with views of Table Mountain on one dies and the Waterfront on the other.



Modelled visualisation of the proposed train line. Credit: JetJunky Builds Real World Cities



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Therefore, rather than degrading the city skyline, the elevated rail would add to the city's aesthetic, likely becoming a tourist attraction itself due to the unique experience it will offer commuters as they make their way into or out of the city. Contrast the above concept with the below impressions of what the completed unfinished foreshore freeways would look like in this section of the city.



Modelled visualisation of the proposed train line. Credit: JetJunky Builds Real World Cities



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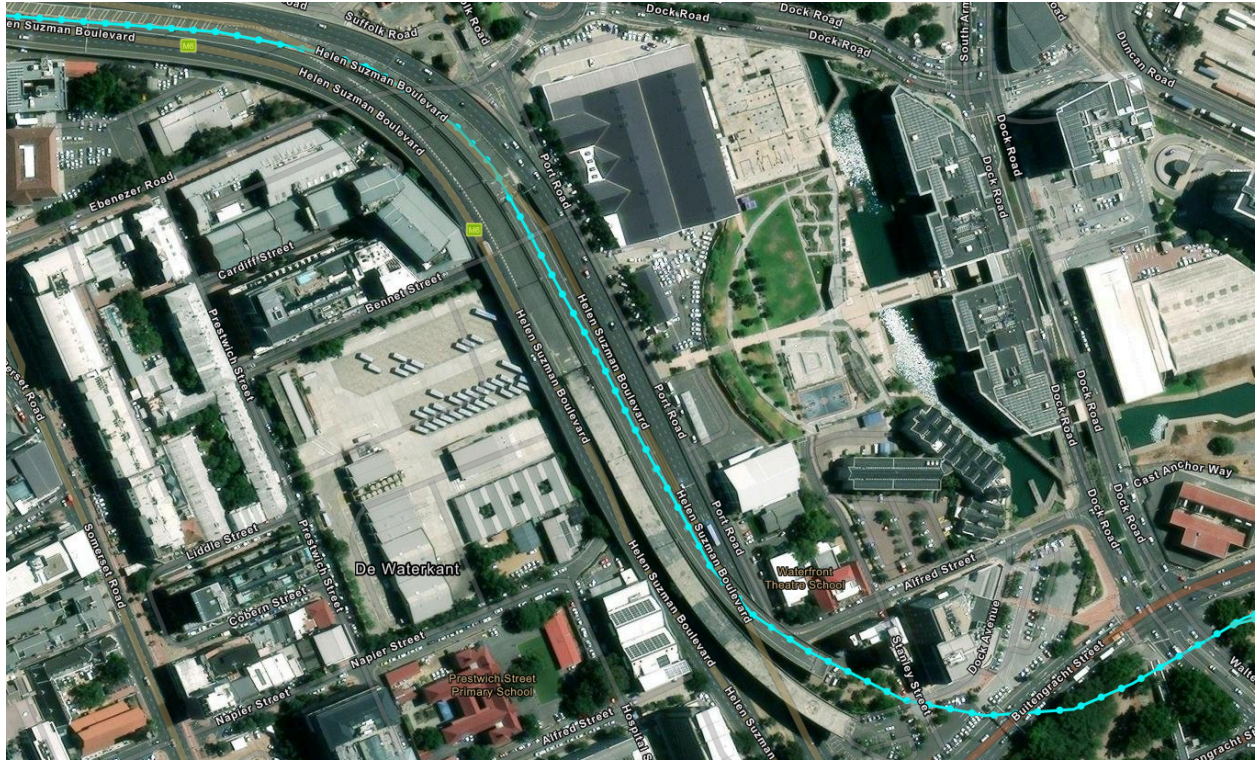
Modelled visualisation of the proposed train line. Credit: JetJunky Builds Real World Cities

Helen Suzman (Emergency Access Point)

The section of the line joining with the outbound unfinished freeway on Helen Suzman Boulevard will provide a critical emergency access point as it is one of the few sections of the line that will be level with a section of roadway, allowing easy access for emergency services. It is also roughly halfway between both ends of the elevated line and thus is best suited for emergency services to gain access to either direction in the event of an emergency.



Modelled visualisation of the proposed train line. Credit: JetJunky Builds Real World Cities



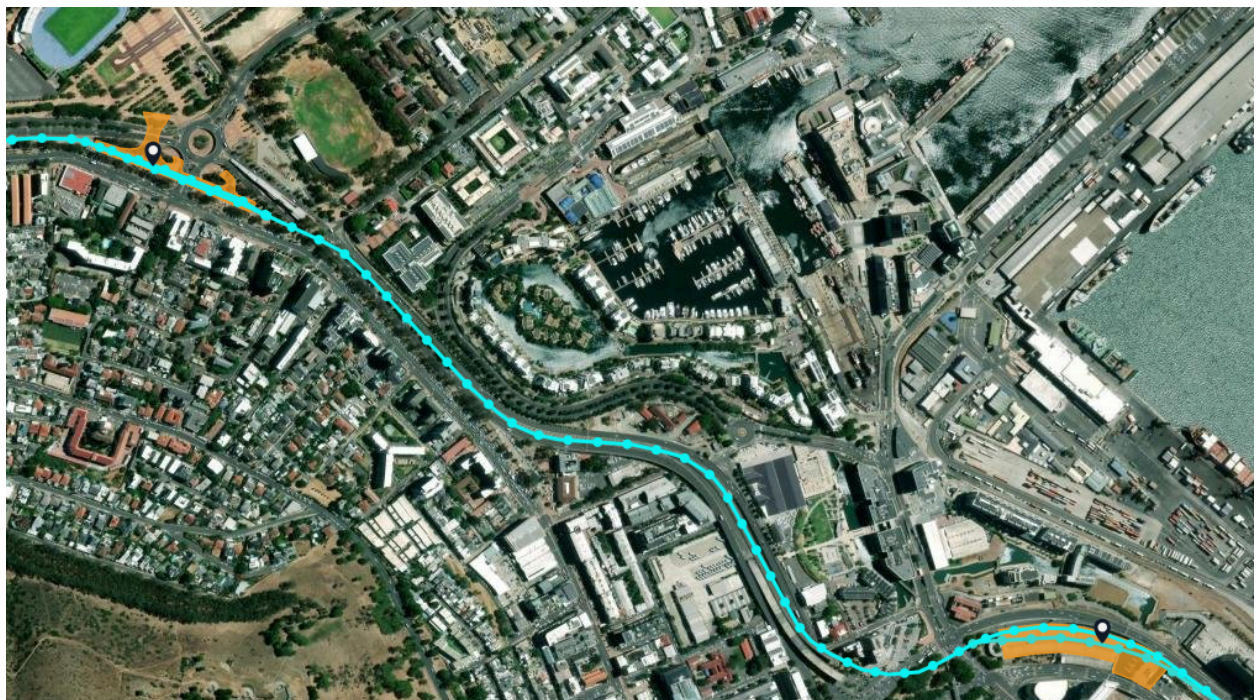
Elevated sections of the line joining up with Helen Suzman Boulevard.

Helen Suzman Station to Cape Town Stadium Station

The proposed section of the transport corridor, extending from Helen Suzman Station to Cape Town Stadium Station (Green Point), is a key feature with significant impact on the city. From the unfinished freeway portion of Helen Suzman Boulevard, the line will again gradually rise up above the level of the roadway as it follows the median of Helen Suzman Boulevard so that it can run above the tree line on the median of Helen Suzman Boulevard, but below the height of the tree line that runs parallel to Somerset Road (Main Road). This serve to blend the elevated line in with the natural greenery of the area, avoid obstructing any views of residents living in the high rises along Somerset Road as well as absorb and damper any noise caused by the train running along this line, although any noise caused by a the trainline would be significantly less than an equivalent number of cars or busses going past on the roadway below.



Map of the train line route between the CTICC Station and the Cape Town Stadium Station.



Satellite image of the route between the CTICC Station and Cape Town Stadium Station.

The line will continue above the tree line until it gets to the Cape Town Stadium MyCiti Bus station, where it will cross over Helen Suzman Boulevard, turning towards the public space median between Somerset Road and Helen Suzman Boulevard where the elevated Cape Town Stadium Station will be situated over the end of Granger Bay Boulevard and what is currently a car park.

Cape Town Stadium Station

The Cape Town Stadium Station will be a vital component of the transport line, modeled similarly to the CTICC Station. It will be designed, developed, and operated in coordination with the Cape Town Stadium to address its specific operational needs and crowd control. The stadium will also have control over station branding, which can be tailored for events, concerts, or sports matches. The single line will split into two lines as it passed through the station to provide a cross-over point for trains running in opposite directions. Being an elevated station it will allow for other commercial facilities to operate below the station platforms. The position of the station allows for easy access to the Cape Town Stadium (less than 250m away) via the underpass below the flying circle or via a pedestrian bridge that flows directly to the station platform, over Helen Suzman Boulevard to the Cape Town Stadium precinct.



Satellite image of the proposed Cape Town Stadium Station location.



Satellite image illustrating the proximity of the proposed station to the Cape Town Stadium.

Key benefits and functions of the station include:

- Again the lines and station is in-between and below the tops of the tree line on the medium to reduce the impact of the station and train line on views and well as potential noise as it blends in with the existing greenery.
- Event tickets will include a fee for train access to and from the stadium, streamlining transport for attendees (potentially expanding to other events in Cape Town accessible by the line).

- The station is perfect for accommodating all events within the Stadium precinct from Rugby and Soccer matches, to concerts and other sports events that use the stadium precinct as start/finish venues and for expos (e.g. Cape Town Cycle Tour, Gun Run, Spar Woman's Run).
- This will significantly reduce vehicle congestion in and around the stadium precinct and Waterfront during big stadium events as it will be much easier for people to get to and from the stadium.
- This will increase attendance for local franchise rugby and soccer matches as the time and effort wasted getting to and from the matches will no longer be a hindrance for supporters.
- Provides safe, affordable, reliable, and efficient transport for all citizens, ensuring equitable access to stadium events and facilities.
- Helps reduce drinking and driving following events.
- With the correct signaling system and if optimally managed in a single direction configuration, with multiple unit (double) trains leaving the station every 3 minutes or less, each with a capacity of 2400 people, the system could theoretically transport up to 24,000 people (50% of the stadium capacity) away from the stadium precinct in just 30 minutes.
- For large events, the system could reduce thousands of cars needing to be in the CBD and Waterfront, improving traffic flow.
- Reducing demand for parking will free up high-value space in the CBD and Waterfront for economic activities including retail, office space and housing.
- The promotion of park-and-ride facilities, especially for stadium events, such as from Century City, alleviates pressure on MyCiti bus services and both on and off-street parking in the CBD. By reducing the demand for parking, particularly garage spaces, valuable real estate in offices and retail buildings can be repurposed for other economic and residential uses. This could include recreational areas, family entertainment spaces, additional retail options, office space (especially in the CBD and Waterfront), or even residential developments, contributing to job creation and economic growth.
- The station facilitates access to surrounding areas such as Green Point, Granger Bay, and the Waterfront, including Somerset Hospital and the Green

Point Athletics Stadium as well as other recreational facilities in the green point precinct.

- Future developments could integrate a tram line along Granger Bay Road and Dock Road, connecting to the CTICC station and Cruise Terminal, enhancing accessibility across the precinct.

The station will complement the MyCiti bus service to the stadium. It can be specially designed to handle high passenger volumes before and after events, featuring dual platforms for each of the two lines. This design will enable passengers to board and disembark from both sides of the train, reducing boarding and exiting times. Additionally, the elevated station will provide space beneath it for vendors, while allowing pedestrian access to the main road and MyCiti bus services via the underpass below the floating circle.

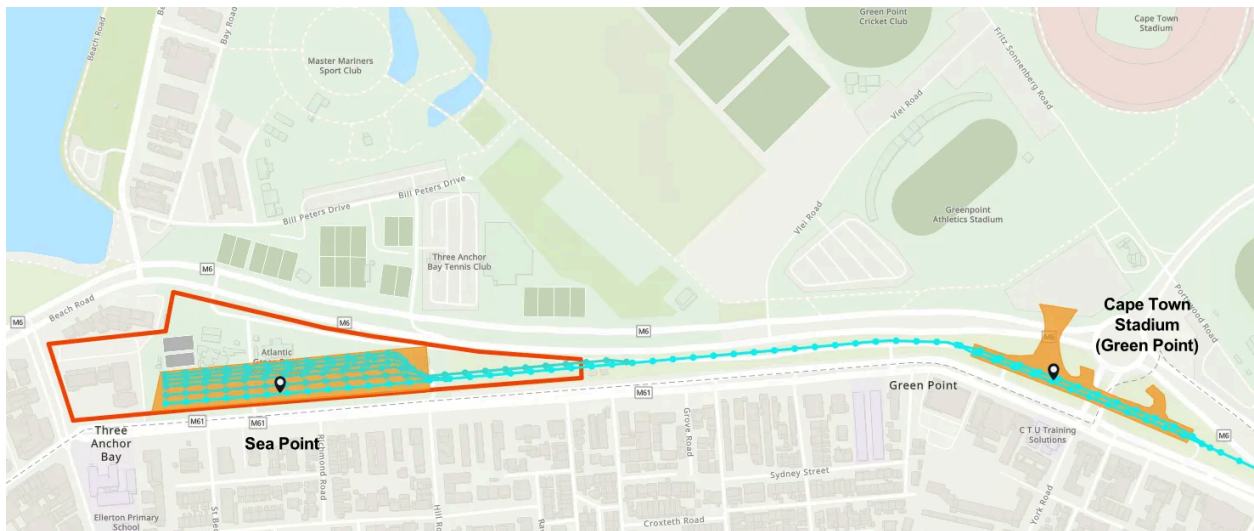


Modelled visualisation of the proposed train line. Credit: JetJunky Builds Real World Cities

Cape Town Stadium Station to Sea Point Station

The last section of the line will leave the Cape Town Stadium Station, still as an elevated line following the median between Helen Suzman Boulevard and Somerset Road (which is currently used as parking lots). It will continue lowering down towards street level as it heads towards the Three Anchor Bay site running between the tree lines of the median. As it reaches the Three Anchor Bay site, it

will not lower to street level, but rather remain above street level/ground level as it enters the Sea Point Station/Terminus. The reason for this is to ensure that the entire length of the line is inaccessible to pedestrians, ensuring the safety and security of the line, rolling stock and commuters. Additionally this allows for the better mixed-use development of the site as it all allows for the ground floor of the development to be used for on-street commercial/retail space for shops and restaurants. This provides convenience for many of the train commuters during their commutes to and from work.



Map of the train line route between the Cape Town Stadium Station (Green Point) and the Sea Point Station.



Satellite image of the train line route between the Cape Town Stadium Station (Green Point) and Sea Point Station.

Sea Point Station

The Sea Point Station will provide many benefits including:

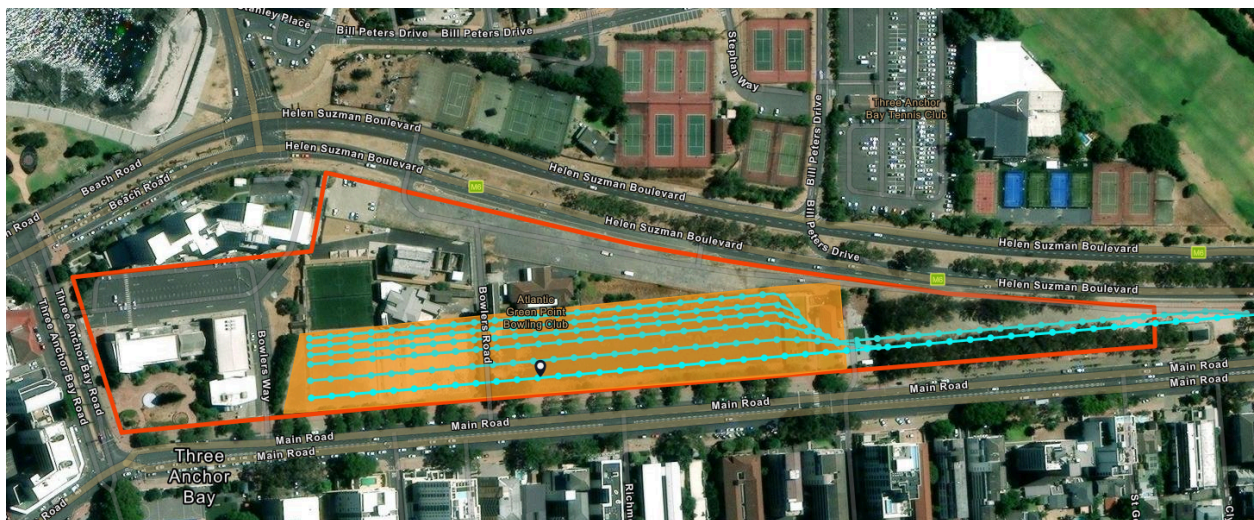
- Due to the mixed-use development requirement for the site, the elevated train line allows for a much better use of the space and different use cases for each level of the station/terminus building, thus aiding in achieving the “mixed-use” goal for the site. An example of the mixed-use is suggested below:
 - Basement: Used for basement parking, mainly for the residential apartments above with some provision for parking for the office space floors.
 - Ground Floor (Street Level): Used for on street retail, commercial shopping space and coffee shops, benefiting both residents and commuters alike with added convenience, making the Somerset Road more pedestrian friendly as well.
 - First Floor: Train Station Platforms / Terminus - allows for easy commuter access to the elevated trainline with the convenience of retail and recreation below the platforms. The terminus also provides additional sidings for storing and dispatching additional trainsets during high demand periods such as before and after events at the Cape Town Stadium. The station intends to have 4 or 5 sidings and 2 mainline platforms, each long enough to handle multiple unit (double) trainsets.
 - Second Floor: Office Space
 - Third Floor and Upward: mixed income residential units and apartments
- With the train terminus being completely indoors, it will minimise any noise impact on the surrounding residential buildings.
- All trees around the Three Anchor Bay site will be undisturbed.
- In the interest of promoting freedom of movement and access to opportunities within the city, this station will provide easier access to the Atlantic Seaboard for more citizens than any amount of social or low cost, affordable housing built on the site.
- It allows the city to maximise its income from both the sale of the land for development as well as the increased rates and taxes generated from the site

due to the use of the commercial, office and residential space.

- Provides easy and affordable access to the Sea Point Promenade and recreational areas, Green Point Park and other public spaces.
- This station negates the need for commuters to use some sort of road vehicle along the foreshore freeway or through the CBD from Cape Town Train Station in order to get to this section of the city and Atlantic Seaboard.
- It also compliments the existing MyCiti Bus routes and thus will increase ridership.



Satellite image of the proposed Sea Point Station location.



Satellite image of the proposed Sea Point Station location with Three Anchor Bay development site outlined.



Modelled visualisation of the proposed train terminus on the Three Anchor Bay site, intended for concept illustration purposes only. Credit: JetJunky Builds Real World Cities (@jetjunky6760)



Modelled visualisation of the proposed train terminus on the Three Anchor Bay site, intended for concept illustration purposes only. Credit: JetJunky Builds Real World Cities (@jetjunky6760)



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Three Anchor Bay Site Considerations

The city council voted to release a 4.5 Ha piece of land in Three Anchor Bay for mixed-use development. In an interview with the Mayor, conducted by John Maytham about the release of this land, the Mayor indicated the city expects that it could raise upwards of R700 million by selling this land for mixed use development, along with the future rates and tax revenue streams that this development would generate. The Mayor stated that this kind of capital injection could help fund other infrastructure projects such as the completion of the foreshore freeways as additional roadways into and out of the city - which the city is currently conducting a feasibility study on.

The problem with this though is that building more roadways just encourages more private vehicle use, and thus in the short term it may alleviate some congestion on the foreshore freeway, but it will not alleviate the traffic congestion within the CBD and the Atlantic Sea Board. Furthermore, it will ruin the image of the city with up to 16 lanes of traffic separating the city from the see at some sections as shown in the images below.



Modelled visualisation of the completed foreshore freeways. Credit: JetJunky Builds Real World Cities (@jetjunky6760)



Modelled visualisation of the completed foreshore freeways. Credit: JetJunky Builds Real World Cities (@jetjunky6760)



Modelled visualisation of the completed foreshore freeways. Credit: JetJunky Builds Real World Cities (@jetjunky6760)

Additionally there was mention of the Three Anchor Bay site being used for well located affordable housing - which would be great for the select few who would benefit from this affordable housing, but it does not address the greater issue of access to the city and does not make economic sense for the city due to the loss of potential revenue streams in the medium to long term.

Therefore, how can the Three Anchor Bay Site be used as a compromise and kill 3 proverbial birds with 1 stone so to speak by satisfying these 3 needs and requirements of:

1. Increasing affordable & efficient access to the city and opportunities for the citizens of Cape Town in order to redress the injustices of our past.
2. Achieve a significant capital injection for the city to fund infrastructure projects while at the same time generating a future revenue streams for the city in the form of rates and taxes.
3. Contributing to the reduction of traffic congestion within the city and Atlantic Sea Board and decrease travel time for commuters.

It is a fact that the Atlantic Seaboard road way infrastructure is struggling to cope with the volumes of traffic and congestion in this area already. Considering the proposed development of the Three Anchor Bay site, as well as the land

reclamation project and further development of Granger Bay, all of which will increase the population density of the Atlantic Seaboard and further increase the burden on the road way infrastructure, worsening traffic and congestion. This will further limit any future development opportunities for the entire Atlantic Seaboard area. As such Three Anchor Bay needs to consider an alternative use case and solution to the issues facing this part of the city.

Therefore, making provision for a train terminus on the Three Anchor Bay site provides the opportunity for all 3 of these needs to be met. This would allow for the building of an elevated railway line from Woodstock station, via the unfinished foreshore freeway, along the Helen Suman Blvd median, past the Cape Town Stadium and terminating on this Three Anchor Bay site.

This would satisfy all 3 requirements mentioned earlier and will give far more people greater access to the city CBD and Atlantic Seaboard than any amount of social or affordable housing built on this site ever could. Currently to get to the Atlantic Seaboard is an absolute mission with public transport, as one needs to change their modes of transport numerous times. Additionally with provision made for a train terminus, the city can still raise significant capital injection from the selling and developing this site, as developers do not need to accommodate affordable housing as this is accommodated for by the train terminus. Additionally the capital raised from the selling of this land can contribute to funding the building of this elevated railway. Additionally this elevated railway alternative will negate the need to complete the unfinished foreshore freeways, potentially freeing up more than 6 hectares of land in the foreshore precinct which is arguably some of the most valuable unused land in the whole of South Africa and potentially even Africa. This land could easily be worth over R1 Billion. By selling off this land for further development, the city could raise further capital injection along with the additional rates and taxes the use of this land would generate in order to fund the building of this elevated foreshore railway, especially if re-alignment of the foreshore freeways is considered.

Considering the above, previous estimates to complete the foreshore freeways put the cost at over R2.1 Billion for just 3km of elevated freeway. By not completing the foreshore freeways most of this capital could be raised by the selling of the foreshore land and Three Anchor Bay site, which could be used to fund the building of the elevated railway. Ideally in this case, given that the city owns most of the land in which the elevated railway would follow, the city could

fund the civil works and construction of the elevated bridges and stations, which is will own, maintain and operate, while PRASA and national government would fund the actual railway infrastructure on the line such as the cost of railway lines, overhead cables, signaling systems and the installation therefore. PRASA would then also be required to carry the cost of operating the line given the integration with their current network. This includes the cost of buying additional rolling stock units, or making use of their existing fleet, staffing and maintenance of the rail related infrastructure. PRASA would then pay the city a “rental fee” for use of the land, stations and civil work infrastructure that the city funded and built.

Consider watching the below videos which provide further context to this submission:

1. Video displaying a modelled visualisation of the City of Cape Town with this elevated trainline proposal running from Woodstock to Sea Point as outlined in this document.

<https://youtu.be/dUBZLjwa-KM?si=9ltJESZA6cGWJHq0>

2. Video displaying a modelled visualisation of the City of Cape Town with the completed foreshore freeways.

<https://youtu.be/9w0lssiQyuA?si=l-LIJX8vdDSHc-IO>

3. How a city's urban area can be transformed when car-centric development is avoided and freeways through a city are removed resulting in a far more pleasant urban experience for all citizens.

<https://youtu.be/wqGxqxePihE?si=ll5cSYiW1nQbg68q>

Conclusion

The proposed elevated train line from Woodstock to Sea Point offers a transformative solution to Cape Town’s transport challenges by leveraging existing infrastructure to improve mobility, alleviate traffic congestion, and promote equitable access to key areas of the city. By repurposing the unfinished freeway for rail transit, the project aligns with sustainable urban development goals while enhancing public transport efficiency. The integration of strategically located stations—such as those at the CTICC, Cape Town Stadium, and Sea Point—

ensures connectivity to business hubs, residential areas, and major attractions, fostering economic growth and social inclusivity.

This proposal presents a forward-thinking alternative to traditional road expansion, prioritizing public transport over increased car dependency. Its implementation would not only enhance freedom of movement but also contribute to a more accessible, efficient, and environmentally sustainable urban transport network for Cape Town's future.



Satellite image of the proposed elevated trainline from Woodstock to Sea Point.