

## DRAFT SPEECH NOTES

**Cllr Brett Herron, Mayoral Committee Member for Transport and Urban  
Development**

**On the occasion of the 24<sup>th</sup> FIDIC-GAMA conference**

*Connecting Cape Town's Communities through Transit Oriented Development*

**9 May 2017**

Fellow panellists and delegates at this important conference

Thank you for inviting me to discuss the exciting initiatives underway in Cape Town to better connect our communities.

We are working very hard to make our city a more equal place for all of its citizens and one that functions more efficiently for households and businesses, thus contributing to economic growth.

Last year we elected new leadership in local elections for South Africa's cities. As we initiated this new term of office in Cape Town we looked at how best to structure the municipality to better tackle the key challenges that face us as a city.

A TRANSPORT AND URBAN DEVELOPMENT AUTHORITY FOR CAPE TOWN

This has resulted in the establishment of the City of Cape Town's Transport and Urban Development Authority (TDA), an authority within the City administration bringing together the pivotal functions associated with the long-term sustainability of Cape Town. These include:

Transport;

Spatial planning;

Urban development;

The management of our environmental resources; and

Affordable housing.

WHY A TRANSPORT AND URBAN DEVELOPMENT AUTHORITY?

Since 2010 this municipality has taken more and more responsibility for delivering public transport services, as mandated by the National Land Transport Act.

Based on this experience it has become increasingly apparent that transport projects need to support, and be supported by, affordable housing, economic development and other public goods to be viable and affordable.

Rolling out our integrated rapid transit system, MyCiTi, has highlighted the challenges of providing quality, affordable public transport for all of our residents, many of whom live as much as 60km from where they work or even study.

This urban sprawl is the ongoing legacy of apartheid and contributes to making our city more unequal, and particularly punishing for the poor.

#### TACKLING APARTHEID'S SPATIAL LEGACY WITH TRANSIT ORIENTED DEVELOPMENT

As a result of the long distances that members of low income households need to travel to reach work, school or public service, many spend 45% of their household income on transport. In some households this may be as high as 60%, leaving very little for the other amenities that a household needs – food, accommodation, health care and education to name a few.

Tackling the underlying causes of this considerable problem with a greater sense of urgency has informed our programme of action as this term of local government delivery gets underway.

#### WHAT IS TRANSIT ORIENTED DEVELOPMENT?

The establishment of TDA will enable us to move much faster to make Cape Town a city where social integration is more evident and where businesses – small and big can thrive.

Central to TDA is the City's policy of Transit Oriented Development, adopted by the Council in 2016.

Transit Oriented Development, or TOD, is increasingly recognised as a defining feature of successful cities the world over. It is an approach which tackles apartheid spatial planning and the inefficiencies that are built into our urban form. It also addresses the need to provide transport services and infrastructure that is cleaner, greener and reduces our carbon footprint.

#### WHAT IS TRANSIT ORIENTED DEVELOPMENT? (CONT)

When development is oriented to public transport infrastructure it is easier, quicker, safer and more enjoyable to get around the city. Planning our city so that transport and new developments interface better also lays the basis for more viable public transport, by encouraging new users. This brings better takings at the fare box, which helps to keep the subsidies needed to support public transport at appropriate levels.

#### WHAT IS TRANSIT ORIENTED DEVELOPMENT? MIXED LAND USE

If we are able to encourage a mix of land uses in the vicinity of, and supported by public transport services, then the viability of our public transport offerings is not so challenging, as we are able to break the pattern in which thousands of commuters travel in one direction at the beginning of the working day, and return at the end of the day. Instead we need our buses, trains and taxis to be taking people in both directions, and dropping them off and picking them up along the way, rather than

travelling empty on some trips. Mixed land uses, rather than mono uses, will help us to achieve this.

Making a more efficient and compact city is a process, and not something that government can achieve on its own. TOD however is guiding our approach to where we invest public resources.

#### KEY FEATURES OF TOD (1)

The key features of TOD are a relatively high-density, compact and mixed urban form. It includes:

- Neighbourhoods that promote walking;
- Non-motorised transport networks;
- Dense networks of streets and footpaths;
- Development located near public transport;

#### KEY FEATURES OF TOD (2)

- Planning that promotes mixed use;
- A match between density and public transport capacity;
- Compact regions with short commutes; and
- Regulation of parking and road use together with other Travel Demand Management measures.

#### OUR TOD PLAN

In some parts of Cape Town, like the historic central city, where this conference is being hosted, you will have seen many of the features of TOD are already in evidence. This area is relatively dense, easy, safe and pleasant to walk in and served by public transport. There is a mix of commercial, residential and retail and many other services and destinations available. We are working hard to make it easier and more attractive to cycle and we are very aware that there is a need for more affordable housing in the CBD and surrounds.

Building on well planned, mixed-use areas, and achieving greater densities in parts of the city close to transport and other amenities is also underway in other parts of Cape Town.

To take this further, the City's Built Environment Performance Plan, prepared for National Treasury, and which will be tabled in Council this month, contains three transport corridors, bounding a central urban core together with six catalytic TOD projects. Measures to make private investment in these corridors and project areas attractive to developers and other investors are being put in place.

#### ENCOURAGING PRIVATE INVESTMENT

These will include fast-tracking the processing of development applications; proactive rezoning; title deed restriction removals; and provision for overlay zones for increased densities.

#### CONNECTING OUR COMMUNITIES

The theme for today's conference -- 'Connecting African Communities' has several dimensions, but is particularly relevant for Cape Town at this time as we seek to increase connections between our communities – the diverse communities that make up our city at the tip of the African continent.

The three corridors which will help us strengthen connections between our communities, and bring more people into the formal economy are:

- The Voortrekker Road corridor – between Cape Town's historic CBD and Bellville;
- The Metro South East – city centre corridor; and
- The Blue Downs / Symphony Way corridor, linking the Metro South East and Bellville

These corridors provide additional opportunities for good public transport services to help restructure the urban form in keeping with TOD. The provision of reliable, frequent and affordable public transport services, will provide certainty and opportunity for investors and for businesses seeking to locate close to customers and markets.

#### METRO SOUTH EAST CORRIDOR

In the Metro South East of the city, where the legacy of apartheid spatial planning is very apparent, there are few mixed-use features. Communities are poor and far from jobs and economic opportunities. Council has passed our plan to implement new trunk routes that will link Mitchells Plain, Khayleitsha and the many other communities that make up this public transport-captive market with better and more efficient access to areas like Claremont and Wynberg, which are important economic and social nodes in the city. This corridor will include focussed public investment in Phillipi East as part of the Phase 2A MyCiTi rollout.

#### VOORTREKKER ROAD – BELLVILLE

The Voortrekker Road – Bellville corridor has also been identified for targeted intervention together with Bellville, an area which is described as a second CBD, but which has experienced some decline in recent years. The revitalisation of Bellville, which includes the second biggest station on the city's rail system, Tygerberg hospital – a centre of excellence and important teaching hospital, university campuses, and a range of housing as well as hundreds of small and micro enterprises, will be key to achieving our TOD vision.

#### BLUE DOWNS SYMPHONY WAY CORRIDOR

This corridor will link the metro South East and Bellville, competing an important link with the development of a new rail corridor by national government and its agencies.

#### TOD PROJECTS UNDERWAY

In central Cape Town the Foreshore Freeway Precinct has also been identified as an important TOD project. Tenders for the development of this site – which will include affordable housing opportunities not far from here – have already been submitted. Members of the public had an opportunity to view and comment on the world class submissions we received from six bidders.

#### TOD PROJECTS UNDERWAY

Additional sites at Ebenezer and Gallows Hill have been identified in the CBD for affordable housing and TOD.

Other important sites that we believe will showcase TOD include the Athlone Power Station site and Paardevlei.

In the coming months and years we will be working hard to bring the TOD vision that we have for these areas to fruition.

#### BUILDING PARTNERSHIPS FOR SUCCESS

In the process we will create new jobs, new economic opportunities and improve the daily lives of Capetonians as they travel around the city on foot, by bicycle or using public transport.

Cape Town is growing fast as more people are drawn to the opportunities and lifestyle that the city offers them, and as South Africa urbanises as part of an international trend that is rapidly gathering steam in Africa.

As the City leadership we have a responsibility to plan for this, to seize the opportunities that come with well-managed urban growth, and to work in partnership with the private sector, civil society, parastatals like Prasa, Transnet Sanral and other spheres government.

We also look forward to working closely with this community of engaged professional engineers as our TOD journey gets underway and we aim to make a decisive break with what remains of the apartheid city.

THANK YOU

I thank you.