



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

EU World Cities Presentation

Innovation for Smart and Green Cities

27th March 2017

Making progress possible. **Together.**

INTRODUCTION

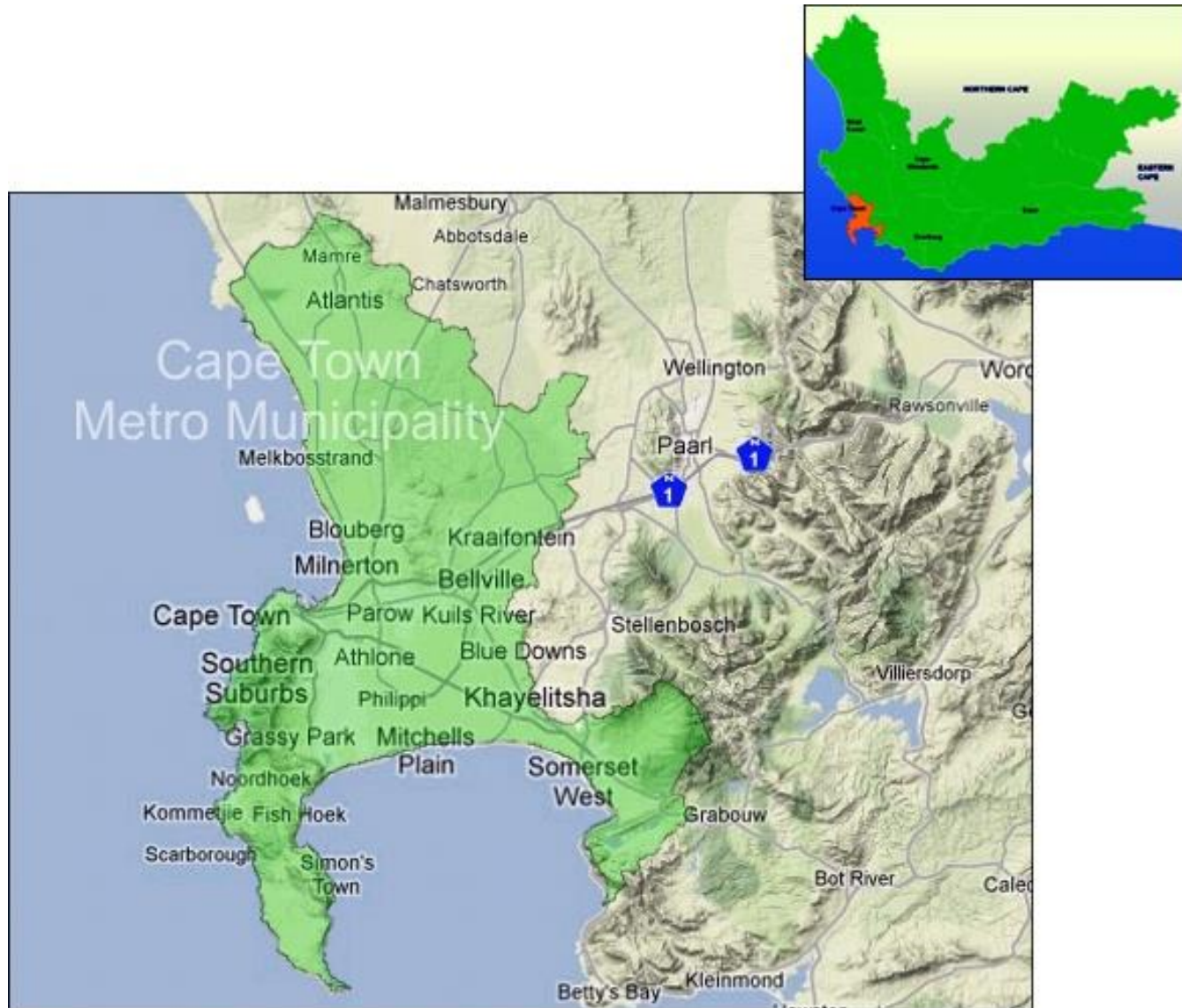
- OVERVIEW
- INITIATIVES
- TRANSIT ORIENTATED DEVELOPMENT

OVERVIEW



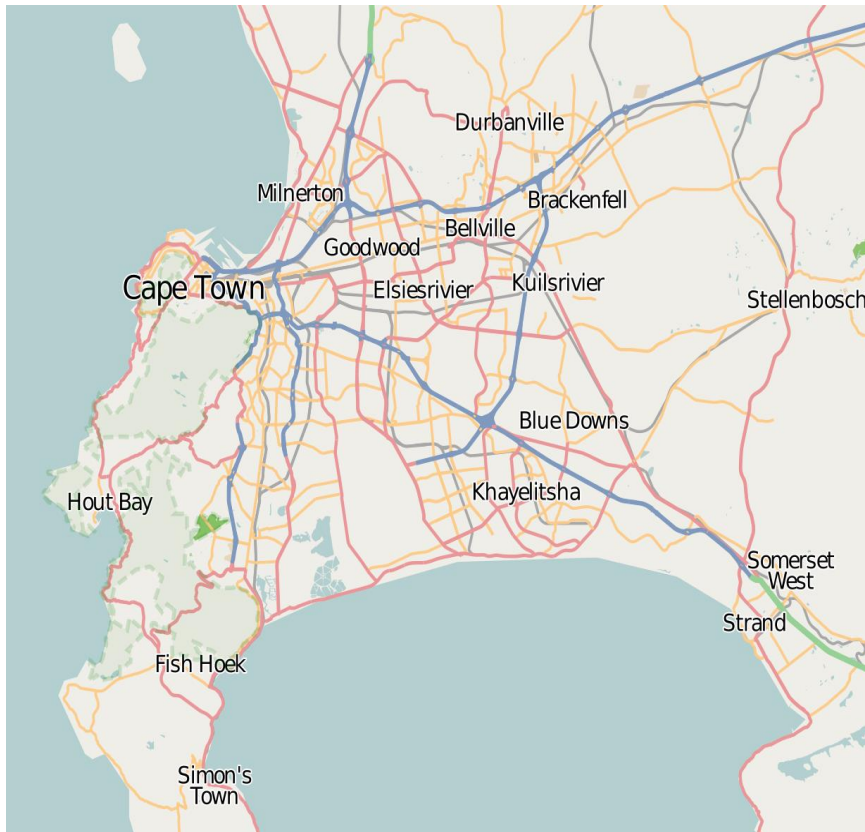
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Location



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Geographically Unique



SELECTED INITIATIVES



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INITIATIVES

Digital City Strategy

- Government – access, simplicity, evidence, culture
- Economy – tech hub, entrepreneurial support, skills, culture
- Inclusion – digital divide, quality of life, access
- Infrastructure – deploy networks, disrupt monopolies, cost saving

Economic Areas Management System – web based analytical tool

- ECAMP is a decision-making support tool
- Collation of open source data available online
- Diagnostic modelling - seventy indicators of market performance and location potential

Atlantis Green Technology hub

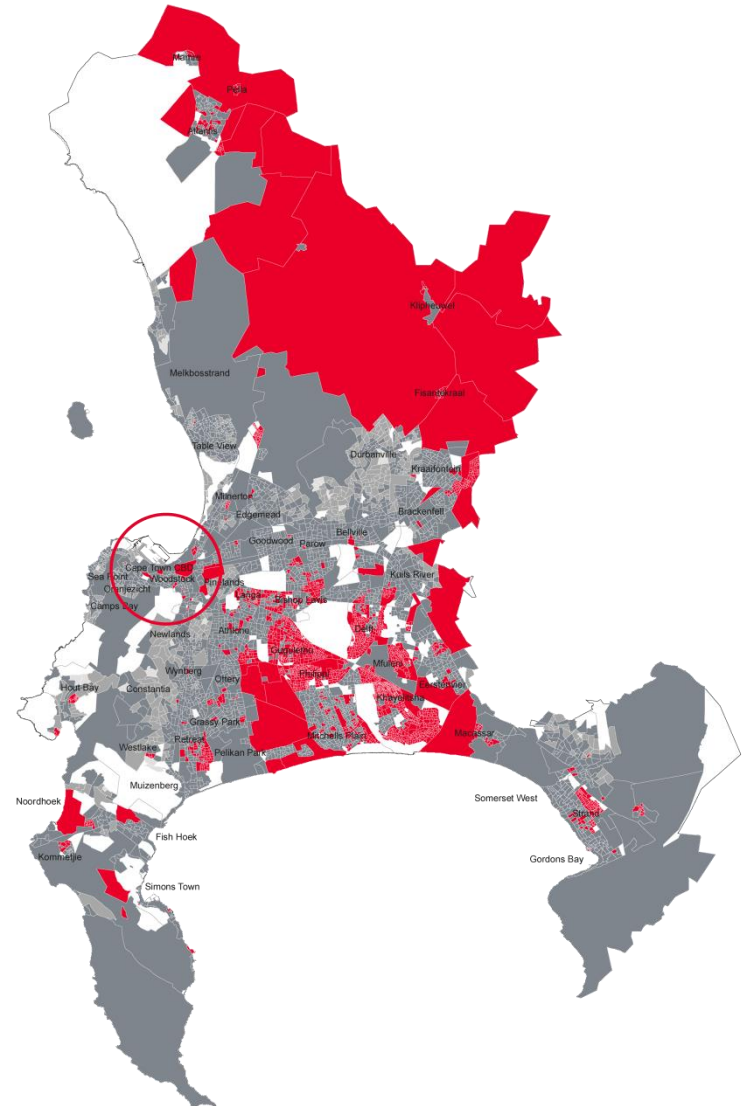
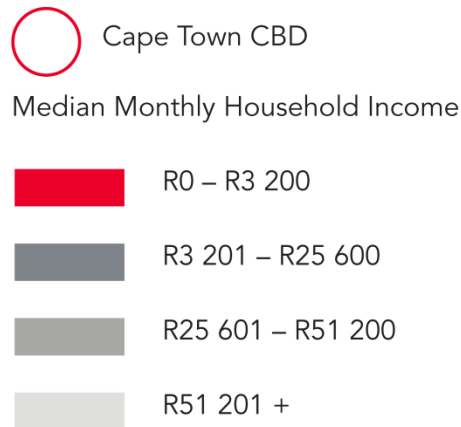
- Investment Incentive Scheme to boost job creation in Atlantis
- A development facilitation team
- Rapid application and adjudication process available to qualifying applicants

Transit Orientated Development

Population Distribution

Per Income Group (Census Small Area: 2011)

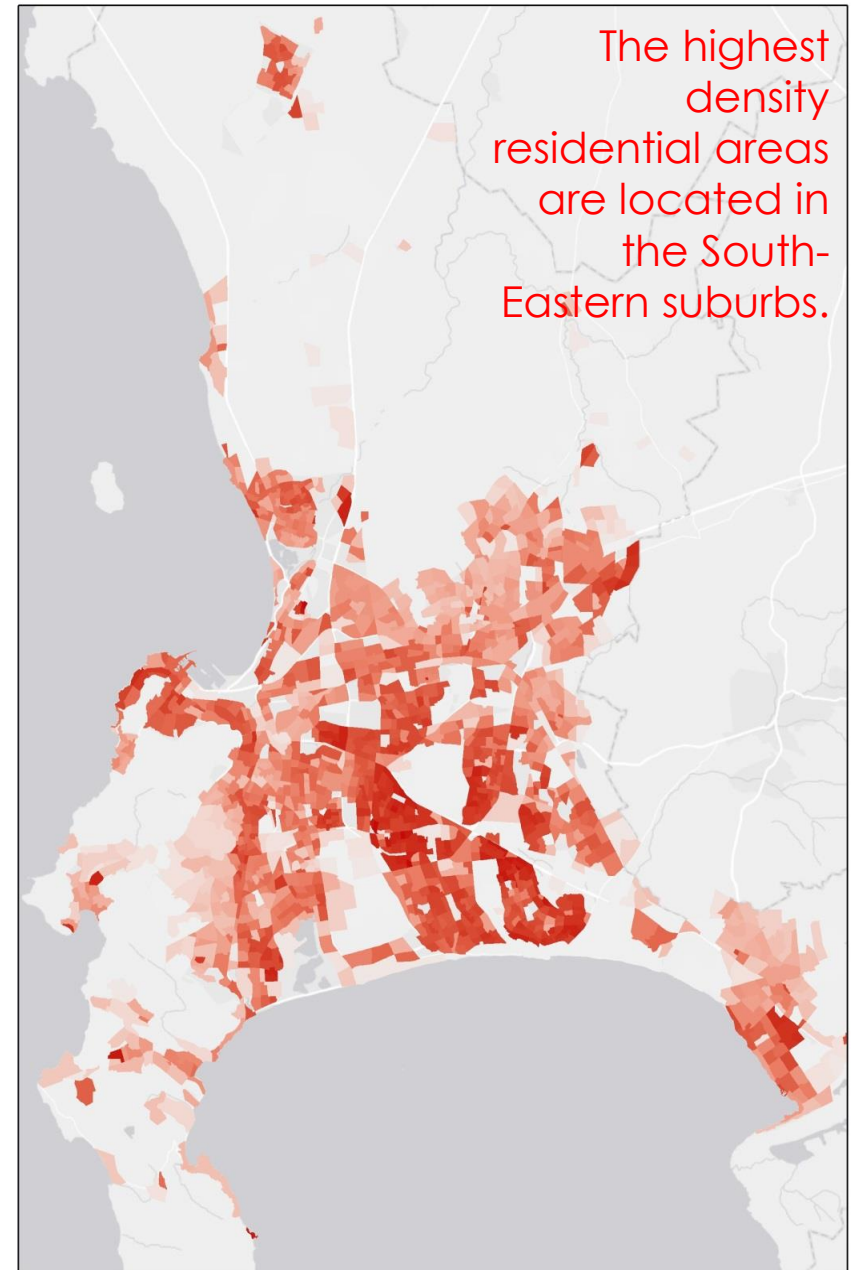
As can be seen from the map of Cape Town, **the majority of the population in the Low Income bracket are located in far-flung areas.** These distances are between 45-70 kilometres from work opportunities.



Source: 2011 Census

Employment Concentration

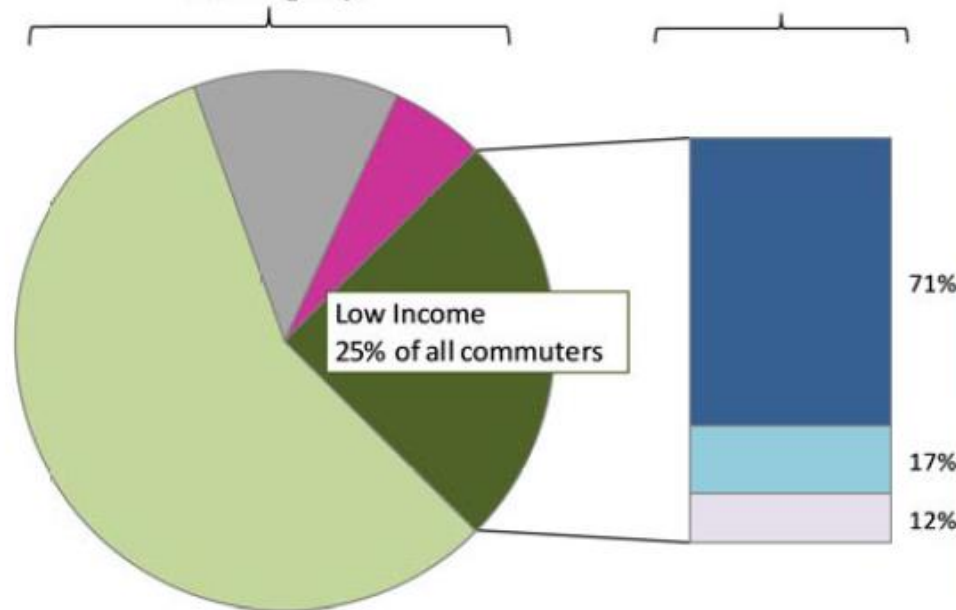
- Poor spatial relationship between dense residential areas and employment opportunities
- Resulting in long travel distances
- High cost of access
- The poorest people travel the longest distances
- Inefficient network usage.



Transport Development Index

Trips to work in the City of Cape Town by income group

Modal split



Public Transport

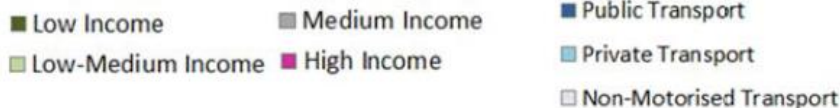
71% of them use Public Transport
43% Direct Cost/Income
Priority: Safety, Flexibility, Direct Cost

Private Transport

17% of them use Private Transport
56% Direct Cost/Income
Priority: Safety, Direct Cost

Non-Motorised Transport

12% of them walk to work
R 1 190 Total Indirect Cost per month
(Crime, Crashes and Walking Time)



A New Paradigm for Growth Management

1. Maximise **“location efficiency”** so that people can walk, cycle and use public transport.
2. Boost **ridership**, **minimize congestion** ensuring public transport becomes more viable
3. Provide a **rich mix** of housing, shopping, recreational and transportation choices
4. Enable **cost and operational efficiencies** in the provision and design of urban infrastructure
5. **Drive down the cost** of the User Access Priority for both new and existing residents
6. Develop a **sense of place.**

[illegible]

PRIORITY PROJECTS

1. Foreshore Freeways

This project is considered to be a significant lever for public and private transport investment with large scale opportunity for TOD balanced mix of land uses and economic investment.

Project Development Objectives:

- Mixed Use integrated development
- Create local employment opportunities
- Open up affordable housing opportunities
- Create private investment opportunities
- Congestion relief and improved access.

Project Status:

A prospectus has been issued as a call for proposals.

2. Gallows Hill / Ebenezer (Potential Foreshore Freeway Contributor)

High potential for Public Transport, NMT integration and opportunities for affordable housing. This part of the project could help to address localised traffic congestion and access constraints.

Project Development Objectives:

- Spatial transformation and inclusionary housing
- Mixed income and mixed use development
- TOD
- Return: land sales, rates generation and infrastructure upgrade

Project Status:

Preparation

3. Athlone Power Station Redevelopment

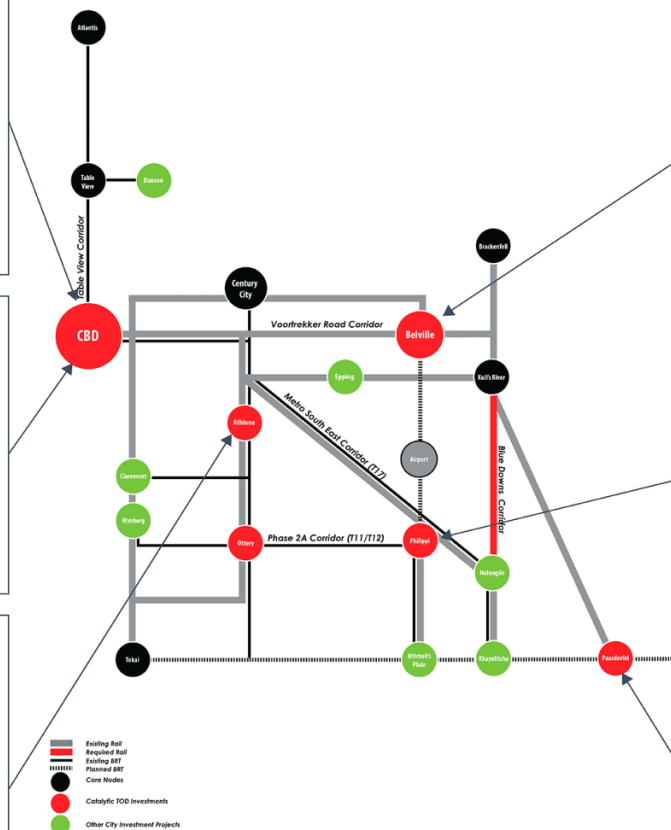
This project presents opportunities for Integration between BRT, Rail and land development. It is anticipated that this development project would provide for good demonstration of a new form of transport supportive development.

Project Development Objectives:

- Spatial Transformation and Social Inclusion
- Mixed income and mixed use development
- Transit Oriented Development associated efficiencies and form
- Leveraging private sector investment
- Rates generation and land sale

Project Status:

Preparation: Feasibility



4. Bellville Paint City / PTI

The City's investment into this nodal scale redevelopment initiative is in the form of substantial investment into the upgrading of the public transport interchange, integrating it with the rail station and surrounding existing and potential future land uses as well as the packaging of the former Paint City site.

Project Development Objectives:

- Transformation and Social Inclusion
- Rates generation and land sale
- Mixed income and mixed use development
- Leveraging private sector investment

Project Status:

Pre-project: Development Approach

5. Philippi East

This is an important node with regards to the City's Integrated Public Transport Network Plan (IPTN) as it is located at the convergence of 6 planned Integrated Rapid Transit (IRT) system trunk routes.

Project Development Objectives:

- Mixed Use integrated development
- Create local employment opportunities
- Open up affordable housing opportunities
- Create private investment opportunities
- Integrate development with public transport provision

Project Status:

Conceptual planning stage

6. Paardevelei

This project presents the opportunity to leverage Public Transport Investment in the form of rail link duelling north of the site as well as future road based public transport options. The land can also be used for a balanced mix of residential & job creation opportunities.

Project Development Objectives:

- Mixed Use integrated development
- Create local employment opportunities
- Open up affordable housing opportunities
- Create private investment opportunities

Project Status:

Conceptual planning stage incorporating access and stormwater interventions



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Thank You



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