

CitySPeaks

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LETTER FROM THE CSP

Welcome to the first edition of the Cities Support Programme's (CSP) quarterly newsletter.

Cities are the heartbeat of our economy, the pulse that drives economic growth and can significantly reduce poverty and inequality.

How do we make sure that we support cities in such a way that they too can play their part in building a South Africa that delivers on the vision of the National Development Plan (NDP)?

The CSP has been established by the National Treasury to create an enabling intergovernmental environment for city transformation. It focuses technical support efforts to drive changes in the policy and regulatory environments; restructure the fiscal and financial framework for cities; and provide an integrated package of city implementation support. The underlying aim is the creation of well-governed cities, within the context of the existing system of intergovernmental relations, to deliver inclusive economic development and sustainable growth.

The emphasis on building alliances and strengthening relationships to enable this transformation is a central tenet of the work of the CSP. Strengthening partnerships with other organisations active in the local government space is, therefore, a key priority for the programme. In the city space, this means closely aligning and working in a mutually supportive way with the South African Local Government Association (SALGA) and the South African Cities Network (SACN). National government departments like the Department of Cooperative Governance and Traditional Affairs (CoGTA), the Department of Transport (DOT) and the Department of Human Settlements (DHS) are also critical to the successful delivery of programme outcomes.

Please enjoy our updates, be provoked by our commentary, and share your reflections with us.

In partnership, we change the urban landscape.

Look forward to hearing from you.

Warm regards

The CSP Team

CONTRIBUTORS

Thank you to all who contributed to the inaugural edition of CitySpeak.

(DDG) of Intergovernmental Relations (IGR), Ms Malijeng Ngqaleni; Chief Director the NDPG, Dave van Niekerk; Executive Programmes Manager, South African Cities Network (SACN), Ms Geci Karui Sebina.

This first publication is a mix of all things CSP to date: it reflects on work done, work planned and collaborative initiatives with others. Future editions will be focused thematically and provide a comprehensive, in depth analysis of a particular area of our work.





MEET THE CITIES SUPPORT PROGRAMME (CSP)

Supporting our cities to become 'engines of growth', and making our cities more productive, inclusive and sustainable in the face of low national growth

"South Africa's spatial landscape has to be reshaped... we will support our cities to improve living conditions, modernise transport and communications infrastructure, expand the urban economy and promote free trade and investment."

Medium Term Budget Policy Statement, Minister of Finance, Nhlanhla Nene, 22 October 2014.

This is a challenge shared by South Africa's eight metros, and is integral to the CSP's story: building cities that are productive, inclusive and sustainable as enshrined in the Constitution and outlined in the National Development Plan (NDP).

To this end cities need to become 'engines' of inclusive economic growth. They are all however faced with one overriding challenge: to do more with less.

The Urban Dividend

Globally, urbanisation has been linked to higher growth and increased employment. South Africa's largest cities need management that captures the benefits of their growing economic significance. This is not currently the case. Although our cities are growing, this 'urbanisation dividend' has not resulted in improved economic growth, or reducing poverty. For our cities to become 'engines of growth', government needs to focus on them.

Assisting the metros to 'do more with less' National Treasury acknowledges that large-scale urban environments require focused attention. With this in mind the CSP, within the Intergovernmental Relations Directorate (IGR) of National Treasury, was established in 2012.

It is a demand-driven programme covering a range of support to metropolitan municipalities and the broader intergovernmental environment to make cities more productive, inclusive and sustainable. It works closely with the IGR Directorate ensuring a continuous,

consistent and focused lens on urban growth. The purpose of the CSP is therefore to foreground a cities-explicit agenda with a clear mandate to review the way cities are treated.



Minister of Finance, Nhlanhla Nene

The CSP is responding to the challenge by providing support through a results framework, with a clear focus on:

- putting in place and managing a fiscal framework that supports urban growth;
- creating an enabling environment in which cities can achieve their long-term growth strategy (GDS) and;
- supporting cities with the implementation of these strategies.

The results framework has as its long-term goal, economic growth and the reduction in poverty and inequality: by,

At a national level:

- aligning fiscal, regulatory and support mechanisms and;
- creating an enabling environment for city transformation.

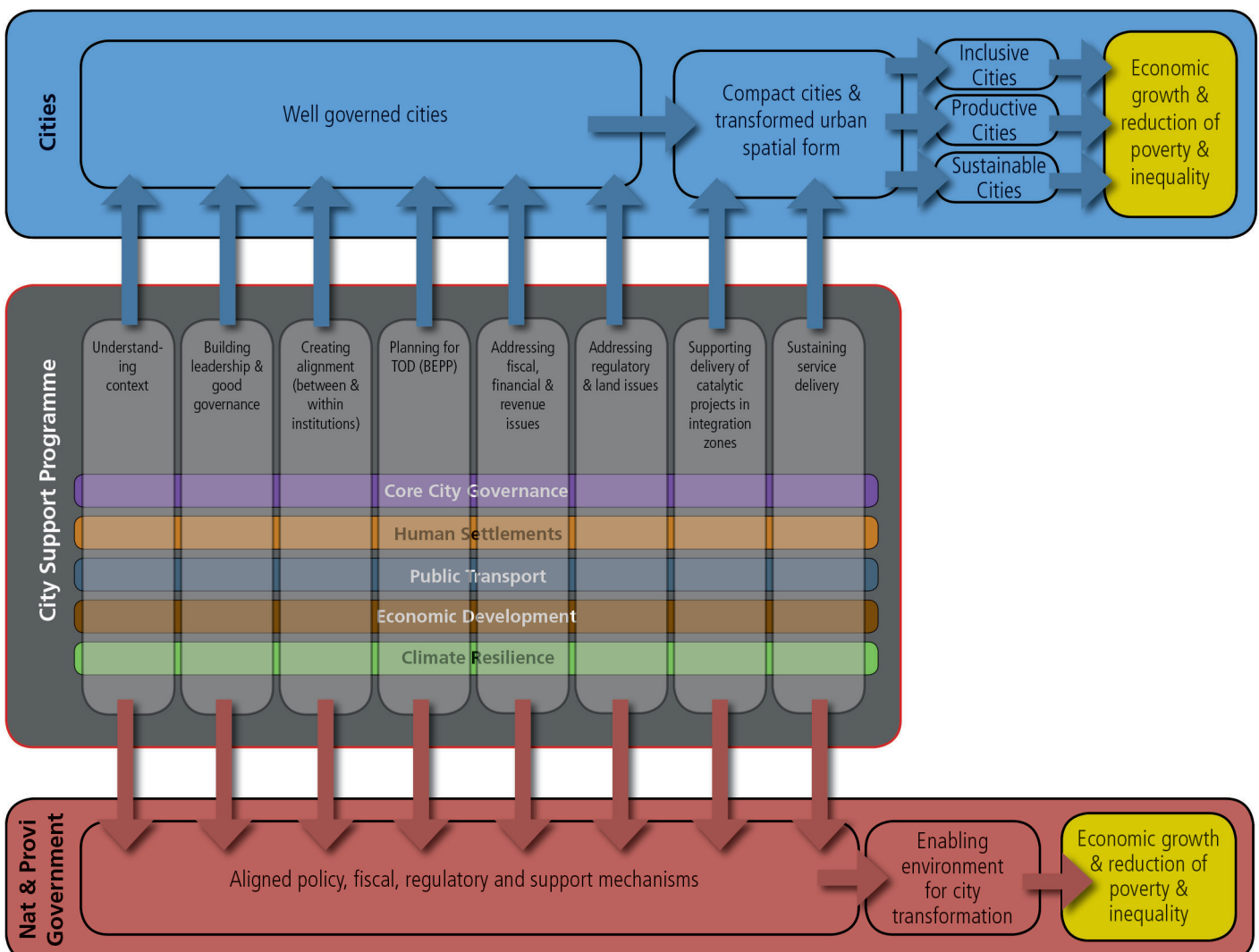
At a local level, creating cities that are :

- well governed;
- compact and with a transformed urban spatial form, as well as;
- inclusive, productive and sustainable.

Given the CSP's focus, it has designed projects in five different components, viz:

- Core City Governance Support
- Human Settlement Support
- Public Transport Support
- Climate Resilience and Sustainability Support
- Economic Development Support

The diagram below illustrates the eight steps of the CSP's theory of change.





THE DEPUTY DIRECTOR-GENERAL (DDG) OF INTERGOVERNMENTAL RELATIONS (IGR), MS MALIJENG NGQALENI INTRODUCES THE CSP

Unpacking the CSP

The Cities Support Programme (CSP), part of the Intergovernmental Relations Directorate of National Treasury, was established in 2012. It is a change management programme mandated to drive coordination to effectively enable government to support cities.

“The CSP was established in response to the problem of coordination across government. In dealing with the growth, poverty and inequality conundrum, cities are faced with major challenges which they cannot solve themselves,”

says DDG of the IGR, Ms Malijeng Ngqaleni.

“There is a need for coordinated public sector action to get cities to respond effectively. Urbanisation, while holding the promise of potential for growth, impacts more fundamentally on the poor. Although cities have to drive this agenda, others have an important role to play. Coordinating an effective public sector response is critical to engage others, especially the private sector.”

The CSP's role in National Treasury: creative thinking

“We want to use this programme to leverage creative solutions about funding and ultimately contribute to improving the lives of the poor,” adds Ms Ngqaleni. “It is an enabler, sharpening our ability to drive coordination without taking over line functions.”

The IGR unit is interested in well-functioning cities and wants to ensure that both the fiscal system and regulatory space enable this focus. “For prioritisation and sequencing of resources to happen effectively, we need to improve intergovernmental coordination. Our role as the IGR unit is exactly that, and it is something which we work to strengthen internally across Treasury as well as across government departments.”

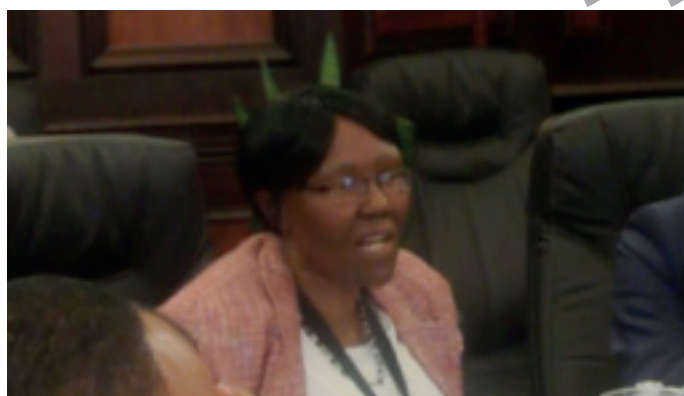
A primary focus is finding ways to maximise value-addition through encouraging appropriate public sector investment to leverage and attract private sector interest and resources. One of the CSP's aims is to unlock the ability of cities to effectively prioritise and sequence resources.

The CSP and the National Development Plan (NDP): poverty reduction

The NDP outlined the challenge of inefficient (and unaffordable) spatial form. The CSP is consistent with the approach of shifting this form, addressing practical ways of improving public transport; supporting mixed use and mixed income settlements; and strengthening partnerships so as to ultimately reduce poverty.

Looking ahead: the CSP three years down the line

“If, three years from now, we can have delivered an improved planning alignment to guide and deliver effective investments in the city space, and we can see tangible clustering of a pipeline of projects which has brought both public and private sector resources to bear in the city space, the CSP will be considered to have delivered successfully.”

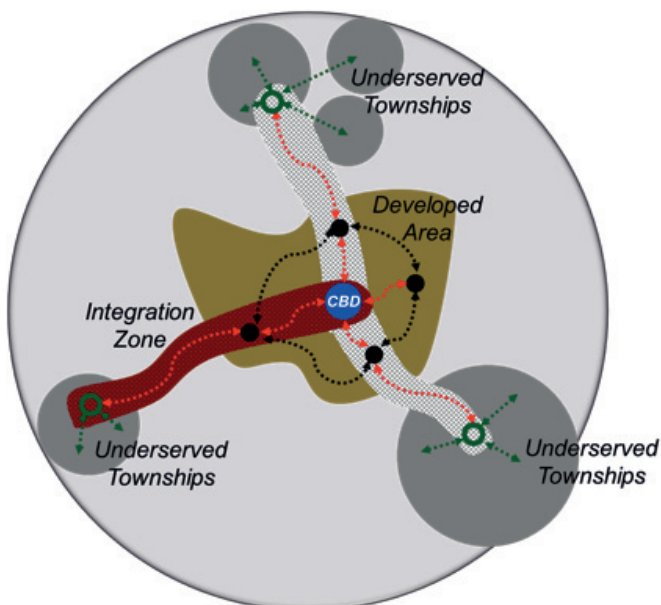


The DDG of Intergovernmental Relations, Ms Malijeng Ngqaleni

Within the IGR Unit, The Neighbourhood Development Partnership Program (NDPP) has the most complementary vision to that of the CSP. Chief Director the NDPP, David van Niekerk talks about the alignment between the NDPP the CSP.

"We work together on spatial targeting: aligning spatial planning with public finance. The NDP Grant seeks to get private sector investment in urban transformation that reduces poverty, to bring the poor closer to where jobs are and take jobs to where people live. We work in appropriate urban hubs and nodes in townships, which can only be done following a process with cities to identify where these should be. Built Environment Performance Plans (BEPPs) must be completed by cities and include a level of detailed precinct planning found in the Urban Network Strategy (UNS). The NDPP plays this complementary programmatic role through targeting funding to help cities prioritise effectively. This level of collaboration ensures that public finance can flow to identified areas and build on the CSP's broader strategic vision of catalysing change."

The diagram below illustrates the the Urban Network Strategy



QA with South African Cities Network

A recent interview with Executive Programmes Manager, South African Cities Network (SACN), Ms Geci Karui Sebina, explores how the CSP and SACN collaborate to support South Africa's largest cities.

Q: How does SACN work with CSP?

A: SACN has been working with South Africa's largest cities for over a decade (since 2002) to enhance the understanding and performance of urban places. For us the CSP indicates a new response and commitment to support and strengthen cities and the acknowledgement of their important role in the national development agenda.

The CSP adopted a similar framework to ours in using the pillars of city governance, productivity, inclusiveness and sustainability, and also by pursuing a spatial transformation agenda as core to our urban future. It has therefore been easy to find the areas of synergy and collaboration. It is vital for us to coordinate our respective work and interventions - to ensure efficiency and coherence - because the urban development space is getting increasingly busier and complex, attracting numerous role-players.

Q: What are some of the projects you are doing together?

A: Specific areas of cooperation so far have included: urban policy, urban indicators, settlement and spatial planning decision support, public transport and the Doing Business study.

Q: What are the benefits of this relationship?

A: We'd like to think that the benefits are in leveraging our respective capabilities and strengths in trying to deliver value to cities and to the country. Given what have sometimes been quite difficult relations between the spheres of government, and with Treasury in particular (it's not always easy or popular being the one managing the money!), we also think that institutions like the SACN, because we are slightly removed, can play an important role in intermediation towards achieving common outcomes.



ALL WORKING FROM THE SAME FRAMEWORK

The Integrated Urban Development Framework (IUDF) provides a co-ordinated response to the challenges of urbanisation and integration

The IUDF's eight policy levers

LEVER 1 Integrated Spatial Planning	Integrated Spatial Planning: Cities and towns that are spatially organised to guide investments that promote integrated social and economic development, resulting in a sustainable quality of life for all citizens.
LEVER 2 Integrated Transport and Mobility	Integrated Transport and Mobility: Cities and towns where people can walk, cycle and use different transport modes to easily access economic opportunities, education institutions, health facilities and places of recreation.
LEVER 3 Integrated Sustainable Human Settlements	Integrated Sustainable Human Settlements: Cities and towns that are spatially equal, integrated and multi-functional in which settlements are well connected to essential and social services, as well as to areas of work opportunities.
LEVER 4 Integrated Urban Infrastructure	Integrated Urban Infrastructure: Cities and towns that have transitioned from traditional approaches to resource efficient infrastructure systems which provide for both universal access and more inclusive economic growth.
LEVER 5 Efficient land governance and management	Efficient land governance and management: Cities and towns that grow through investments in land and property, providing income for municipalities that allow further investments in infrastructure and services, resulting in inclusive, multi-functional urban spaces.
LEVER 6 Inclusive economic development	Inclusive economic development: Cities and towns that are dynamic and efficient, foster entrepreneurialism and innovation, sustain livelihoods, enable economic growth, and generate the tax base needed to sustain and expand public services and amenities.
LEVER 7 Empowered active communities	Empowered active communities: Cities and towns that are home to socially and culturally diverse citizens, who are actively involved in city life and committed to making South Africa work.
LEVER 8 Effective urban governance	Effective urban governance: Cities and towns that have the necessary institutional, fiscal and planning capabilities to build inclusive, resilient and liveable urban spaces.

The Department of Cooperative Governance and Traditional Affairs (CoGTA), in collaboration with the South African Local Government Association (SALGA); the South African Cities Network (SACN) is facilitating the development of an Integrated Urban Development Framework (IUDF) to respond to the challenges of urbanisation and integrated urban development and management in the country. The CSP is part of this working group which provides guidance and debate on the next steps to implementing this very important Framework.

The IUDF responds to this challenge, and through eight policy 'levers', highlights specific necessary actions to work towards reaping the urban dividend and achieving spatial transformation.

Extensive consultation

The extensive IUDF consultation process concluded in July 2015. The following consultations were held:

- Provincially: in partnership with Provincial Departments of Cooperative Governance and Traditional Affairs and the Provincial Planning Commissions.
- Sectorally: in partnership with non-governmental partners and nationally.
- Within Government: the draft was presented at relevant IGR structures and meetings as well as at conferences.

Two independent reviews have been conducted on the draft document, one through the European Union (EU) and the other through the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) Governance Support Programme. As part of continued communication and engagement the IUDF website (<http://www.iudf.net/>) and twitter accounts (@IUDF_COGTA) have been activated. The full IUDF document can also be downloaded from the website

PARTNERING FOR URBAN INNOVATION

The Department of Planning Monitoring and Evaluation (DPME)'s Planning Branch and the Gauteng Provincial Government (GPG) are collaborating on urban innovation.

“An environment that supports innovation is one where there is an open learning environment; a dense network of trustful relationships; and space for risk-taking and creativity. The NDP has provided impetus for renewed engagement in the ‘knowledge space’.”

The Department of Planning Monitoring and Evaluation (DPME)'s Planning Branch and the Gauteng Provincial Government (GPG) are collaborating on urban innovation, including the establishment of a Partnership for Urban Innovation (PUI). For the purpose of the project “urban innovation” is defined as: **‘the generation and application of new ideas for the management of urban growth to support rising incomes, a better distribution of wealth, enhanced living standards, improved environmental quality and equitable service delivery’.**

The CSP considers this initiative critical, because solutions to urban challenges need to be at the cutting edge of exploring possibilities and it is in the urban innovation space that these will be found. The CSP is exploring ways to strengthen ties with the PUI as much of the work in the CSP is framed in the context of thinking laterally and working innovatively to find solutions to city challenges.

One of the first activities of the Partnership is the hosting of a Colloquium on urban innovation planned for 1-2 October 2015 in Gauteng. The purpose of the colloquium is to launch the Partnership for Urban Innovation, reflect on what urban innovation is, how to incentivise and mainstream innovation, and to showcase work of young researchers who were awarded grants to write up innovative approaches to dealing with urban pressures.

The National Development Plan (NDP), guided by its vision to eliminate income poverty and reduce inequality by 2030, provides a framework for addressing challenges related to the “transformation of human settlement and the national space economy”.

The implementation of the recommendations in Chapter 8 of the NDP requires creative thought and dedicated action. There is an ongoing need to identify and implement innovative solutions to enable municipalities to accommodate urban growth in more efficient, inclusive and sustainable ways. Large urban areas, in particular, offer the prospect for innovation-led development. This potential is however often constrained by bureaucratic approaches that incentivise compliance at the expense of innovation, and by a lack of trust and meaningful exchange and mutual learning between actors in urban space.

Some key points from Chapter 8 of the NDP (Executive Summary)

Transforming Human Settlements

Objectives

- Strong and efficient spatial planning system, well integrated across the spheres of government.
- Upgrade all informal settlements on suitable, well located land by 2030.
- More people living closer to their places of work.
- Better quality public transport.

Actions

- Reforms to the current planning system for improved coordination.
- Develop a strategy for densification of cities and resource allocation to promote better located housing and settlements.
- Substantial investment to ensure safe, reliable and affordable public transport.
- Introduce spatial development framework and norms, including improving the balance between location of jobs and people.
- Provide incentives for citizen activity for local planning and development of spatial compacts.



THE CSP IN ACTION: VIBRANT INTERACTION IS THE KEY TO BUILDING STRONG CITIES

*The Standing Committee on Appropriations' (SCOA) Oversight Visit
Gauteng 21 July 2015*

An important part of the support that the Cities Support Programme (CSP) provides to cities has been the introduction of the Built Environment Performance Plans (BEPP). Cities need support to plan for transit-oriented development and do this through the broader framework of the BEPP and the Urban Network Strategy (UNS).

The BEPPs, refined annually, provide a critical link between the Spatial Development Frameworks and Integrated Development Plans of the municipalities and their Medium Term Revenue and Expenditure Frameworks (or budgets). All municipal BEPPs have identified a set of corridor-based "integration zones" for targeted public investment.

This intensive planning process triggered the Standing Committee on Appropriations' (SCOA) interest in the CSP. On the 21 July 2015, the CSP hosted a SCOA oversight visit to Gauteng. SCOA visited projects in the City of Tshwane and City of Johannesburg to review the extent to which they contribute to the transformation of the cities, including a review of appropriate and effective governance. SCOA's role is to oversee good governance, fiscal spend and accountability.

"We can talk, talk, talk, but if we only find out in the 4th quarter that the 1st quarter hasn't been implemented that is a problem. We need to follow the money all the time."

SCOA member, Mr AM Shaik-Emam

The SCOA delegation was composed of: Mr NE Gcwabaza (ANC); Dr CQ Madlopha (ANC); Ms MNS Manana (ANC); Ms SCN Shope-Sithole (ANC); Dr MJ Figg (DA); Mr A McCloughlin (DA); Mr AM Shaik-Emam (NFP).

The highlights of a day called "ground-breaking" by the Director-General (DG), National Treasury, Mr Lungisa Fuzile, were the site visits to the Mabopane Urban Hub and Diepsloot Developments where ground is, literally, being broken to create better lives for the residents of Tshwane and Johannesburg.

The visit began at National Treasury offices in Pretoria where the DG Mr Fuzile welcomed the delegation and their comments on the CSP's delivery,

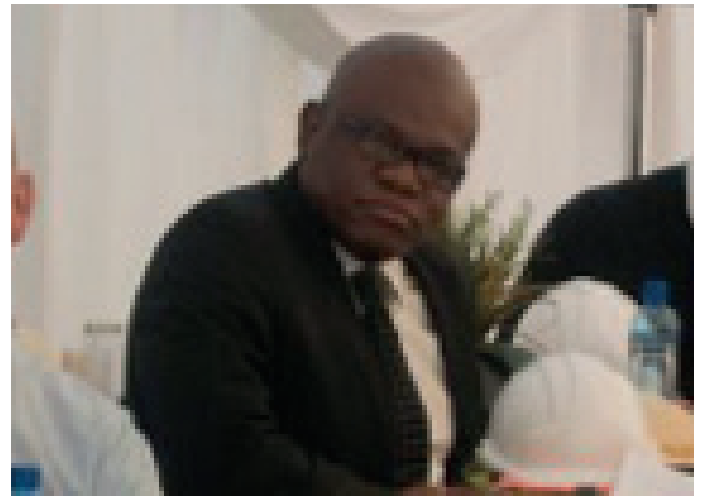
"We don't live under the illusion that we know everything, so we look forward to having SCOA here, and we hope the interaction will be vibrant."

Deputy Director-General (DDG), Intergovernmental Relations (IGR), Ms M Ngqaleni, then presented National Treasury and the CSP's work. She covered the vision, roles and challenges of all stakeholders, including National Treasury, the metros, the CSP, the Neighbourhood Development Partnership Grants (NDP), and the cities.

MMC, Community Safety and Leader of Executive Business in the City, Councillor Russell Mashego, representing the Tshwane Mayor's office and Deputy City Manager for the City of Tshwane, Ms L Kwele, followed with an overview of Tshwane's long term strategy and specific detail on the catalytic project to be visited in Mabopane.

“As the city of Tshwane we are trying to respond to the imperatives of reconfiguring our city. Our success lies in our ability to integrate our townships into the urban space,” said Ms Kwele, “the Mabopane Urban Hub is one of our key projects. The challenge, among others, is to improve the lives of those who have to travel long distances to access economic possibilities; hence our transit orientated development in our quest to integrate our communities.”

Following a question and answer session the delegation travelled in a city bus to the Mabopane Urban Hub for a site visit.



Acting Mayor, Johannesburg Member Of The Mayoral Committee (MMC) for Finance : Mr Geoffrey Makhubo



Member of the Mayoral Committee, Tshwane (Community Safety and Leader of Executive Business in the City), Mr Russel Mashego

The DG’s hope for vibrant interaction was well met by the delegates’ responses throughout the day. They remained engaged, active, interested and importantly, incisive in their interest and questions.

The CSP has been invited to provide an update at a forthcoming SCOA sitting.

For the full SCOA visit presentations: ([hypelink/web address](#)).

For more details on the Mabopane Urban Hub and the Diepsloot Developments see the article, “Implementing the Urban Development Strategy”.

The delegates then went to Diepsloot, where a formal lunch was served prior to viewing the Diepsloot Development site.

Opening the proceedings at the lunch, and welcoming the delegation to the City of Johannesburg, Acting Executive Mayor of the City of Johannesburg (MMC for Finance), Mr Geoffrey Makhubo said,

“People from all over South Africa and Africa come here looking for gold but there is no more gold here, we have to create a new kind of gold. The only way we can do that is by redeveloping our cities.”

SOME RESPONSES FROM THE SCOA DELEGATES

The delegates were unanimous in their praise of both the plans and the planning, but they raised a number of concerns, including the efficacy of national/provincial interaction; leveraging the private sector’s role in upgrading housing; on-going stakeholder consultation; and the budget percentage for SSMEs, women and youth.

"My concern is that the activity will be redirected to the 25 km radius (built environment). Does this mean townships will be neglected?"

SCOA member, Malcolm Figg

"Have you transformed the economy and included the underprivileged? How have you advantaged women and children?"

SCOA member, Dr CQ Madlopha

"Any plan can be very beautiful, it can have all the dreams for the country, but it's nothing without leadership."

SCOA member, Ms SCN Shope-Sithole

"At some stage government and the private sector need to reach a consensus, a meeting of minds. We need to strive for that."

SCOA member, Mr A McCloughlin

"Our challenge as government is silos. We need to reread the Constitution, it says: all spheres of government must work in a manner that does not divide South Africa. If there is any sphere of government or department that refuses to work with Treasury, please let us know."

SCOA member, Ms SCN Shope-Sithole



The SCOA delegation at National Treasury

IMPLEMENTING THE URBAN NETWORK STRATEGY

A brief overview of the Mabopane Urban Hub and the Diepsloot Development

The Mabopane and Diepsloot projects are funded and project managed by the NDPG in implementing its Urban Network Strategy (UNS). The UNS is a central component of the BEPPs which, in turn, are part of the CSP's own programme intervention. This is how the planning and implementation of key initiatives are coordinated within Intergovernmental Relations (IGR).

Part of the CSP's mandate, says Chief Director, Neighbourhood Development Partnership Grant (NDPP), Mr David van Niekerk, is "strengthening the capacity of local government to deal with urban challenges."

MABOPANE URBAN HUB, A VIBRANT REGIONAL NODE



A number of factors add up to making Mabopane a significant base for economic growth: its predominantly young population; middle income consumer market with a large consumer base living standards; a source market that is public transport reliant and the fact that the dominant area of employment is still within the Pretoria CBD.

Mabopane Station Modal Interchange Project

Mabopane Station, the site of the current Mabopane Urban Hub development, comprises rail, multiple taxi and bus facilities. Its physical structure as well as road and rail infrastructure creates a significant urban focal point. Additionally, there was already significant retail activity when the City of Tshwane identified the site for development.

The projects include the construction of a vehicular and pedestrian link across the railway as well as the construction of a pedestrian walkways/cycle paths network, serving the entire Mabopane Soshanguve Activity Road along Church Street and Buitekant Road.

The intermodal public transportation node is developed to increase access for residents to distant employment opportunities in the CBD; serving the communities of Mabopane, Soshanguve, Winterveldt and many other short and long destinations from the station.

"We are going in the right direction. What we want from Treasury is support and cooperation, and so far we have got that. We have already attracted private partnerships, which is not only financial. We have buy-in from the taxi associations; as partners their support is not financial but it is value for money. I am also optimistic that the private sector will be attracted."

Member of the Mayoral Committee, Tshwane (Community Safety and Leader of Executive Business in the City), Councillor Mashego

Future vision: a productive, inclusive, sustainable city

The Station Modal Interchange Project is only the first (catalytic) step. The future vision for Mabopane includes live/work buildings, mixed use housing, urban parks, mixed use agricultural development, entertainment precincts and public buildings.

Mabopane Snapshot

-  • 37km Mabopane's distance from the Pretoria CBD
-  • 120 000 - 150 000 passengers use the station on a daily basis.
-  • 3rd busiest interchange in South Africa, linking Mabopane/ Soshanguve with the CBD.
-  • 1: Tshwane is 1 of the largest metros in landmark in the world
-  • 3rd largest metro on the continent

DIEPSLOOT DEVELOPMENT

*Diepsloot bridge*

Spirited urban transformation

What many describe as 'the spirit of Diepsloot' is shaped by its emergence as a 'post-apartheid township'. It has a specific culture, requiring equally specific and significant urban transformation. A number of characteristics have therefor been taken into consideration in the planning. It is a constrained area; bordered by the N14 highway to the north-east, Diepsloot Nature Reserve hampers expansion to the west and existing high income development limits opportunities to the south.

The development includes the Ingonyama Road

Upgrade, connecting one of Diepsloot's busiest thoroughfares with William Nichol Drive; the construction of a bridge across the Jukeskei River; improvement of road and storm water infrastructure; and a 'complete street' concept including cycling, pedestrian and hawkker facilities.

The project is part of the ongoing transformation of Diepsloot into a social and economic hub that is also environmentally sustainable; a formalised township, like any other.

Bridging the divides

Diepsloot consists of Diepsloot 'proper' including of Diepsloot West and Tanganani township co-located with Diepsloot South and Diepsloot East. The Jukskei River divides the two sides.

There is also a formal and an informal side to Diepsloot: residents who consider it home, and others who view it as a transit township as it was originally established.

"The two keywords for the development are accessibility and mobility: creating easy access for vehicles and for pedestrians; making it a place people want to live, and invest, in; taking residents to jobs and bringing jobs to the area. The bridge allows access for services like refuse removal, SAPS and emergency services and symbolically it connects the informal and formal sides of Diepsloot. Safety is also a major concern. It is now safe to cross the river when it floods in heavy rains."

Senior Development Manager, JDA, Leonard Visagie.

Future vision: a productive, inclusive, sustainable city

The Diepsloot development strategy aims to secure the development of the area in line with vision by 2020. It comprises a series of sectoral interventions, including improved infrastructure; increased provision of housing and shelter; provision of a strong social facilities network; support for economic development; and development of good quality open spaces. It is supported by cross-cutting programmes and interventions including a strong institutional framework to guide and direct development.

Diepsloot Snapshot

-  • (+- 30km) Diepsloot's distance from Johannesburg's CBD.
-  • 20km north of Sandton.
-  • (+-)161 325 people (in 2012)
-  • (+-) 43 601 households (in 2012)
-  • 24.1% of the regional population

VOICES FROM THE GROUND

Some comments on the Mabopane Urban Hub and Diepsloot Development

"They are making a bridge to make it easy to cross the river and get to school."

Michael Sibanda, 14 year old student, Diepsloot.

"Our interventions are beginning to say: how do we respond to the spirit of Diepsloot? At one of our youth-stakeholder workshops, they described Diepsloot as 'being like an animal with two faces': quiet and liveable during the weeks and then on the weekend they felt vulnerable because of rampant drug and alcohol abuse and noise pollution. How do we address that?" **CEO, Johannesburg Development Agency, Thanduxolo Mendrew**



"It is already empowering, skills like paving and building work and things like diesel and equipment hire, are being sourced locally. I work for Ditshimega, it means "champions". Our ability is being tested –the champions can't be defeated!" **Mabopane Urban Hub contract manager, Sakkie Ranta.**

"A very clear consultation process, very clear plans and commitment to see the plans through will attract private investment." **Portfolio manager, Neighbourhood Development Partnership Grant, Mr Collins Sikhele**

"Maybe the new road will give us opportunity for business because so many people will use this route." **Vendor nearby the bridge, Sihle Dlamini.**

"We'll make sure this new road is perfect. We see our place developing, it makes us feel nice – even for our kids and for generations and generations – it will feel nice." Contractors on the Diepsloot bridge, **Ephriam Zwane and Simon Monareng.**



"I don't know what they are building here but if it's a new taxi rank and I can sell there it will be good for my business." **Vendor outside Mabopane construction site, Virginia Maranela**



INSIGHTS

Links to some valuable insights and articles on city transformation and innovation



SUBNATIONAL DOING BUSINESS REPORT ON SOUTH AFRICAN CITIES

The National Treasury, South African Cities Network (SACN) and the Department of Trade and Industry (Dti), have supported the delivery of the first ever subnational doing business exercise on South African metros. This internationally recognized benchmarking exercise was conducted over 18 months by the World Bank Group (WB) with financial support from SECO.

It compares the ease of doing business in nine urban (8 metros + Umsunduzi) and four major ports against those of 188 other global economies (Buffalo City, Cape Town, Ekurhuleni, eThekweni, Johannesburg, Mangaung, Msunduzi, Nelson Mandela Bay and Tshwane). The cities were measured against six key indicators which broadly determine the ease of doing business in their city vis a vis one another. The report raises important city/business improvement lessons, including the need to work across spheres of government; the opportunity for cities to share

knowledge; the potential of South African cities to raise the economy out of the desperate state they're in.

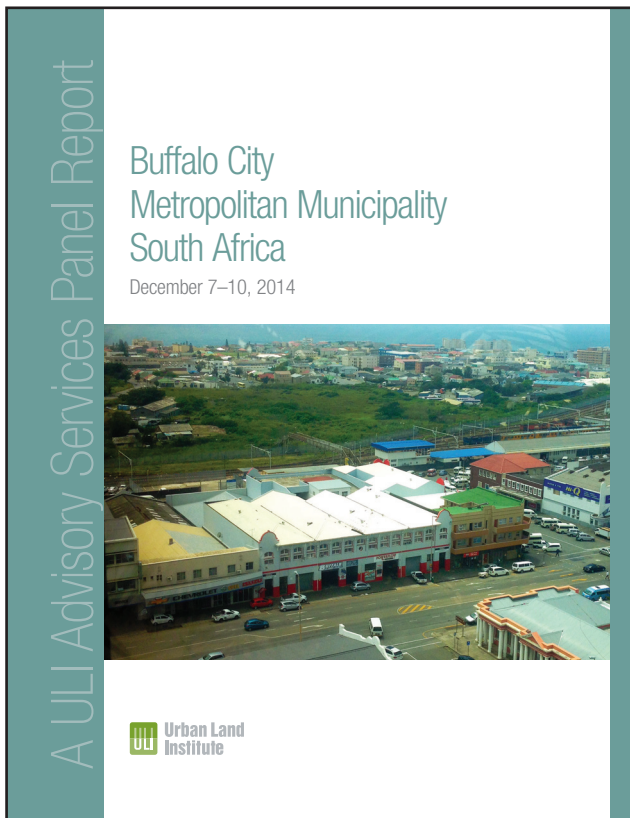
In 2017, the WB will return to conduct an assessment of the extent to which cities have been able to improve areas where they have under-performed. This means that between now and then, much hard work will need to happen and the CSP will lead a rigorous programme of action with cities to help improve their performance. This will include a series of peer learning events, workshops and bilateral exchanges between cities. South African cities have indicated unequivocally that they are up for that challenge!

For the World Bank report see: www.doingbusiness.org/subnational.

For additional comment on the report see: <http://www.financialmail.co.za/coverstory/2015/07/02/cities-and-the-economy-heartbeats-of-growth>

THE URBAN LAND INSTITUTE (ULI) REPORTS

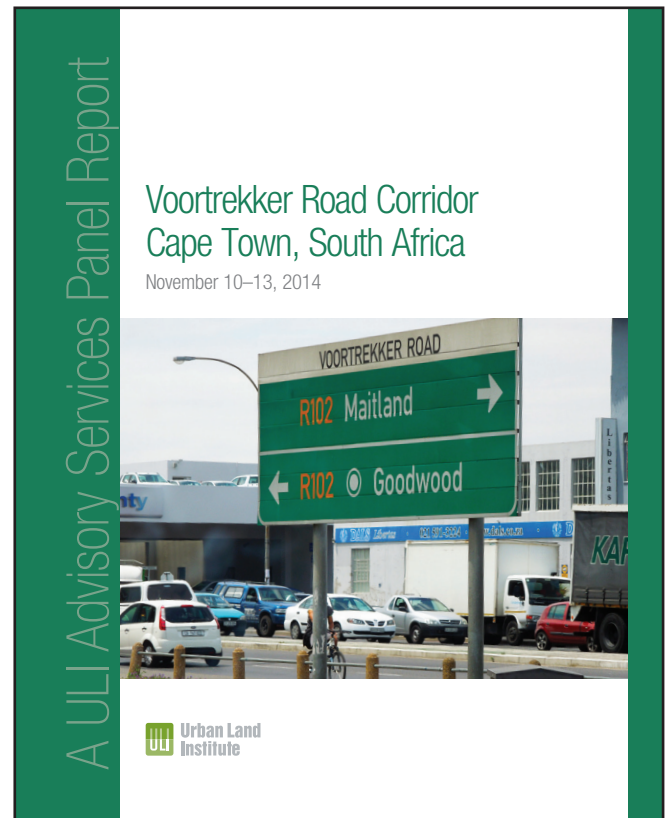
The Urban Land Institute (ULI) Reports were born out of the 2014 Maboneng conference on urban (re) development. The event aimed to improve cities' knowledge and technical capacity to transform the inner urban cores of South African cities. As a consequence, an Urban Land Institute (ULI) Report panel was set up with international and local experts to interrogate plans for three metros: Buffalo City, Cape Town and eThekweni. The reports for transforming Buffalo City in the Eastern Cape and the Voortrekker Road Corridor (VRC) in the Western Cape were finalized, placing these two cities on the road to implementing the proposals. The eThekweni project review is still being finalized.



BUFFALO CITY

The report's recommendations include revitalizing the CBD to increase usage and plant the seeds for an expanded economy; strengthening urban management; creating an independent, business-oriented, self-financing entity to oversee development and traffic solutions to create a pedestrian friendly CBD.

The key elements include connecting the waterfront to downtown; the organization and connection of the Sleeper site (13.6 hectares of undeveloped land purchased by the municipality); multimodal linkages that integrate all of the assets surrounding the core; and leveraging the University of Fort Hare as the engine of growth.



VOORTREKKER ROAD CORRIDOR

The VRC is an approximately 82.4-square-km corridor stretching between Cape Town's central business district and the core of Bellville. The report's recommendations include residential, employment, and mixed-use areas; employment centers; commercial and retail centers/nodes; and transportation improvements. Future built environments should be integrated with recreational facilities and elements of the natural environment. Responsible parties and funding mechanisms for the implementation of various plan elements.

For the full ULI reports on Buffalo City and VRC see [\(site\)](#)



IS URBAN PLANNING HAVING AN IDENTITY CRISIS?

Some planners are calling for a shift away from rigid, conventional approaches towards more complex, flexible ones. “Is Urban Planning Having an Identity Crisis?” outlines two distinct theoretical approaches to urban planning.

The Rigid Master Plan: command and control

This so-called “European tradition” argues that cities should be structured according to a comprehensive plan that accounts, in advance, for all the possible ways in which urbanisation can occur and identifies the optimal way of realising any particular urban project.

Flexible planning: spontaneous self-organisation

The other approach insists that on the contrary “some of

the best urbanisation pops up with minimal planning”. Instead of improving a master plan on processes of urbanisation, it relies on concepts like ‘spontaneous self-organisation’ and emphasises those processes develop in a non-linear way. This approach identifies the city as a “complex and self-organising system” not an object to be planned, constructed and controlled. “Global urbanisation carries multiple complexities, with loads of unintended consequences and unanticipated consequences.”

For “Is Urban Planning Having An Identity Crisis?” see: www.citylab.com/housing/2015/07/

We would love to know what you think. Please write to the editor and share your responses to “Insights” – or any suggestions of reports or articles to include in upcoming editions of CitySpeak.

All reports and articles will soon be available on the CSP’s portal.