

HABITAT III
STAKEHOLDERS WORKSHOP
ON THE ZERO DRAFT
TOWARDS A SOUTH AFRICAN POSITION
ON THE NEW URBAN AGENDA

Sector Specific Responses to the New Urban Agenda:
The Link Between SA TRANSPORT Framework
And The New Urban Agenda
- How Prepared Are We? -

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INTRODUCTION

- ❑ While no specific building block (or sector) of an urban space is more important than the other – however, in transport we would like to think that without ‘us in the mix’ - no gains and efficiencies in any other sector will be maximised if transport is not ready;
- ❑ Thus the **Vision** of the sector reads “*Transport, the Heartbeat of Economic Growth and Social Development*”;
- ❑ Furthermore, we live in an era where we cannot afford to talk of spatial transformation without embracing the concept of ‘**Land use & Transport Integration**’;
- ❑ To that effect, as we develop the new urban agenda with the rest of the world we have to ask ourselves the question - “Is the transport sector ready to play its part? And “How prepared are we to follow through?”



THE MAGNITUDE OF THE TASK AHEAD

- ❑ Paragraph 2 of the of the Zero Draft states that the world urban population will double by 2050 - at the same time Paragraph 8 refers to a vision of 'cities for all' - equal use and enjoyment of cities and decent and full life for all inhabitants – **it is our duty to uphold.**
- ❑ The IUDF reads – “The United Nations (UN) estimates 71.3% of the South African population will live in urban areas by 2030, reaching nearly 80% by 2050”.
- ❑ To that effect, the planning regime we have must respond to the task at hand – unfortunately we are not ready yet:
 - ❑ for far too long we have been planning in silos –
 - ❑ we continue to rely on poorly defined planning processes that often lack systematic and appropriate quantitative procedures, and
 - ❑ institutionalised decision making criterion is non existence – “how are we to objectively prioritize for the most optimum infrastructure considering the limited fiscal / financial resources at our disposal against the growing demand?



HOW DO WE RESPOND?

- ❑ We transform the way we plan (paragraph 12 a.)
- ❑ Through instituting appropriate legislative instruments – paragraph 12 b. states that – *“we commit to ... leading role of national government in the implementation of ... legislation for sustainable urban development, ...”*
- ❑ Part of this will respond to paragraph 12 c. 3 by institutionalizing measures for defining parameters and prescripts for *“integrated long-term urban and territorial planning”*
- ❑ Appropriate laws will help with paragraph 101. regarding the call for “mechanisms and common frameworks” to appraise the benefits of transport schemes, i.e. to deal with decision making & prioritization.
- ❑ The complexity of competing infrastructure investment requires regulations to assist with “coordination between transport and urban or land use planning to eradicate inefficient & wasteful silo practices.



HOW ARE WE DOING RIGHT NOW?

❑ DOT IS CURRENTLY WORKING ON:

- ✓ Climate Change response (paragraph 70) – Green Transport Strategy & Green House Gas Mitigation Measures;
- ✓ Rural Urban Continuum (paragraph 83) – Rural Transport Strategy, & Sihamba Sonke Rural Road Maintenance Grant,
- ✓ Cross-border (paragraph 84) – Regional Corridor Development Strategy;
- ✓ Walking & Cycling Lanes (paragraph 89) – NMT Policy and city programmes,
- ✓ Funding & Grants (paragraph 128) – Private Sector Participation Strategy (PSP), various grant funding at local municipalities, e.g. PTNG (Public Transport Network Grant), Bus subsidies;
- ✓ Data & information (paragraph 143) – developing a Consolidated Transport Data Bank.



CONCLUSION

- ❑ **What is missing** - pronouncement on specific infrastructure mode(s), e.g. light rail investment in the cities and intercity including linkages with rural towns – it is the single most efficient mode of passenger transport from energy efficiency perspective and a mass mover of people (to get people out of private cars – alleviate traffic congestion),
- ❑ Moving forward – within the sector we need to amend and/or establish laws that enable long-term planning at local sphere of government - beyond the five years.
- ❑ Across sectors cooperative governance has proven not adequate without appropriate coordination instruments (or regulations),
- ❑ **In conclusion** - from DOT and in general the whole sector, the current draft is adequately comprehensive from what we need to do moving forward.

