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? -

21 JULY 2016 Venue: Southern sun hotel o.r. Tambo





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.



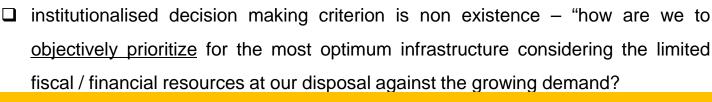
□ The IUDF reads – "The United Nations (UN) estimates 71.3% of the South African population will live in urban areas by 2030, reaching nearly 80% by 2050".



☐ 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









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:

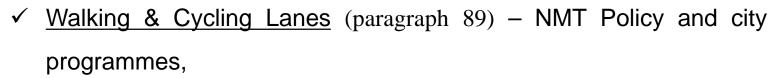
✓ <u>Climate Change response</u> (paragraph 70) – Green Transport Strategy & Green House Gas Mitigation Measures;



✓ Rural Urban Continuum (paragraph 83) – Rural Transport Strategy, &
 Sihamba Sonke Rural Road Maintenance Grant,



✓ <u>Cross-border</u> (paragraph 84) – Regional Corridor Development Strategy;





✓ Funding & Grants (paragraph 128) – Private Sector Participation Strategy (PSP), various grant funding at local municipalities, e.g. PTNG (Public Transport Network Grant), Bus subsidies;



✓ <u>Data & information</u> (paragraph 143) – developing a Consolidated Transport Data Bank.

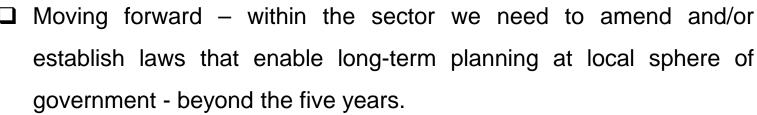




CONCLUSION

■ 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),







□ 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.





