



DATE 6 July 2016
To The Executive Mayor
P de Lille

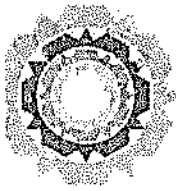
ITEM 01/06/07/16

Dear Madam Mayor,

The **attached** undermentioned Feedback Trip Report is submitted to you for consideration and noting:

FEEDBACK ON THE INTERNATIONAL TRIP UNDERTAKEN FROM 16 TO 20 MAY 2016 TO ATTEND THE TECHNICAL DEEP DIVE PROGRAMME FOR TRANSIT ORIENTED DEVELOPMENT (TOD)/LAND VALUE CAPTURE (LVC) IN TOKYO, JAPAN HOSTED BY THE TOKYO DEVELOPMENT AND LEARNING CENTRE AND THE WORLD BANK'S TOD COMMUNITY OF PRACTICE


pp Mrs Rehana Razack
Manager: Executive Committee Services
Office of the Executive Director: Corporate Services and Compliance



REPORT TO THE EXECUTIVE MAYOR

1. ITEM NUMBER
2. SUBJECT

FEEDBACK ON THE INTERNATIONAL TRIP UNDERTAKEN FROM 16 TO 20 MAY 2016 TO ATTEND THE TECHNICAL DEEP DIVE PROGRAMME FOR TRANSIT ORIENTED DEVELOPMENT (TOD)/ LAND VALUE CAPTURE (LVC) IN TOKYO, JAPAN HOSTED BY THE TOKYO DEVELOPMENT & LEARNING CENTRE AND THE WORLD BANK'S TOD COMMUNITY OF PRACTICE

ONDERWERP

TERUGVOERING OOR DIE INTERNASIONALE REIS VAN 16 TOT 20 MEI 2016 VIR DIE BYWONING VAN DIE TEGNIESE DIEPDELFPROGRAM VIR VERVOER-GEORIËNTEERDE ONTWIKKELING (TOD) EN GRONDWAARDEONDESKEPPIING ("LAND VALUE CAPTURE") IN TOKIO, JAPAN, AANGEBIED DEUR DIE TOKIOSE SENTRUM VIR ONTWIKKELING EN LEER EN DIE WÊRELDBANK SE TOD-PRAKTYKGEMEENSKAP

ISIHLOKO

INGXELO EMALUNGA NEHAMBO KUMAZWE ANGAPHANDLE
OLUSUSELA NGOWE-16 UKUYA KOWAMA-20 MEYI NGEENJONGO
ZOKUZIMASAINQUBO I-'TECHNICAL DEEP DIVE PROGRAMME'
ELUNGISELELWE UPHUHLISO OLUJOLISWE (TOD)/ LAND VALUE
CAPTURE (LVC) ETOKYO, EJAPAN OLUCHOTSHELWE LIZIKO
LEMFUNDO NOPHUHLISO LASE-TOKYO KUNYE NE-THE WORLD BANK'S
TOD COMMUNITY OF PRACTICE

3. EVENT SUMMARY

EVENT DETAILS	
CONFERENCE/SEMINAR	Tokyo Development & Learning Centre Technical Deep Dive Programme for Transit Oriented Development (TOD)/ Land Value Capture (LVC)
OTHER	An intensive learning event, gathering representatives from 12 countries deeply engaged in TOD preparation and implementation with staff from both the transport sector and urban sector, & experts to share good practice and experience
DATE	16 – 20 May 2016
VENUE	Tokyo Development & Learning Centre, TOD Community of Practice, World Bank
CITY	Tokyo & Osaka
COUNTRY	JAPAN

JMH

ATTENDEE DETAILS

NAME AND SURNAME	DESIGNATION
Catherine Stone	DIRECTOR: SPATIAL PLANNING & URBAN DESIGN
Maddie Mazaza	DIRECTOR: PLANNING, TRANSPORT FOR CAPE TOWN

PROVIDE SUMMARY OF HOST ORGANISATION / CITY

The Tokyo Development Learning Centre (TDLC) is a partnership project of Japan and the World Bank launched in 2004. It is a centre for facilitating knowledge exchange and knowledge sharing within the development community in the Asia Pacific region and beyond. Its goal is to facilitate dialogue between advanced, middle-income and developing nations and thereby achieving substantial development impact aligned with the goals of the World Bank, the Government of Japan and other stakeholders.

The World Bank's Transit Oriented Development Community of Practice (CoP) is intended to allow professionals working on TOD to share experiences across practice areas (specifically Urban Transport, Finance, Urban, Land and PPP's) and regions, and thereby improve business objectives through knowledge management and network development.

Japan has a long established, successful practice of transit oriented development and its cities have grown on the basis of public transit orientation, with legislation and integrated public transport and land use regulation and planning schemes that ensure development is transit oriented from the outset. Similarly, urban regeneration schemes, implemented and in planning, in Tokyo and Osaka, are best practice examples of modal integration and leveraging such integration and land use regulatory mechanisms such as density bonuses to achieve intensive, mixed use development at transport interchanges.

4. OBJECTIVE

The City of Cape Town has recently adopted a Transit Oriented Development Strategic Framework and must develop an action plan to implement this Framework. The City's invitation to participate in this TOD Deep Dive was a timely opportunity to gain exposure to the work of cities that are well advanced in the implementation of TOD and to learn from these cities' best practices used that could be applied in the City of Cape Town's implementation of TOD. Cape Town faces a critical need to ensure that its future development is transit oriented in order to ensure the fiscal sustainability of the public transport system and the ongoing roll out of the integrated rapid transit system, as well as to ensure sustainable urban growth more generally that develops in a form that is also conducive to economic growth.

5. OUTCOMES

- ☐ - Partnership Agreement
- ☐ - Membership Agreement
- ☐ - Grants Agreement
- ☐ - Memorandum of Understanding
- ☐ - Statement of Intent
- ☒ - Other

International technical expertise & assistance on implementing TOD is available to the City of Cape Town via the National Treasury's Cities Support Programme and the World Bank in terms of the City's Capacity Support Implementation Plan agreed to between the National Treasury and the Cities Support Programme (CSP).

Areas of potential support that were identified as relevant to the City of Cape Town include support at the city, corridor and station scale in the form of:

- Upstream design
- Implementation support
- Case studies
- Impact Evaluations
- Briefing notes
- Secondment of required skills
- Master classes

6. ACTIONS REQUIRED

6.1 Report-backs

The City of Cape Town was the only South African city invited to participate in this TOD Deep Dive and did so under the auspices of the World Bank's agreement with the National Treasury's Cities Support Programme. As such, the City is required to give a report back to the Cities Support Programme (CSP) and to share learnings and recommendations with all of the CSP's participating cities.

Learnings and recommendations emanating from the City's participation in this Deep Dive will be shared with the TOD technical working group and the TOD Working Group, as well as internally within the Energy, Environment & Spatial Planning Directorate and Transport for Cape Town.

Feedback to the forums as above will also allow for the recommendations emanating from this TOD Deep Dive and contained in this report to be further interrogated, refined and applied, for example, through the current development of the TOD Strategic Framework Implementation Plan and the Cape Town Spatial Development Framework review, as well as in the preparation of TOD property development projects underway.

6.2 Follow-up Actions

The City will need to confirm the nature of any further technical assistance it would like via its participation in the Cities Support Programme and the stock-take and update to the City's Capacity Support Implementation Plan agreed to with the CSP.

7. IMPLICATIONS

- | | | | |
|-----|---|--|---|
| 7.1 | <u>Constitutional and Policy Implications</u> | No <input type="checkbox"/> | Yes <input checked="" type="checkbox"/> |
| 7.2 | <u>Environmental implications</u> | No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> |
| 7.3 | <u>Financial Implications</u> | No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> |
| 7.4 | <u>Legal Implications</u> | No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> |
| 7.5 | <u>Staff Implications</u> | No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> |
| 7.6 | <u>Risk Implications</u> | No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> |

8. OTHER SERVICES CONSULTED

N/A

9. RECOMMENDATIONS

RECOMMENDED that:

IT BE NOTED

- a) that technical support is available to the City to assist with the implementation of Transit Oriented Development and Land Value Capture;
- b) learnings from the TOD Deep Dive will be brought, where relevant, into the CTSDf Review and the TOD Strategic Framework's Implementation Plan, for the consideration of the City's leadership, as well as into current TOD projects (as identified in the work of the IGC's TOD Gamechanger Working Group)

AANBEVEEL dat:

DAARVAN KENNIS GENEEM WORD

- a) Tegniëse steun aan die Stad beskikbaar is om te help met die implementering van vervoer-georiënteerde ontwikkeling en grondwaardeonderskepping;
- b) Kennis opgedoen tydens die TOD-diepdelfprogram waar toepaslik by die hersiening van Kaapstad se raamwerk vir ruimtelike ontwikkeling en die implementeringsplan vir die strategiese raamwerk van die TOD ingespan sal word vir oorweging deur die Stad se leierskap, ook by huidige TOD-projekte (soos geïdentifiseer deur die IGC se TOD-ommekeerwerkgroep).

KUNDULULWE ukuba:

MAKUQATSHELWE

- a) Ukuba inkxaso efanelekileyo iyafumaneka kwiSixeko ukuba kuncediswe ekumiselweni kwesicwangciso kophuhliso olujoliswe kwezothutho nesibonelelo ngenkxaso-mali i-Transit Oriented Development neLand Value Capture;
- b) Oko kufundwe kwi-TOD Deep Dive kuzakuziswa, apho kufanelekileyo, kuhlolo lwe-CTSDF nesiCwangciso sokuMiselwa kwesakheko sesiCwangciso-buchule be-TOD, ukuba kuqwalaselwe ngabalawuli beSixeko, kwakunye neeprojekthi ezikhoyo zeTOD (njengoko kuchaziwe kumsebenzi weqela elisebenzayo i-IGC's TOD Gamechanger Working Group).

10. LESSONS LEARNT

The Technical Deep Dive Programme for Transit Oriented Development (TOD)/ Land Value Capture (LVC) was structured around a number of inputs on Japan's development history, legislative regime and practices; as well as site visits to a number of completed and current TOD projects accompanied by briefings by both the public and private sector involved in these projects. These projects were, in the main, regeneration projects developing high rise mixed use – a large component being retail driven – complexes above major public transport interchanges with commuter numbers running into the millions. Two transit-oriented, primarily residential areas were also visited.

There are a number of take home points that may be applicable in the South African/ Cape Town context when considering how to achieve transit oriented development:

Leadership:

- The importance of obtaining commitment to the long term vision & development programme to create certainty and conducive investment environment for achieving transformational TOD at precinct/ project scale

Regulatory/ Legal:

- Linking urban growth to upfront public transport investment in planning policy & regulation – urban and rail/ public transport development should be done on an integrated basis and this can be required in law

- The role of Masterplans to create certainty, predictability and create the ground for linking incentives (deregulation, density bonuses, flexibility in land use rights, linking funding for public improvements) to TOD outcomes & to leverage partnership with the Passenger Rail Agency of South Africa
- The important role of proactive vs reactive land use control (knowing how to exploit our land use rights system)
- Floor Area Ratio as a tool to leverage value in public & private space

Institutional:

- That TOD is not possible through one sector within government or just government – it requires joint action
- The potential role of rail agencies and the obvious benefits of Public Transport operators diversifying in order to be financially sustainable and provide a sustainable public transport service & the incentive to them of playing a developer role – or for the private sector to play an operational role in public transport services
- Linking road based feeder services to the rail operator – incentive to increase catchment and maximise network effects
- Co-opting landowners into development projects articulated in master plans as opposed to expensive and drawn out land acquisition processes
- There is limited experience, and resultant expertise, of true TOD implementation in South Africa



Planning:

- Inclusion should be looked at and prioritized across the network and not necessarily in each precinct
 - The “3V Framework: Maximizing Economic Value of TOD Station Areas by Matching Place Value, Node Value and Market Value” developed by the World Bank is not dissimilar to the work done by the City on station categorization and prioritization in the integration zones but could add value to the City’s methodology
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11. ANNEXURES

Material, provided during the TOD Deep Dive can be made available on request, as can a presentation and/or photographs taken during this week in Japan.

FOR FURTHER DETAILS CONTACT:

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DIRECTORATE	Energy, Environment & Spatial Planning Transport for Cape Town
FILE REF NO	
SIGNATURE	  14/6/2016


EXECUTIVE DIRECTOR: EESP

COMMENT:

NAME JAPIE HUGO

DATE 15.06.2016


TCT: COMMISSIONER

COMMENT:

NAME MELISSA WHITEHEAD

DATE 22/6/2016



MANAGER INTERNATIONAL RELATIONS
DR. DENVER VAN SCHALKWYK

COMMENT:

NOTED

DATE 22/06/2016



CITY MANAGER
ACHMAT EBRAHIM

☒ SUPPORTED FOR ONWARD SUBMISSION
TO MAYOR ☒ / MAYCO ☐ / COUNCIL ☐

☐ NOT SUPPORTED

☐ REFERRED BACK

DATE

24.06.2016

COMMENT:



LEGAL COMPLIANCE

☐ REPORT COMPLIANT WITH THE PROVISIONS OF COUNCIL'S DELEGATIONS, POLICIES, BY-LAWS AND ALL LEGISLATION RELATING TO THE MATTER UNDER CONSIDERATION.

☐ NON-COMPLIANT

NAME Joan-Mari Holt
TEL 021 400 2753
DATE 28/06/2016

COMMENT:

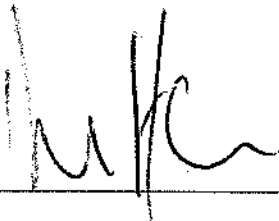
For information JMH



**MAYORAL COMMITTEE MEMBER: ENERGY,
ENVIRONMENT & SPATIAL PLANNING**
Cllr J van der Merwe

NAME JFH v/d MERWE
DATE 29/06/2016

COMMENT:



MAYORAL COMMITTEE MEMBER:
TRANSPORT FOR CAPE TOWN
Cllr B Herron

NAME BRETT HERRON
DATE 30/6/2016

COMMENT:

P. de Lille.

EXECUTIVE MAYOR

PATRICIA DE LILLE

☐ SUPPORTED FOR ONWARD SUBMISSION
TO MAYCO ☐ / COUNCIL ☐

☐ PC RECOMMENDATION

☐ RECOMMENDATION AS CONTAINED
IN ORIGINAL REPORT

☐ ALTERNATIVE RECOMMENDATION
TO BE REFLECTED BELOW

☐ APPROVED I.T.O. DELEGATED
AUTHORITY

☒ NOTED

☐ REFUSED

☐ REFERRED BACK

DATE

6 July 2016