

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

State of Cape Town Report 2020

Visual summary of the full report

Policy and Strategy Department

December 2020

Making progress possible. **Together.**

Overview: State of Cape Town Report 2020

This State of Cape Town Report 2020 (SoCT 2020) is the eighth in a series produced biannually by the City of Cape Town. It seeks to provide information on, and evidence-based analysis of, the current urban setting, conditions and issues facing Cape Town.

This SoCT 2020 report reviews the key contextual informants – in 2020 this includes a critical global health crisis which escalated into an economic and social crisis.

The report provides a review of the state of urban development in Cape Town and among its residents, using among others, Census and General Household Survey data, economic data from the Economic Performance Indicators for Cape Town (EPIC), the City's planning, service and administrative data, supplemented by other relevant data sources.

This 2020 issue builds on the earlier editions, and covers the five themes of social, the economy, natural wealth, urban growth and form (which focuses on infrastructure and services) and urban governance.

This report reflects on the City's Covid-19 response, following the onset of the global pandemic. The data for understanding the impact of the Covid-19 pandemic in Cape Town is not yet fully available and the full extent of the impact not yet known.



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Cape Town's Economy

This chapter details the economy in Cape Town, in context of the most recent drought and current global Coronavirus pandemic.

Overview

The institution of the national lockdown and its unprecedented restrictions on trade across economic sectors have led to a significant impact on businesses. The global pandemic has further highlighted inefficiencies that need to be addressed towards building a more sustainable, resilient and inclusive economic environment. South Africa's economy was forecast to contract by 9,5% (real GDP) in 2020, thereafter recovering to growth of 3,1% in 2021.

In 2019 Cape Town contributed 71,1% of the Western Cape province's R688 billion GDP.

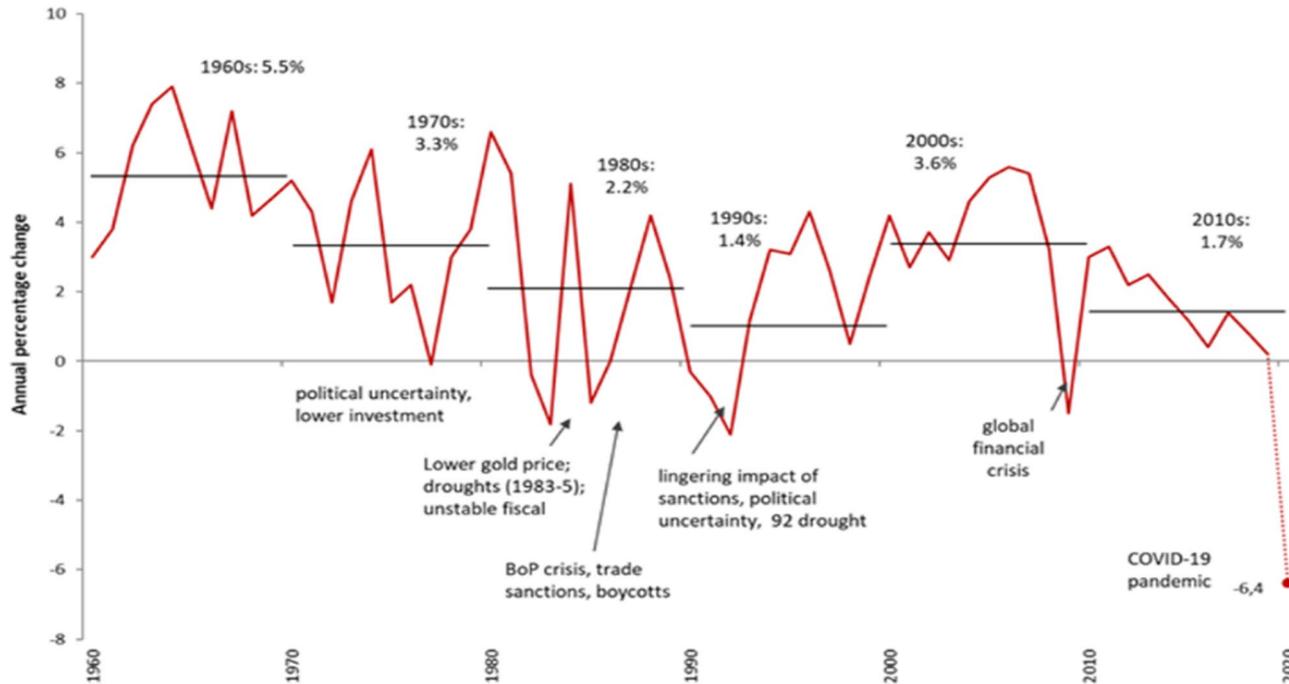
Over the past 5 years Cape Town recorded an average Annual economic growth rate of 1,2% (constant 2010 prices) whilst The national economy recorded 0,8% over the same period

Despite the drought in 2017-2018, the city's economic performance proved resilient, only temporarily recording growth figures lower than the national level.

In 2019 Cape Town recorded a R489 billion GDP (in current prices), contributing 9,6% of the National economy's R5 077 billion GDP and contributed 11,1% of South Africa's Formal employment.



South Africa's historical economic performance

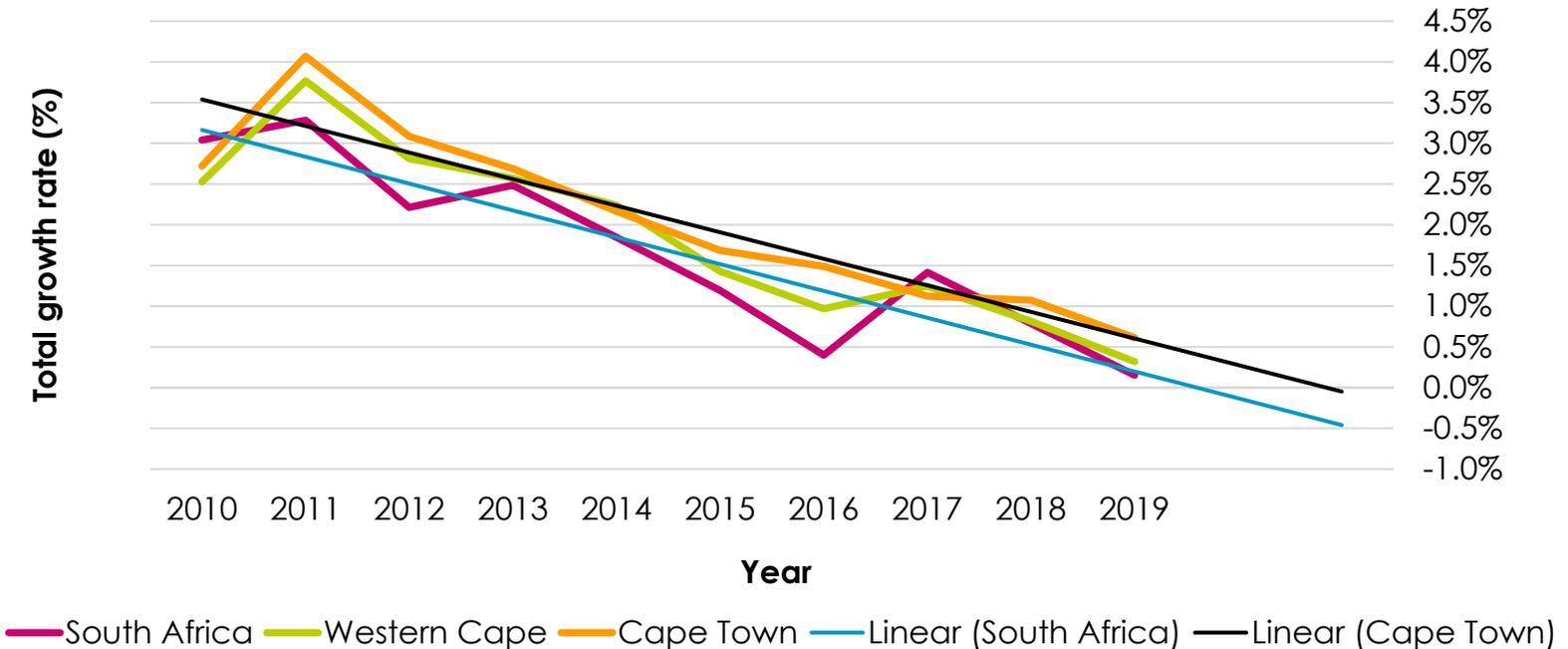


Source: National Treasury, Briefing by National Treasury on financial implications of Covid-19 on both the economy and budget, 30 April 2020

Economic growth

Cape Town and South Africa were on a declining economic growth path up to 2019. The Cape Town's economy likely mirrored that of the Western Cape during this period.

Average annual economic growth rate (constant 2010 prices), 2010–2019

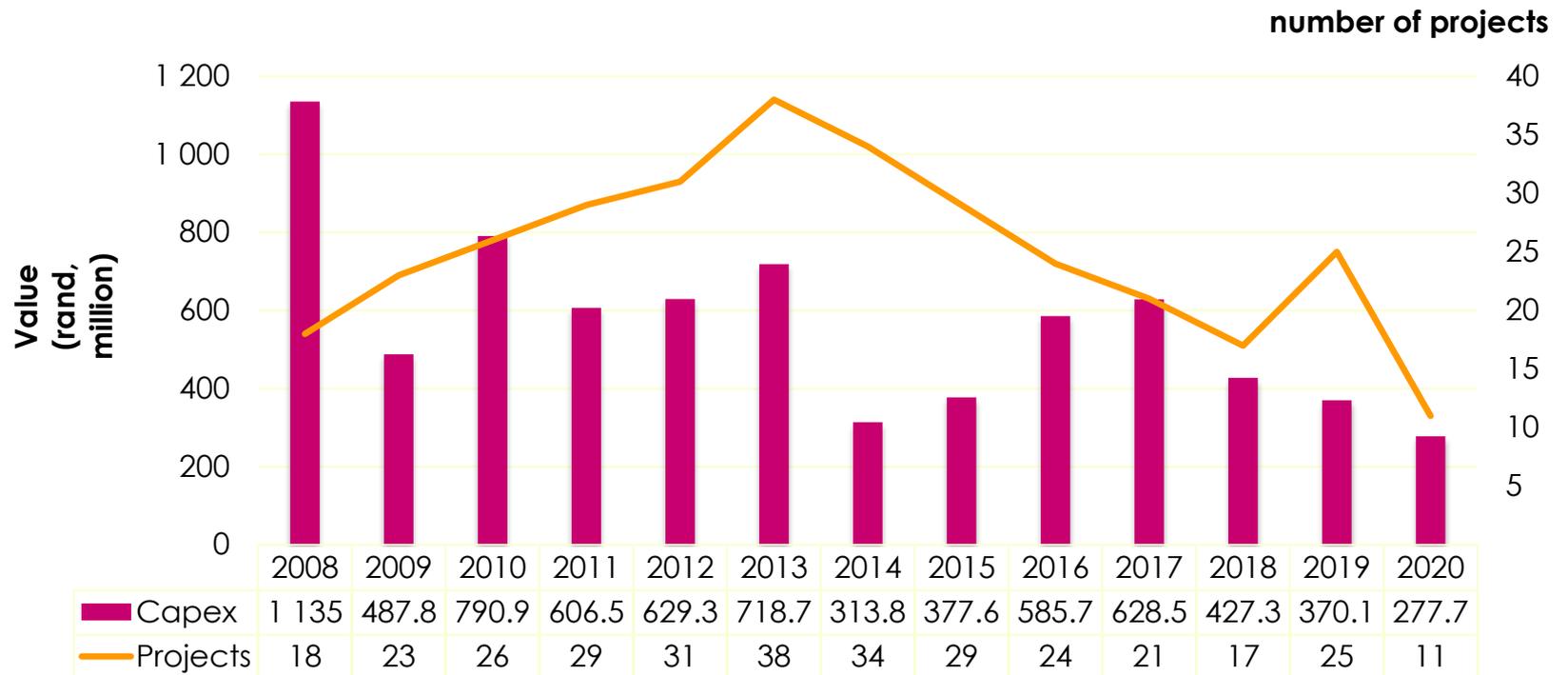


Source: IHS Markit, Regional eXplorer, 2020.

Trade and investment

Cape Town's export levels averaged at 19,7% of GDP between 2015 and 2019, and mirror national trends.

Foreign direct investment inflows to Cape Town, 2008 to 2020

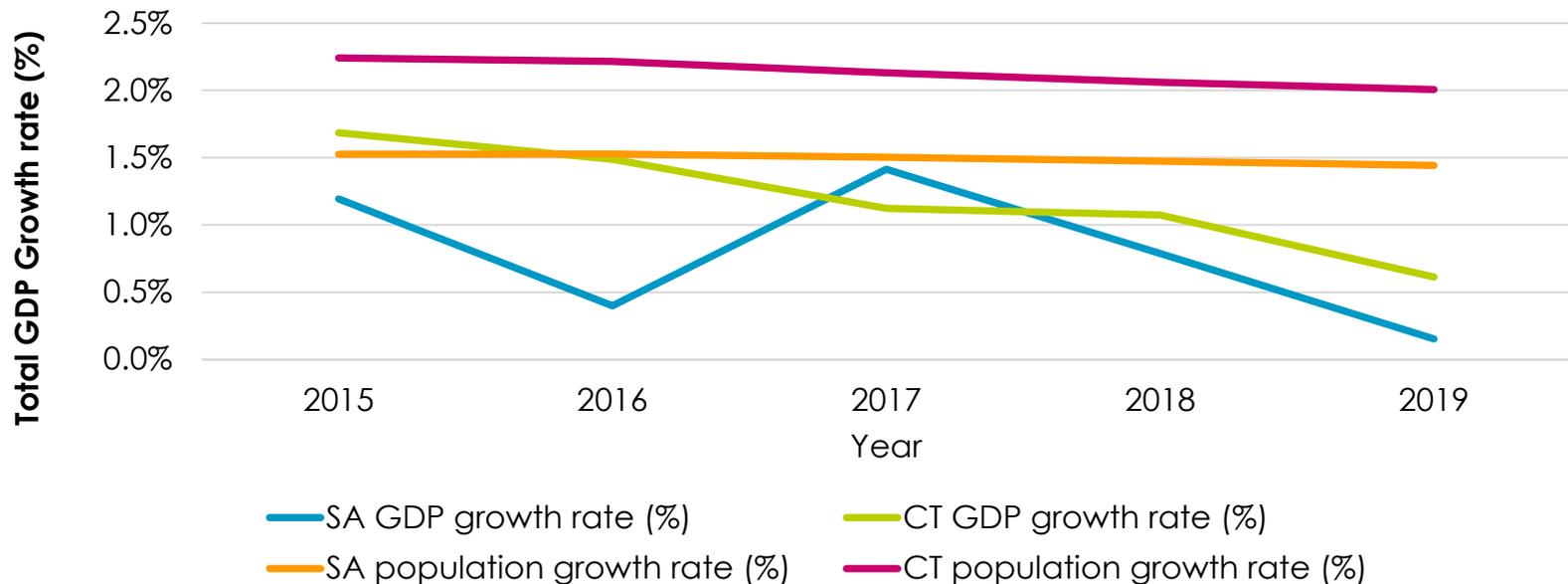


Source: WESGRO, 2020

GDP and population growth

Population growth rates remained relatively stable over the five years between 2015 and 2019. However, GDP growth rate remained stagnant for Cape Town.

GDP growth and population growth, real GDP per capita (current prices) and real GDP per capita growth.

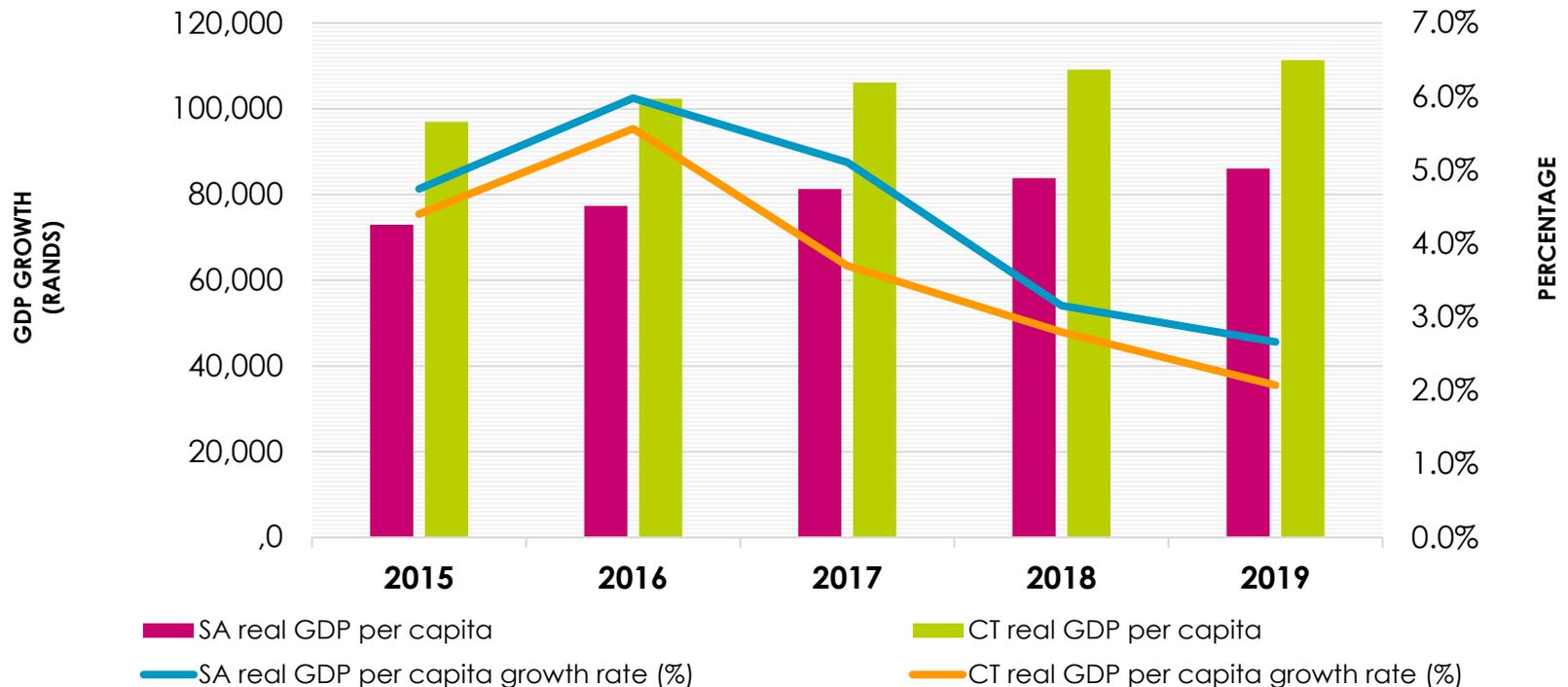


Source: IHS Markit, Regional eXplorer, 2020; Statistics South Africa, Mid-Year Estimates 2019.

GDP per capita

In Cape Town, lower real GDP growth was a result of a weakening domestic economic environment has contributed to a stagnation in real GDP per-capita growth.

South Africa's Real GDP real Capita and Cape Town's real GDP per capita



Source: IHS Markit, Regional eXplorer, 2020; Statistics South Africa, Mid-Year Estimates 2019.

Employment

The overall declining trend in the unemployment rate (from 25,7% in 2014 to 24,1% in 2019) corresponds with an increasing trend in employment over this period.

Employment versus broad unemployment rate from 2009 until 2019



Source: Statistics South Africa, Quarterly Labour Force Survey, 2019.

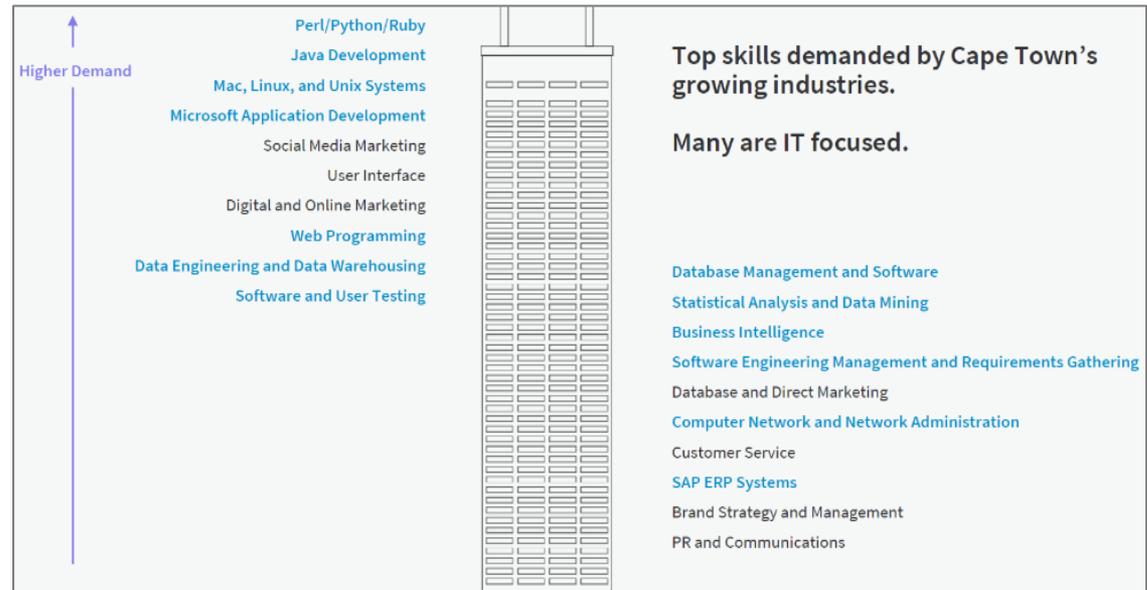
Skills demand

SKILLS DEMAND FROM LOCAL GROWING INDUSTRIES

Cape Town's labour market demographic profile reveals three challenges that undermine efforts to develop a more inclusive economy:

- (i) females still struggle to enter and be successfully absorbed into the labour market
- (ii) youth unemployment is high, and
- (iii) the skills mismatch between labour supply and labour demand.

Skills demand from Cape Town's growing industries



Source: LinkedIn. 2017

Society

This chapter details the social trends in Cape Town. It focusses on demographic, health, education, poverty, inequality, and crime trends.

Population growth

Population

In 2019, Cape Town's population figure was estimated at 4 488 546 (8,7% more than the 4 129 923 of 2015). The population is estimated to have grown at an average annual rate of around 2% over the past five years.

Household Size

The average household size is estimated to have decreased slightly from 3,32 members in 2015 to 3,20 in 2019. This combination of an increasing population and smaller household sizes will likely mean a continued increased demand for low-income housing in the city.

Cape Town Population Growth 2014 - 2019

		2014	2015	2016	2017	2018	2019
Cape Town	Estimated population	4 039 386	4 129 923	4 221 419	4 311 386	4 400 240	4 488 546
	Annual increase		2,24%	2,22%	2,13%	2,06%	2,01%

Source: Compiled by Policy and Strategy Department, City of Cape Town Research Branch, from Statistics South Africa, Mid-Year Estimates 2019

Poverty and inequality

The percentage of households living in poverty reduced from 24,2% in 2017 to 16,3% in 2018.

Poverty Statistics for the Period 2014 to 2018

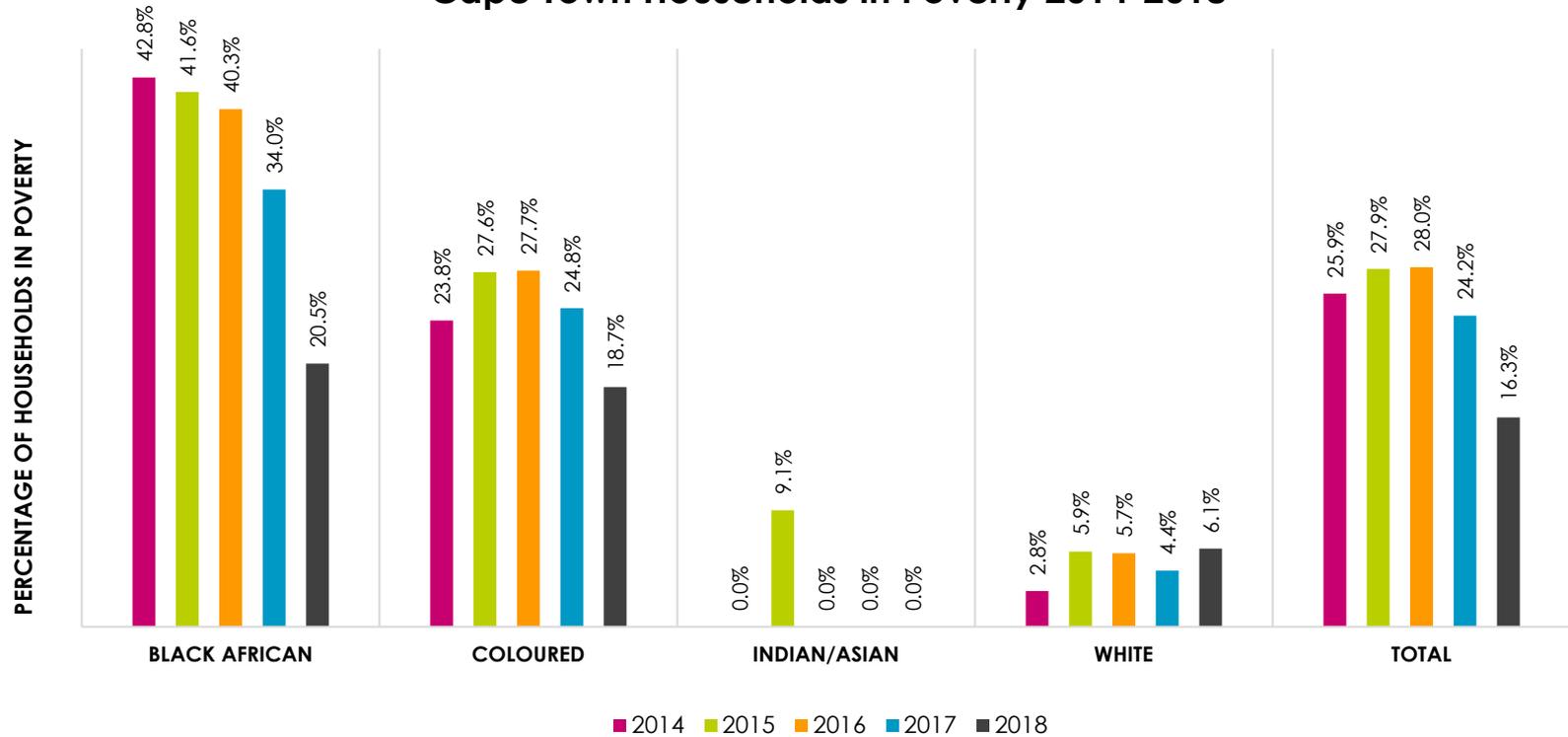
Poverty among white households increased from 5,9% in 2015 to 6,1% in 2018.

The number of poor households in the black African population group declined from 42,8% in 2014 to 20,5% in 2018.

Poverty levels among coloured households increased from 23,8% to 27,7%, between 2014 and 2016, and then reduced to 18,7% in 2018.

Poverty

Cape Town Households in Poverty 2014-2018

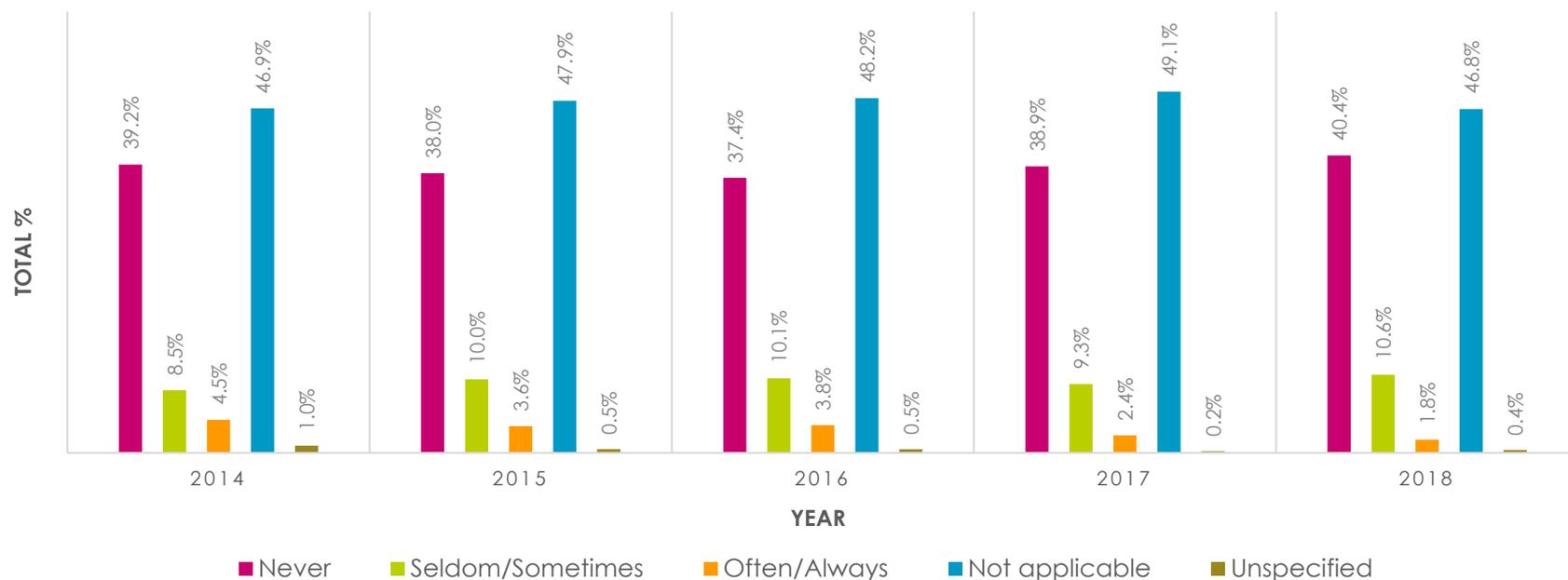


Source: Compiled by the Policy and Strategy Department, City of Cape Town using Statistics South Africa 2014 to 2018 General Household Survey

Food security

For 2014 to 2018, data on hunger in Cape Town show an increase in the proportion of households where children went hungry over the preceding 12 months due to food shortages. Encouragingly, the data show a drop in the proportion of children in households who reported that they had often/always gone hungry over the preceding 12 months due to food shortage.

Households where children went hungry in Cape Town, 2014–2018



Source: Compiled by the Policy and Strategy Department, City of Cape Town using Statistics South Africa 2014 to 2018 General Household Survey

State of health

Health Facilities

The City's Health Department focuses on delivering healthcare services to those most in need. Services are rendered at more than 100 healthcare facilities, and a number of mobile and satellite clinics.

In addition, the Western Cape Health Department's Metro District Health Services operate 47 community health centres and 24-hour emergency services at a primary care level, along with six district hospitals.

Life Expectancy

The average life expectancy at birth in the Western Cape - as a proxy for Cape Town - increased steadily for both females and males – from 64,2 years for males and 70,3 years for females in the period 2011–2016, to 65,7 years for males and 71,0 years for females during the period 2016–2021.

This data indicates improved healthcare conditions. This trend is supported by movement in the infant mortality rate, which for South Africa was 23,6% per 1 000 live births in 2020 (down from 38,2% in 2010).

Response to Covid-19

Research globally has shown that the fear of Covid-19 exposure has depressed health-seeking behaviour among people with chronic illnesses and those with acute illnesses. At the height of the pandemic towards the end of 2020, when many countries were already experiencing a second wave of infections, elective surgeries were postponed to free up healthcare resources to treat Covid-19 infected patients.

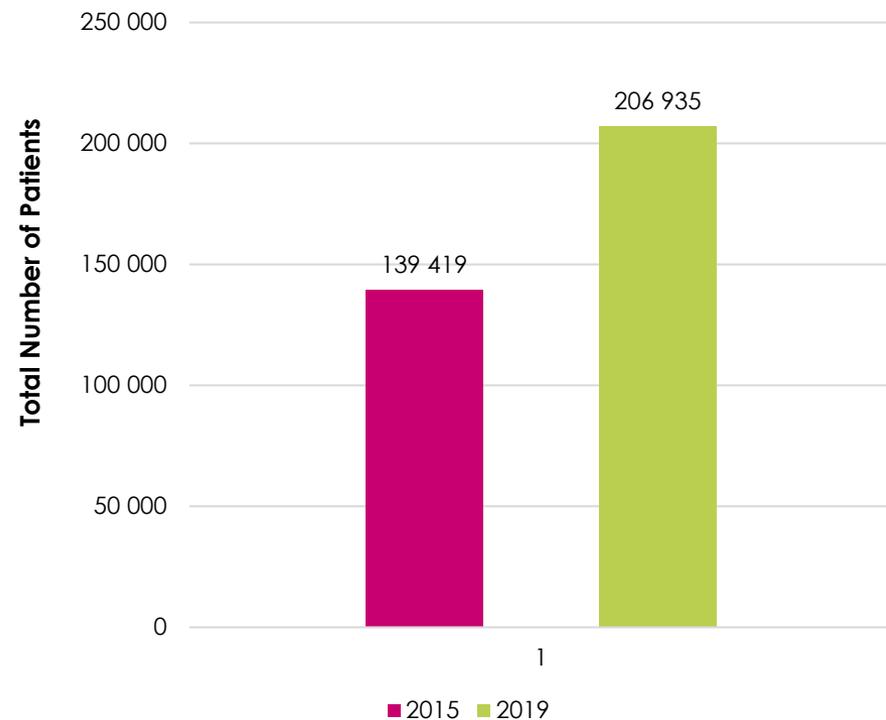
The full impact is still to be revealed for those Cape Town residents under chronic care and in need of surgery.

HIV/AIDS prevalence

HIV/Aids has been a major health concern for the country, including Cape Town, over recent decades, and large-scale resources have been channelled to preventing both mother-to-child transmission, and making antiretroviral treatment (ART) available to people diagnosed with HIV.

A total of 206 935 patients were receiving ARTs in Cape Town in 2019, compared to 139 419 in 2015, representing an increase of 32,6% over five years.

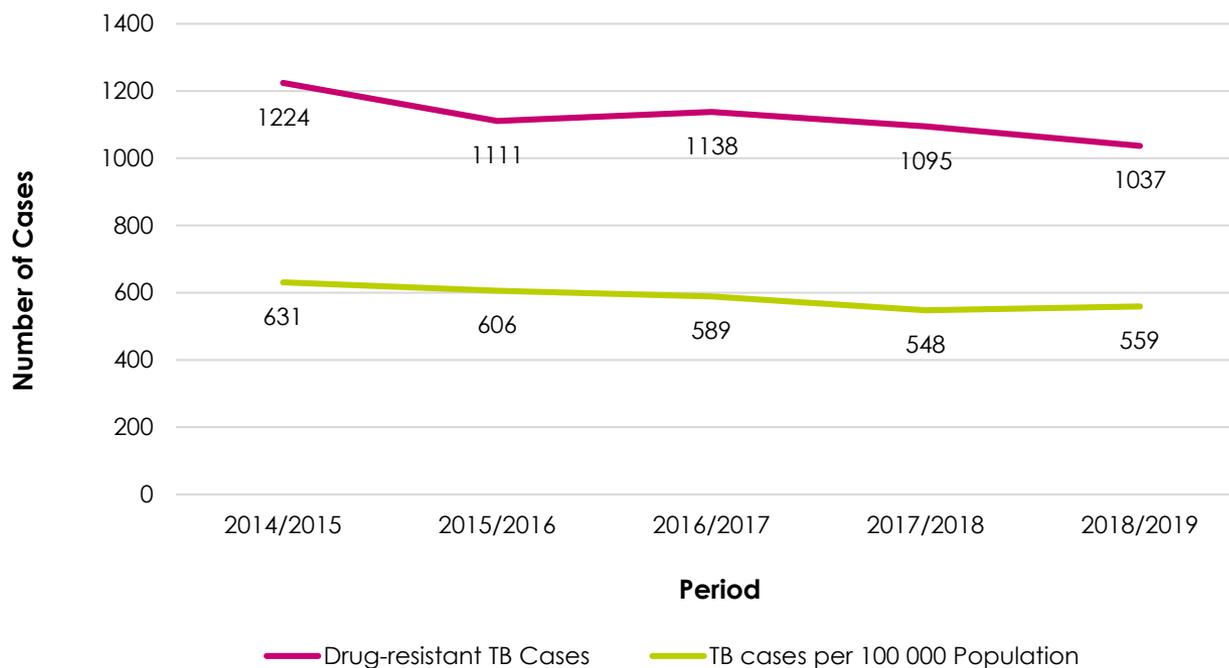
The Change in Number of Patients Receiving ARTs in Cape Town between 2015 and 2019



TB prevalence

The number of Cape Town patients with drug-resistant TB (DR-TB) declined from a high of 1 224 per 100 000 people in 2014/15 to 1 037 per 100 000 people in 2018/19. The decline suggests that improvements in TB outcomes have been achieved in recent years, and that more patients are adhering to their TB treatment regimes.

TB cases per 100 000 populations in Cape Town, 2014/15 – 2018/19

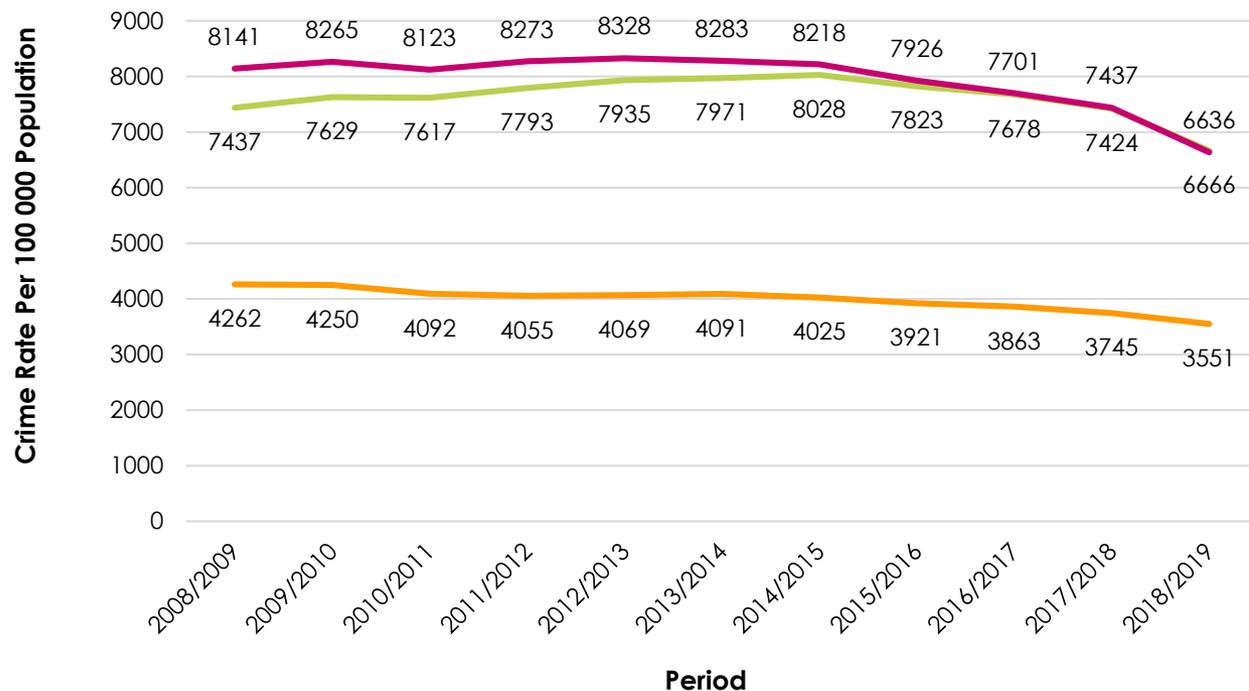


Source: City of Cape Town, City Health Department, 2020

Crime and safety

Cape Town's crime statistics continue to highlight a major challenge for the city and its residents. Crime statistics for 2018/19 show that the overall reported crime rate (per 100 000 population) dropped between 2008/09 and 2018/19. However, Cape Town's crime rates remain nearly double those for the rest of the country.

Crime rate per 100 000 population in Cape Town, the Western Cape and South Africa (2008/2009–2018/2019)



Source: Compiled by the Policy and Strategy Department, City of Cape Town using [1] SAPS, 2019. Crime statistics 2008/9–2018/19. Cape Town and South African population estimates using Stats SA mid-year estimates (Stats SA, 2019).

Urban Growth and Form

This Chapter details the urban, basic services and infrastructural trends in Cape Town

Overview

The City strives to deliver quality basic municipal services, and to maintain and expand its services.

Increase in
Informal dwellings
(2014-2018)



Integrated Transport
Infrastructure Network

968,9 km of
Broadband fibre-optic
Cables installed by
2018



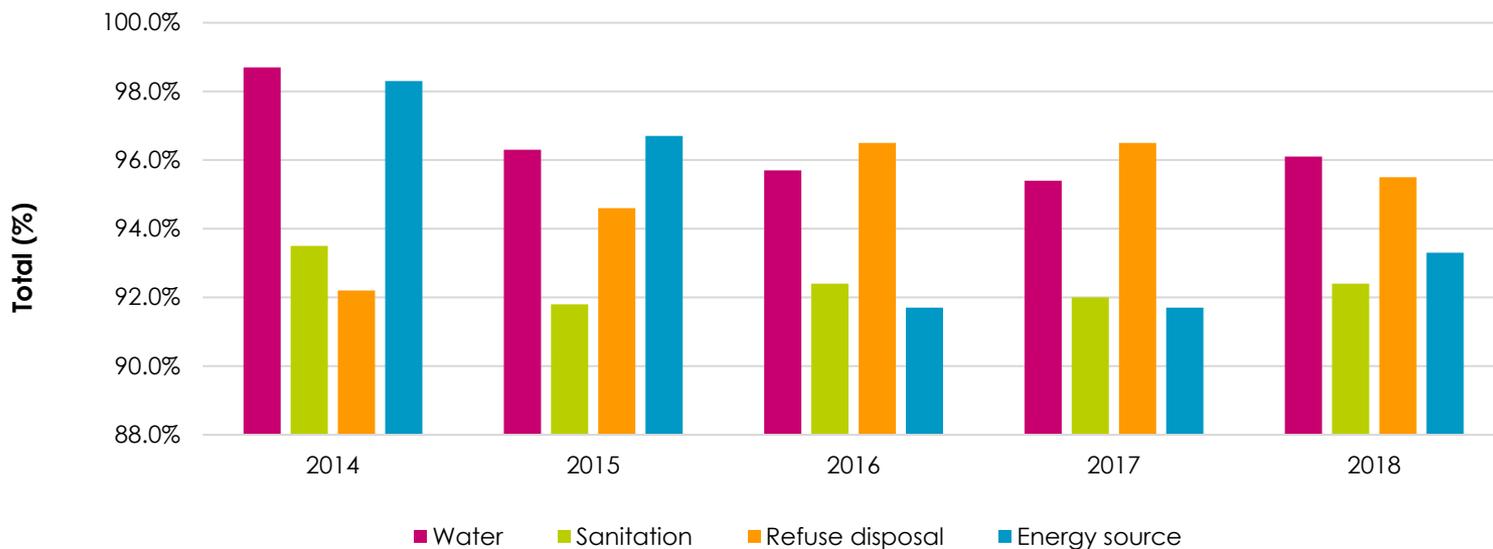
Increase in
residents access
To internet and
cell phone



Households reported access to basic services

Between 2014 and 2018, households reported slightly lower access to piped water, sanitation and energy (specifically electricity) in Cape Town, though at generally high levels of access. Households reported improved access to refuse removal over the same period.

Household reported access to basic services in Cape Town, 2014–2018

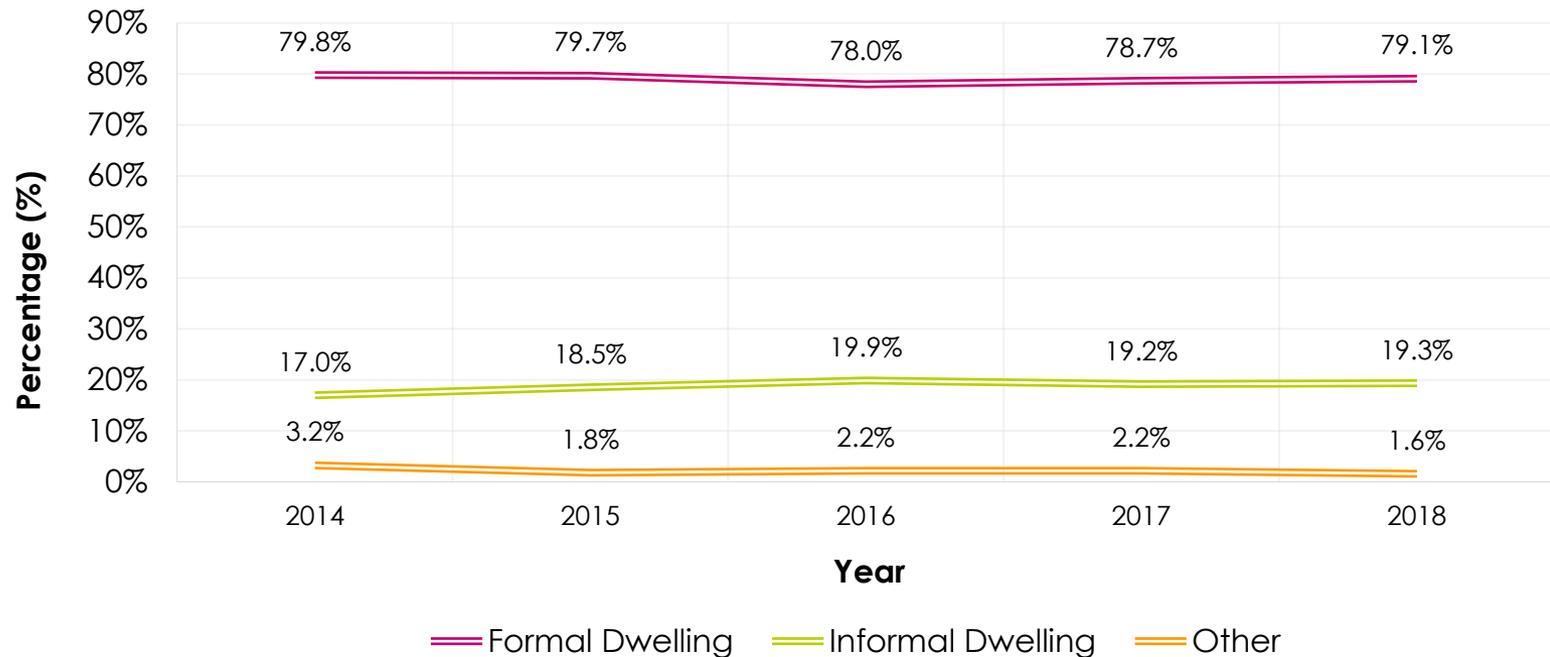


Source: Statistics South Africa, General Household Survey 2014 to 2018. compiled by the Policy and Strategy Department, City of Cape Town.

Household dwelling type in Cape Town, 2014-2018

Households living in informal dwellings increased from 17,0% to 19,3% between 2014 and 2018. Informal dwellings include informal dwellings in settlements, in backyards as well as traditional dwellings. The City recognises that formal, state-subsidised housing delivery for poorer households occurs mainly through large-scale developments of freestanding units, mostly located on the urban edge, which reproduces spatial segregation of the poor.

Household Housing Type In Cape Town, 2014–2018

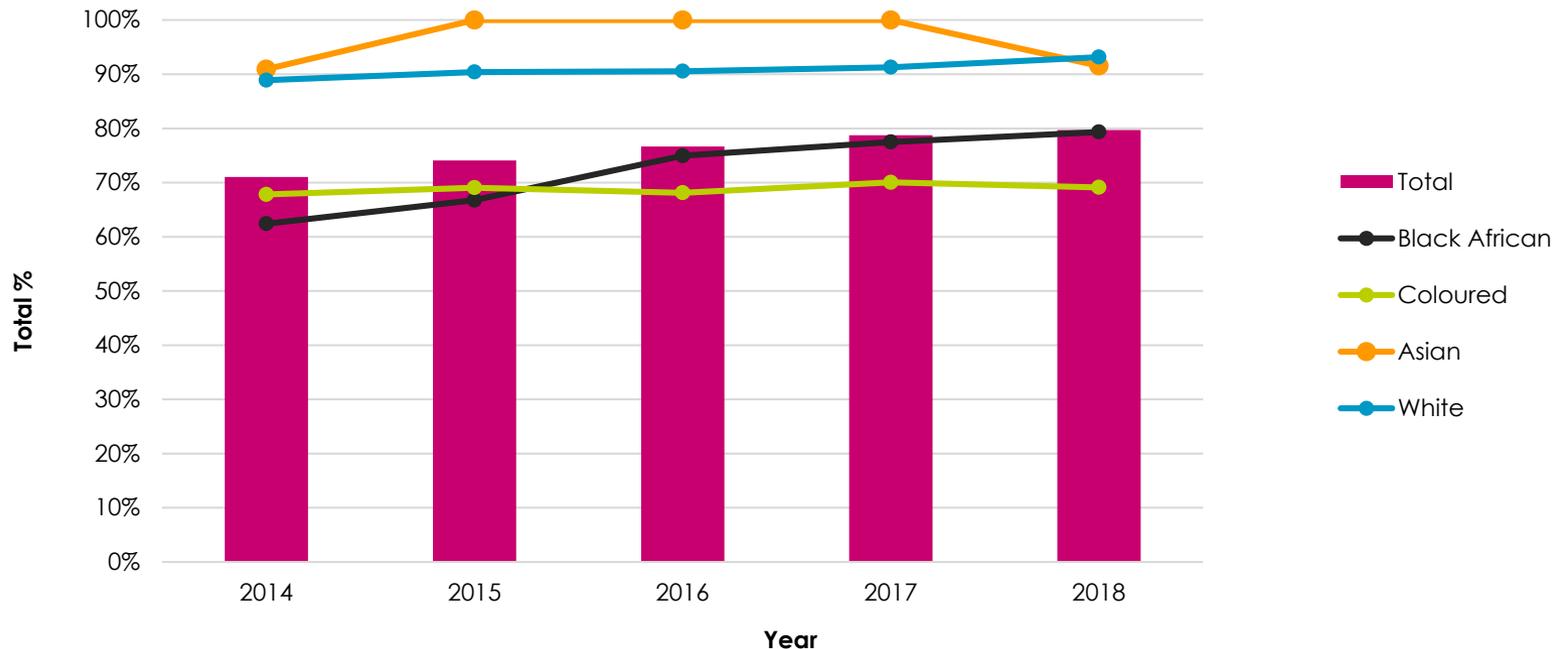


Source: Statistics South Africa, General Household Survey, 2014 to 2018

Household access to the internet

By June 2018, the City had installed 968,9 km of broadband fibre-optic cables to connect the municipality's buildings (including libraries and service points), bus stations, cameras and other infrastructure vital for service delivery, and also made more public internet access points available

Use of Internet by Households in Cape Town 2014 -2018

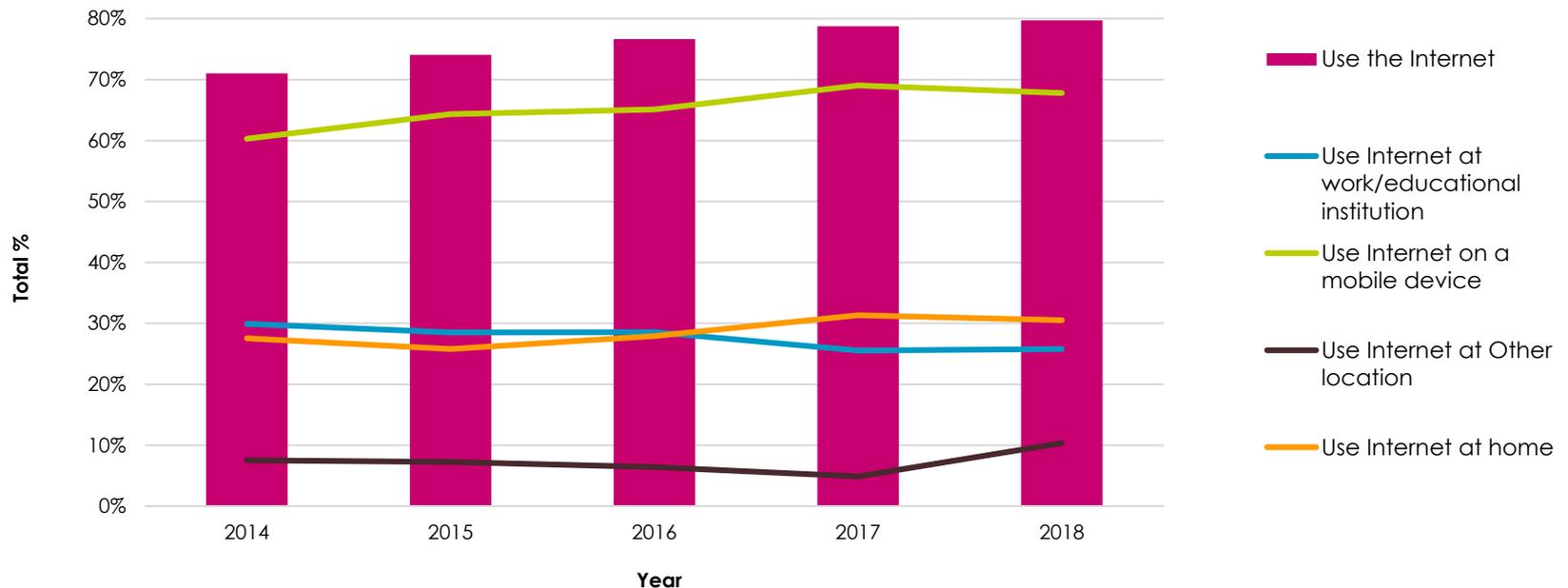


Source: Stats SA, General Household Survey 2014–2018.

Main form of internet access

The majority of Cape Town households primarily accessed the internet via mobile phones – from 59.57% in 2014 to 65.59% in 2018. The increase in mobile device usage is accompanied by an increase in internet access using mobile data, which is more expensive than wired connectivity, and impacts low income residents and households disproportionately.

Main form of internet access by Cape Town households, 2014 – 2018



Source: Statistics South Africa, General Household Survey 2014 to 2018

Integrated Transport System

TRANSPORT AND MOBILITY CONCERNS IN CAPE TOWN

- The ratio of private cars on Cape Town roads increased from 39.31% in 2014 to 42.78% in 2018.
- Use of the commuter rail system dropped over 8 percentage points from 14.83% in 2014 to 6.15% in 2018.

The lack of reliability of the metro rail service forces commuters to switch to more expensive alternatives such as bus, taxi or private cars.

Rail and minibus taxis are rated poorly, for the lack of comfort, security, safety, reliability, appearance, accessibility and convenience.

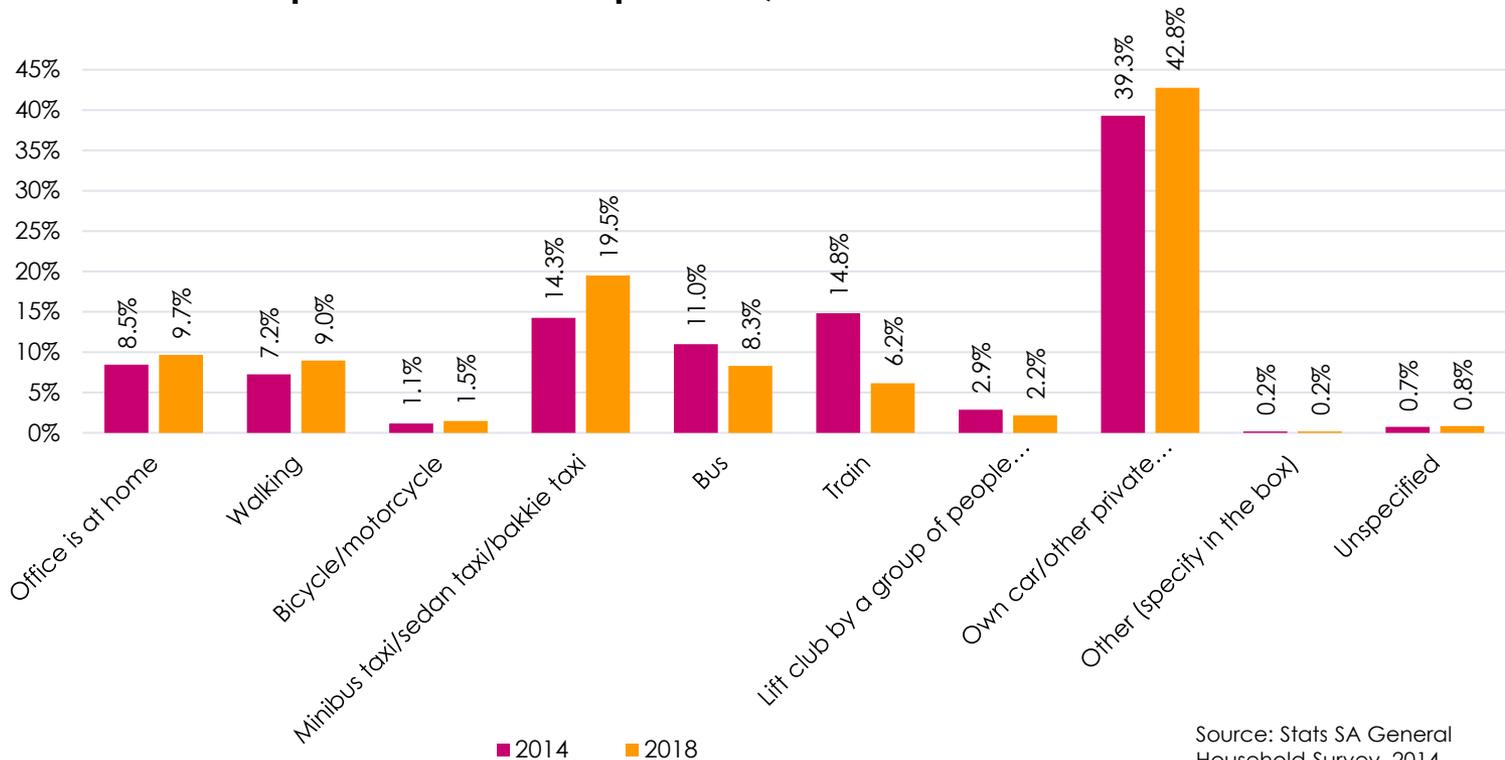
During the various stages of the South African lockdown, regulations were put into place that impacted on public transport- especially the minibus taxi industry, with a 70% limit on capacity and a mask mandate for commuters – to slow the spread of Covid-19.

The biggest impact follows from the number of people who were able to work from home – which increased exponentially and decreased congestion. This trend is likely to persist in the long term. In Cape Town, this will likely lead to a decrease in the number of cars - and congestion levels - on the city's roads.

Transport modes to and from work

The predominance of private cars on Cape Town roads have increased from 39,31% in 2014 to 42,78% in 2018. The disastrous performance of the commuter rail system, with a drop in users of over 8 percentage points from 14,83% in 2014 to 6,15% in 2018, and the shift to minibus taxis, which has translated into even more vehicles on the roads.

Mode of transport to work in Cape Town, 2014 and 2018

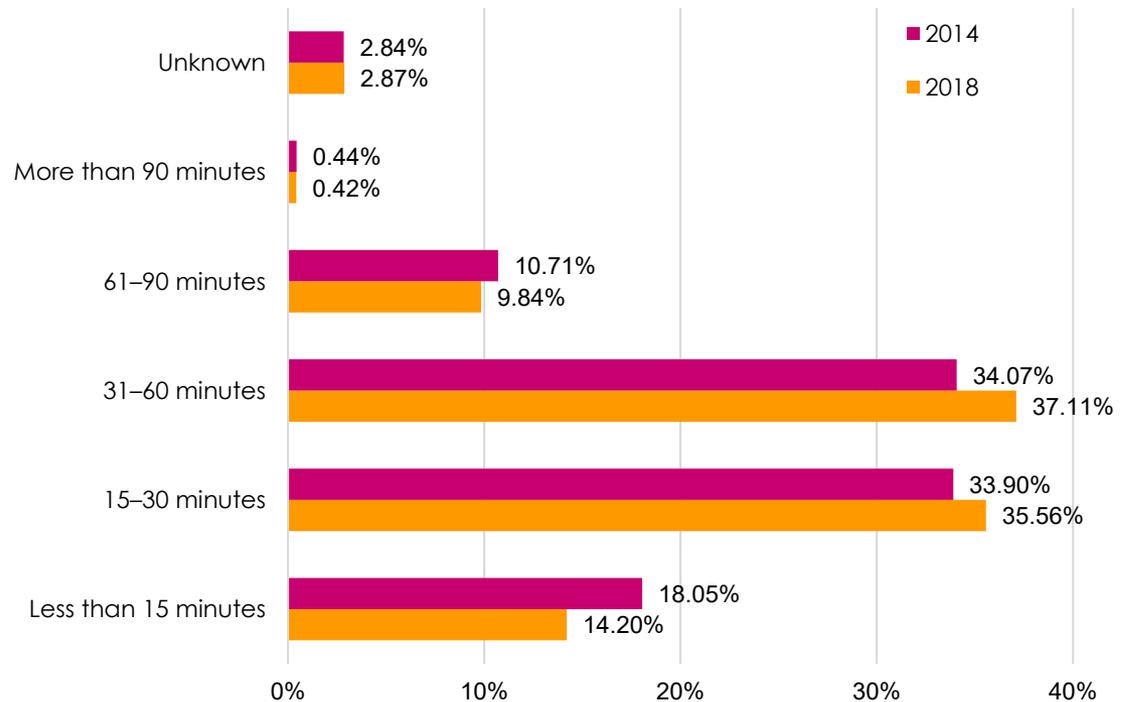


Source: Stats SA General Household Survey, 2014 and 2018.

Travel time to and from work

More cars on the road have resulted in longer commutes between home and work. This is evident from the higher proportion of commuters spending 31 to 60 minutes and 61 to 90 minutes or more travelling to work in both 2014 and 2018

Travel time for those who do travel to work 2014 and 2018



Source: Statistics South Africa, General Household Survey 2014 and 2018

Natural Environment

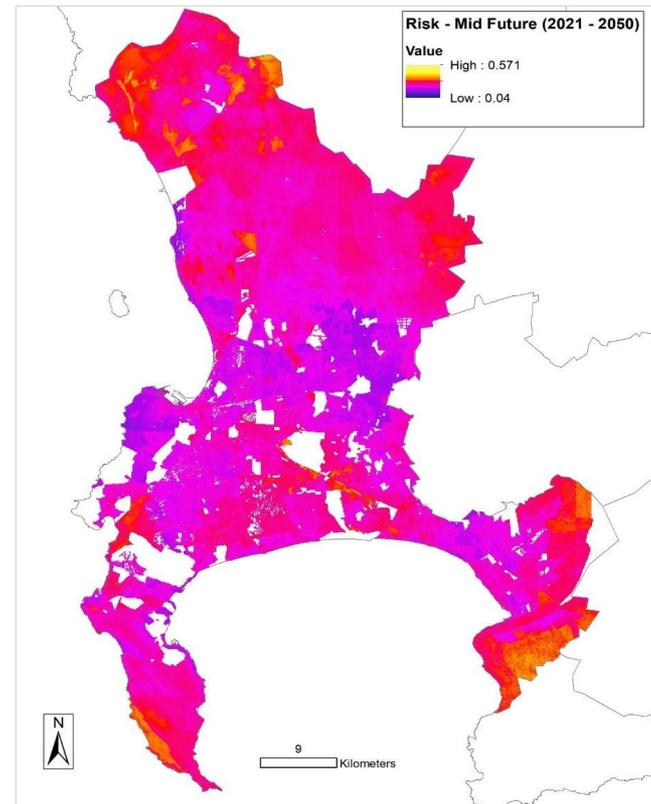
This chapter summarises the trends with regard to natural assets and ecosystem services in Cape Town. It focusses on climate change, energy, air quality and biodiversity.

Climate change

A Climate Change Hazard, Vulnerability, and Risk Study (2018/2019) for the City of Cape Town, identified six key categories of hazard which the city must adapt to.

1. A significant decrease in mean annual rainfall;
2. Changed seasonality of rainfall;
3. Significant increase in mean annual temperature and increased maximum temperatures;
4. More high heat days, and more frequent and intense heat waves;
5. Increase in wind strength;
6. A rise in mean sea level and increased coastal erosion

Climate change risk – Mid-future (2021-2050)



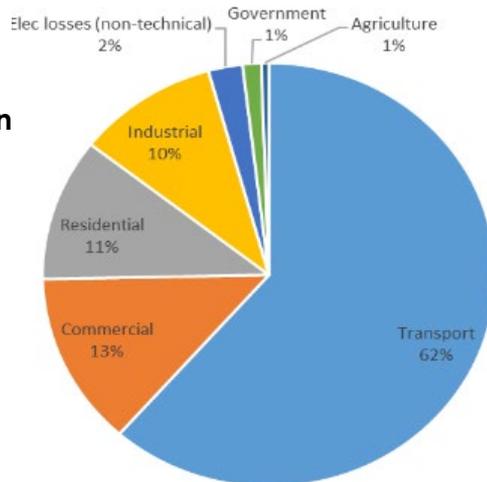
Source: Petrie et al 2019

Energy

GLOBAL GREEN NEW DEAL

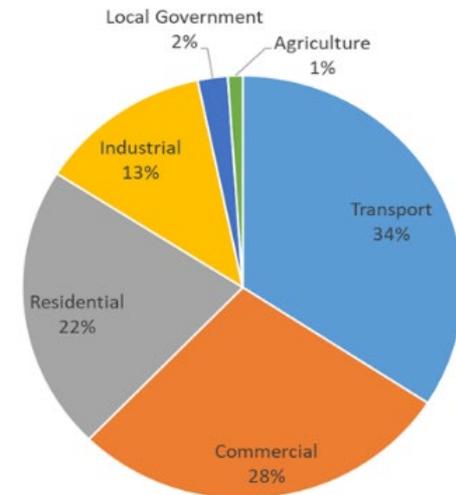
- Cape Town's per-capita carbon footprint, including waste emissions, was estimated at 5 tons of carbon-dioxide equivalent (tCO₂e) for 2017.
- Over half of the city's emissions arise from electricity use, mainly due to the high carbon intensity of South Africa's coal-based grid electricity (compared to the relatively lower carbon intensity of transport fuels such as petrol and diesel).

Energy Consumption (GJ) per sector, 2017



Source: City of Cape Town, 2018a

Carbon emission by sector, Cape Town, 2017



Source: City of Cape Town, 2018a

Air quality

Air Quality Standards in Cape Town are well below the Prescribed Annual Average. Poor air quality results from various social, economic and environmental factors including, unpaved roads and pavements (contributing to high concentrations of particulate matter), burning of wood or paraffin for heating and cooling (contributing to localised exceedances), and veld fires.

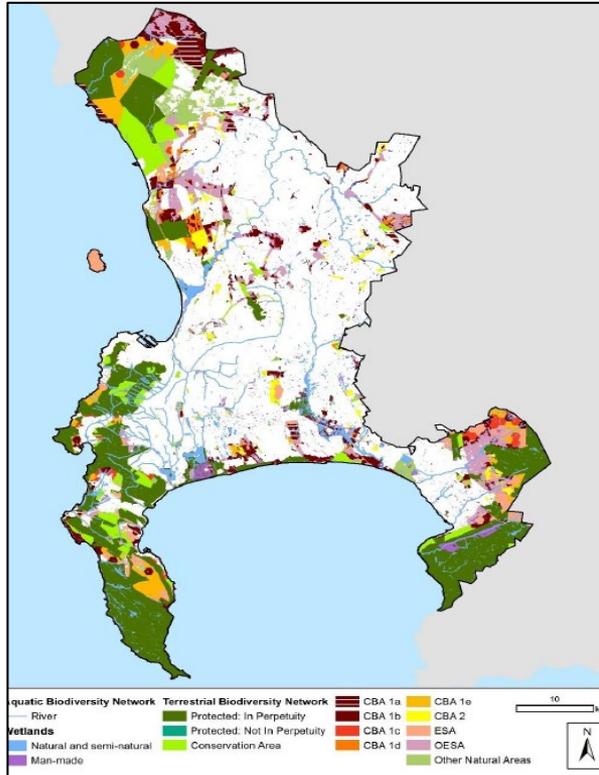
Cape Town Air Quality Index and annual average concentrations

Ambient air quality standard	Index Level	Risk	SO ² concentration range [µg/m ³]	PM2.5 concentration range [µg/m ³]	PM10 concentration range [µg/m ³]	NO ₂ concentration range [µg/m ³]
	Good	Low	5 µg/m ³	8 µg/m ³	19 µg/m ³	13µg/m ³
Prescribed Annual Average			50 µg/m ³	20 µg/m ³	40 µg/m ³	40 µg/m ³

Source: City of Cape Town Scientific Services for the 2019 calendar year

Biodiversity

The City's Biodiversity Network (BioNet)



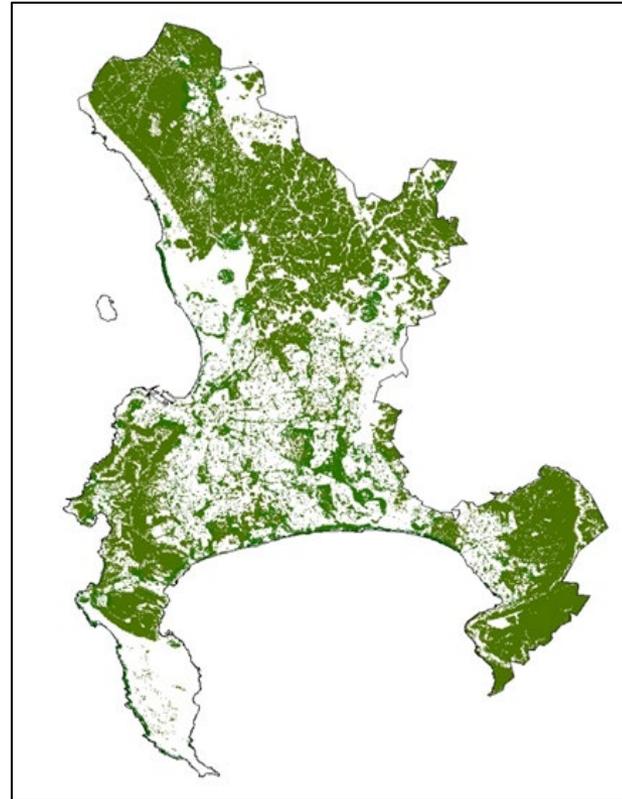
Source: City of Cape Town, 2018d

- The Biodiversity Network (BioNet) is a fine-scale systematic biodiversity plan for Cape Town. It indicates which parcels of land are classified as critical biodiversity areas that need to be conserved to meet national conservation targets.
- The 2009 BioNet covered approximately 85 000 ha, or 34,18% of the municipality. As at July 2020, a total of 55 426 ha, or 65,21%, of the BioNet was being conserved. Protected-area expansion targets for the BioNet follow the IDP timelines: The 2022 target of 65% (55 250 ha) was achieved in December 2019 already.
- The target for 2027 is to conserve and manage 67% (56 950 ha) of the 2009 BioNet.

Green spaces

- Cape Town's green spaces include the BioNet, coastline, public parks and greenbelts. The City currently manages 20 nature reserves, 14 district parks and 354 greenbelts across Cape Town, which add up to more than 1 349 ha of natural public green space.
- Access to public spaces in Cape Town is generally good, with the most accessible natural public green spaces located in the southwest of the city due to its proximity to Table Mountain national park and large greenbelts along river corridors.
- The City's Green Infrastructure Programme (GIP) is intended to improve access to well-managed natural public green space in Cape Town

Green Infrastructure Network



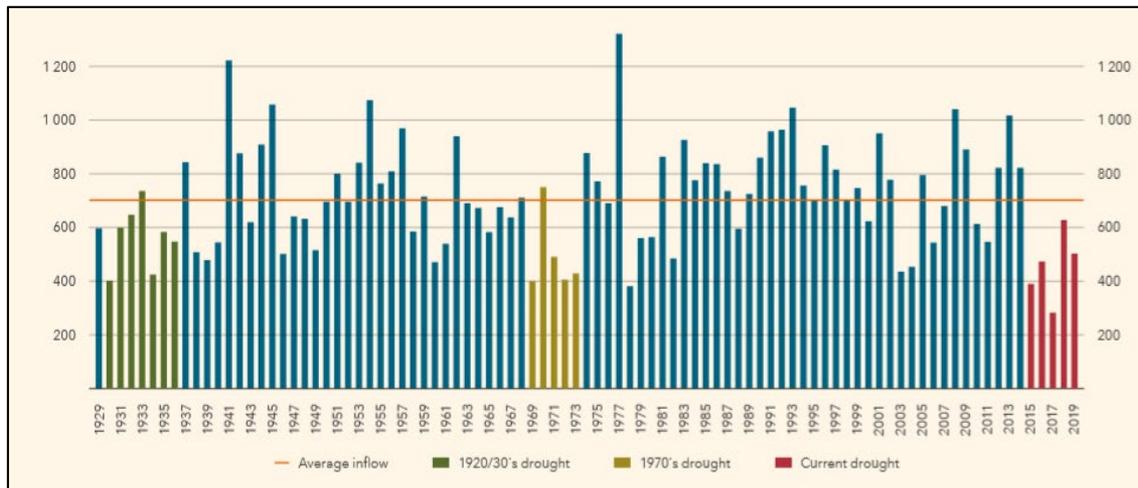
Source: CSIR, 2019

Water and sanitation

WATER AVAILABILITY

- Dam levels in the Western Cape water supply system (WCWSS) are currently recovering well.
- Water demand management and suppressed reliance on municipal water supply, as well as reduced consumption by the agricultural sector beyond the easing of water restrictions.

Annual inflow into Cape Town's dams, 1929 to 2019 (million m³/a)



The figure shows dam inflow records going back to 1929, and reflects that 2017 was the driest year on record. Dam inflows in 2015 and 2017 respectively were the lowest recorded, with below average inflows persisting at least until 2019.

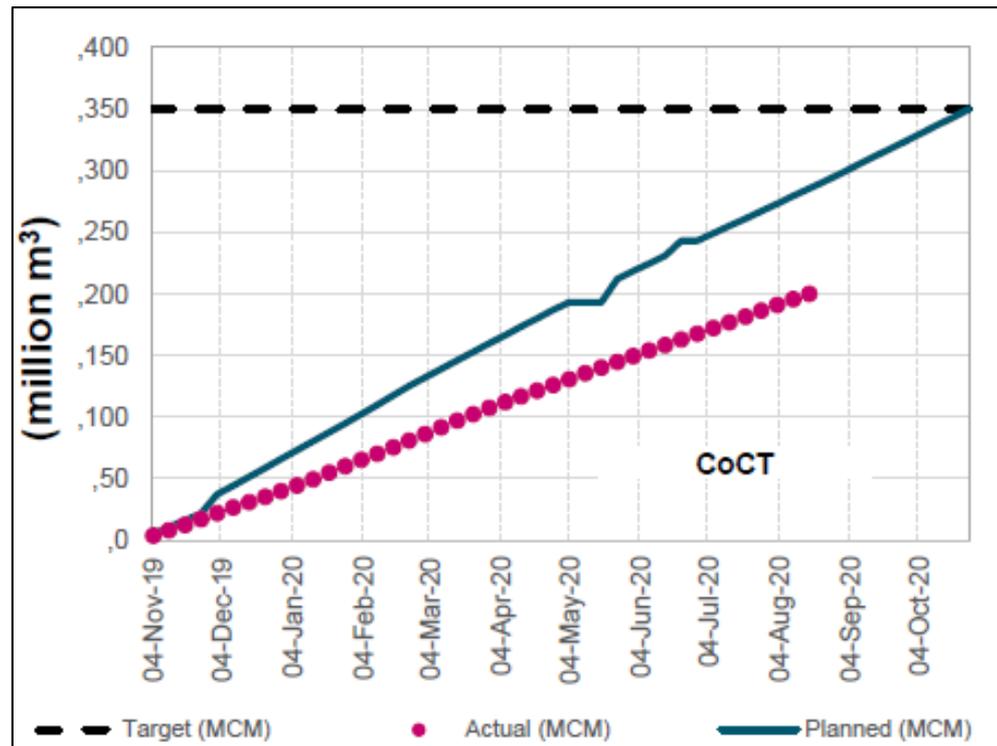
Source: National Department of Water and Sanitation

Water and sanitation

WASTEWATER TREATMENT AND REUSE

- The production of treated effluent from wastewater as well as wastewater reuse is being progressively scaled up.
- For the 12 months up to June 2020, a total of 15 7070,56 kℓ of treated effluent was supplied to customers, which is close to an average of 50 Mℓ per day for the year.

Cumulative weekly water usage City of Cape Town, November 2019 – September 2020 (million m³/a)



Source: CCT Water and Sanitation Department 2020 (internal communications)

Solid waste

Cape Town continues to face challenges relating to littering, illegal dumping and waste in informal settlements as well as other parts of the city. Nevertheless, annual waste generated was less in 2019 (1,6 million tons) than the year before (2,14 million tons).

- All formal properties and 99,74% of recognised informal settlements receive a basic refuse collection service.

Cape Town Solid Waste Statistics 2019/2020

Number of wheelie bins	± 850 000
Number of wheelie bins collected per day, including multiple removal frequencies	± 190 000
Waste generated per year	± 1.6 million tons
Waste diverted (from landfill) per year	± 242 000 tons
Waste disposed per year	± 1.2 million tons
Builders rubble stockpiled for future use	260 000 tons
Organic waste diverted from landfill per year	± 55 000 tons
Kerbside recycling programme offered to households	± 190 000 tons
Free composting containers distributed	22 000

Source: City of Cape Town Solid Waste Management Department, 2020b

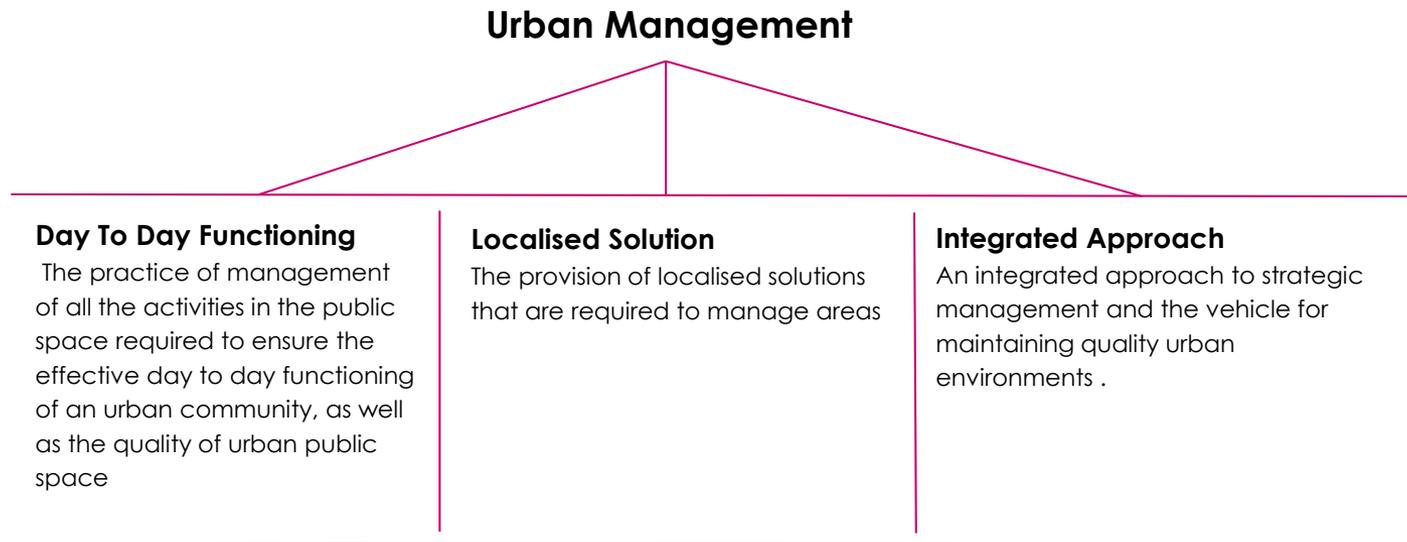
Urban Governance

This chapter summarises the trends in local governance, within the City. It focuses on ways of working within local municipalities, partnerships, service delivery and local government planning.

Key concepts and the South African landscape

Urban governance is about the formulation and pursuit of collective goals at the local level of the political ecosystem

- Ideally, urban governance processes provide a means for social groups to negotiate, debate and form coalitions of interest that, if supported, can promote developmental activities in the city
- The Integrated Urban Development Framework (IUDF) places urban management at the centre of urban governance



Urban management as proposed by The national urban development policy

Local government in practice

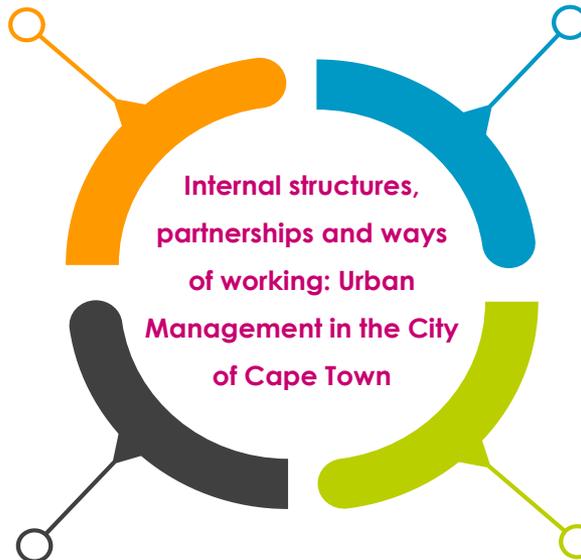
The Urban Management (UM) Directorate at the City evolved out of an initial format of “Area-Based” Service Delivery Management structures, established in 2016 in four areas – distinct geographic zones in the City - each with its own Executive Director and Mayoral Committee member assigned. In December 2018, a new Directorate of Urban Management was established to ensure an integrated approach across the city areas and optimise the use of City resources.

Combatting complex urban challenges

UM guides where the City’s urban management services should be locally tailored and/or scaled up in response to an area-specific need or a complex set of risks such as climate change.

Driving precinct management

Planning for precinct development relates to spatial planning. Instead of each line department responding only to the challenges affecting its own functions, precinct management relies on transversal or integrated service delivery at the local level.



The Executive Mayor’s Ward Councillor Outreach Programme

To facilitate engagement between the City and communities, 144 community development and engagement officers are deployed as facilitators with regard to service delivery issues in their respective areas.

Public Participation Programme (PPU)

The public participation function forms part of the UM Directorate. The process of public participation not only involves soliciting input on legislated processes of the municipal administration, but also entails any opportunity to meaningfully interact with the public to improve service delivery

Customer satisfaction/Service delivery

City of Cape Town Customer Satisfaction Results 2019/2020

OVERALL PERFORMANCE OF THE CITY OF CAPE TOWN



TRUST IN THE CITY OF CAPE TOWN



THE CITY OF CAPE TOWN'S FULFILMENT OF ITS ROLE AS PUBLIC SERVICE PROVIDER



RATING OF THE CITY OF CAPE TOWN COMPARED TO OTHER PUBLIC SERVICE PROVIDERS



Resident perceptions are annually assessed via a sample representative of the City's demographics. These customer satisfaction findings are based on perceptions and may not necessarily reflect the reality of service delivery on the ground, however nevertheless give a strong indication of resident's satisfaction with the City and its services

The most recent of these experiences is the Covid-19 pandemic and likely to be foremost among factors shaping residents; perceptions influence how residents perceive and react to the City.

Residents' expectations may have risen in the last few years, making them more critical of the services they received for the period up to 2018/2019. In the last year, however, there was an increase across all four areas in residents' satisfaction with the City.

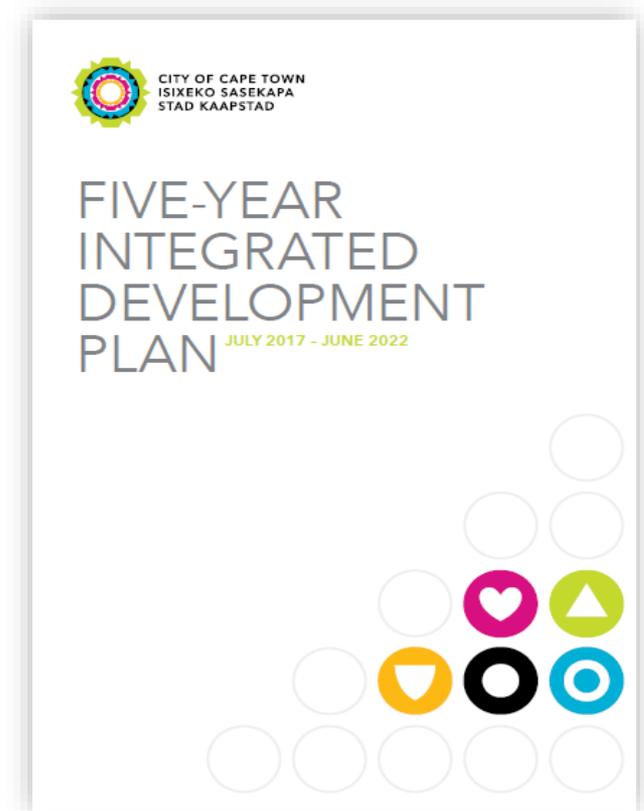
Local government planning, policies and implementation

Integrated Development Planning (IDP) and related tools

- A variety of programmes and projects constitute the City's implementation of service delivery plans – often transversal, cutting across a range of sectors and departments.
- These programmes and projects are organised under the City's five pillars of the Integrated Development Plan (IDP).
- A number of key City strategies such as the Resilience Strategy and the (draft) Climate Change Strategy also support the IDP and constitute some of the key supports for its implementation.

Spatial planning and transformation

The City is in the process of reviewing its Metropolitan Spatial Development Framework, which was approved in 2018. Public engagement on the draft district spatial plans also got under way in 2020, but had to be suspended and postponed due to the pandemic. The interim focus is on internal engagements to improve integration of cross-sectoral views and plans.



Improving the City's effectiveness and responsiveness

The City's effectiveness and responsiveness is constantly being reviewed to enhance service delivery across all its functions. Evidence-based decision-making is essential to ensure that the City's service delivery decisions are sound and to drive ongoing improvement. A number of interventions have occurred to support this.

Data Strategy

The Data Strategy is important for transforming data into meaningful and relevant business information, which can effectively support decision-making at strategic and operational levels. The strategy is further supported through the establishment of a Data Coordinating Committee (DCC) and associated work streams, as well as the installation of additional data engineering capacity.



City's Capital Projects Programme Management (CPPM) – and the gateway analysis

The purpose is to ensure that large capital projects are properly planned and executed in ways that build efficiencies and synergies in project implementation. The pipeline of capital projects go through a stage-gate process to ensure that they are implementation-ready, aligned with the City's strategies, designed to maximise economic benefits, and cost-effective.

Building resilience

Resilience is a critical topic across urban centres worldwide as the number of shocks and stresses cities experience increase and change. Resilience is one of six principles that underpin the City's current IDP. Some of the City's key foci are on"

Institutional Resilience

Building a resilient institution is a key component of good governance practice. On approval of the City's Resilience Strategy, a Resilience Department was created to lead the implementation of core resilience programmes in the organisation, in collaboration with partners both inside and outside the City. The transversal Resilience Strategy is built around five pillars and comprises 20 goals and 75 actions identified for short to longer-term implementation.



Financial Resilience

An independent agency is appointed annually to give the City a credit rating. The rating is determined through analysis of the City's key financial, operational and organisational data, and conducting interviews with the Executive Mayor, the City Manager and senior City officials. The City's current long-term debt rating is AAA.za.



Budget Resilience

The administration has a budget of R54,4 billion, comprised of a capital budget of R9,6 billion and an operating budget of R44,8 billion. For 2019/20, the budget had to be adjusted to deal with the pandemic. Total capital expenditure reflected in the adjustment budget is R6,709 billion, with the balance redirected to operational costs incurred for the City's Covid-19 response.



Building resilience

The Resilience Strategy (2018) describes the following prioritised shocks and stresses – from the inputs and perspectives of a cross-range of stakeholders in different spheres of government, the private sector, academia, industry and the non-governmental sector on what they regard as Cape Town's key potential shocks and stresses.

Prioritised Shocks – Acute shocks are sudden sharp events that threaten a city	Prioritised Stresses – Chronic stresses weaken the fabric of a city on a day-to-day or cyclical basis
Drought	Traffic congestion
Flooding	Crime and violence
Rail failure	Unemployment
Load shedding	Poverty and inequality
Informal settlements fires	Illegal land occupation
Heat wave	Informal settlement
Black-out	Climate Change
Storm surges	Rapid urbanisation
Xenophobic attacks	Insecure municipal finances

Source: City of Cape Town Resilience Department, Internal communication

The impact of Covid-19

This chapter summarises some of the key challenges that were imposed by the onset of Covid-19 crisis, across different sectors within the City.

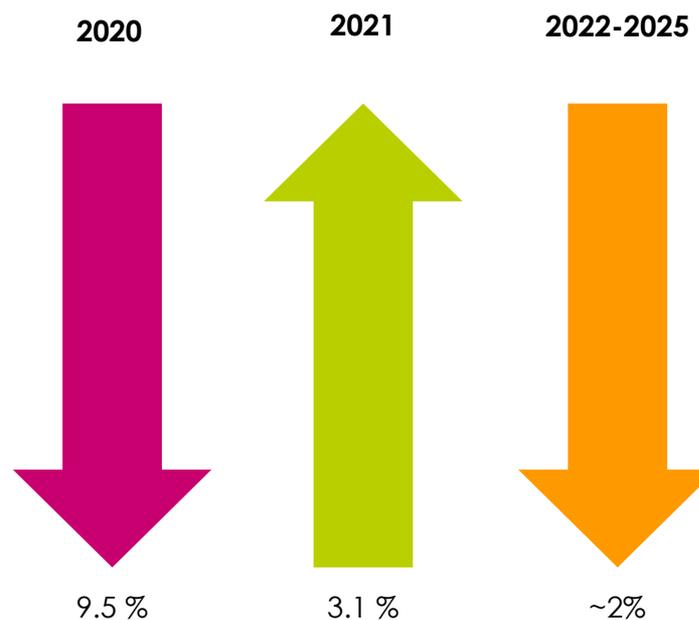
Economy

ECONOMIC FORECAST

The lockdown conditions and its vast restrictions on economic activity were sufficient to revise forecasts.

By April 2020 the Bureau for Economic Research (BER) forecasted South Africa's economy to contract by 9,5% (real GDP) in 2020, thereafter recovering to growth of 3,1% in 2021 and easing to under 2% from 2022 to 2025. Forecasters expect that 2020 will likely be the weakest period of economic growth

South Africa's economy during lockdown and post Covid-19 projections



Society

During the first wave of the coronavirus pandemic in Cape Town, efforts to avoid an overload of the City and provincial healthcare facilities and systems proved key to the local Covid-19 response - to slow the rate of infection among residents and hopefully lessen the impact of the pandemic on the people and the health care system

From March 2020, the City boosted its health resources to help curtail the Covid-19 crisis, it allocated additional support to the City's health response and augmented cleansing and sanitation services.



City Health continued to provide routine primary health care services, in a Covid-19 cautious and safe manner, at all Primary Care Clinics



Over the course of 2020, several initiatives sought to cushion poor households and residents from the worst impacts of the unfolding combined health, economic and social crisis. Recipients of social grants obtained additional financial benefit from the national government, complemented by the City's added support to households on the indigent register.



Urban growth and form

- During the various stages of the South African lockdown, regulations were put into place that impacted on public transport – especially the minibus taxi industry, with a 70% limit on capacity and a mask mandate for commuters – to slow the spread of Covid-19
- Telecoms companies, retailers and employers were challenged to improve the resilience of their information and telecommunications systems and networks in the face of increased demand from subscribers, consumers and employees.
- The City's emergency mitigation measures for informal settlements included: delivery of water via trucks, installation of water tanks in informal settlements; and increased janitorial services. The City continued to provide basic and essential services to about 200 000 households in informal settlements.



Natural environment

- Globally, many leaders have urged that the Covid-19 economic recovery stimulus should be a “green recovery as a bridge to a more resilient future” or a program to “build back better” , even a “great reset” that transition nations to ‘stakeholder’ capitalism.
- In planning a future beyond Covid-19, it is critical to recognise that climate change poses a similar future risk to economic stability, life and livelihoods.
- In Cape Town, there is a reasonable probability of an enduring drop in peak commuter travel due to working from home becoming more prevalent, which will likely reduce transport GHG emissions, local air pollution and congestion.



Bracken Nature Reserve

Urban governance

BUDGET RESILIENCE

The City has a budget of R54,4 billion - consisting of a capital budget of R9,6 billion and an operating budget of R44,8 billion.

For 2019/20, the City had to adjust the budget to deal with the Covid-19 pandemic, and total capital expenditure reflected in the adjustment budget is R6,709 billion with the balance re-directed to operational costs incurred through the City's Covid-19 response.

Under Covid-19 lockdown conditions, the Public Participation Unit needed to swiftly adjust the approach of engaging communities and solicit comments on the draft 2020/21 Budget.



Conclusion

South Africa was fortunate to have access to the National Income Dynamics Study - Coronavirus Rapid Mobile (or NIDS-CRAM) survey which investigates the socioeconomic impacts of the national lockdown associated with the State of Disaster declared in South Africa in March 2020, and the social and economic consequences of the global Coronavirus pandemic. Data from the first wave survey was released and assisted government including the City with improved understanding of the lockdown impacts, and for that to assist service delivery and social support planning.

The indicator data does not however reflect the full effect of the Covid-19 pandemic - especially since the pandemic is ongoing - and will only become clearer later in 2021 and possibly beyond.

Globally, vaccine roll-outs were impacted by concerns about the safety and/or efficacy of particular vaccines against mutations of the original strains of the coronavirus. The first Covid-19 vaccinations targeted close to 300,000 health professionals. While vaccine shortages are still rife globally, enough vaccine has been secured for up to 45 million South Africans. Vaccinations will become available for those 60 years and older as of mid-May 2021.

The Covid-19 virus could realistically still impact the South African economy and service delivery for much of 2021 and into 2022.

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CITY OF CAPE TOWN
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STAD KAAPSTAD

Thank You

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Making progress possible. Together.