Cape Town is a coastal City located on the south-western part of the Western Cape province, with the Atlantic Ocean as its western coastline boundary.

PROFILE AND ANALYSIS
DISTRICT DEVELOPMENT MODEL
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CITY OF CAPE TOWN
BY NUMBERS

4,392,562
POPULATION
2,446km²
LANDSIZE

GENDER
♀ 50.4%
♂ 49.6%

EDUCATION
NO SCHOOLING 36,570
MATRIC 969,147
MATRIC & DEGREE 211,304

31.1%
SHARE BELOW LOWER POVERTY LINE

26.6%
UNEMPLOYMENT

458,566
COVID-19 INFECTIONS (28/6/2020)

THE “MOTHER CITY” ON THE PENINSULA BENEATH TABLE MOUNTAIN

NEXT BIG THING
A “city that is climate-resilient, resource-efficient and lower carbon, in order to enable sustainable and inclusive economic and social development, and environmental sustainability”.

ECONOMIC DRIVERS

COMMUNITY SERVICE 2
FINANCE 1
MANUFACTURING 3

THE “MOTHER CITY” ON THE PENINSULA BENEATH TABLE MOUNTAIN

NEXT BIG THING
A “city that is climate-resilient, resource-efficient and lower carbon, in order to enable sustainable and inclusive economic and social development, and environmental sustainability”.

COVID-19 Vulnerability Index
City of Cape Town
Source: CSIR-NCDM
1. Executive Summary

The City of Cape Town has a coastline of 294km and is also bounded by the Atlantic Ocean to the south and west. It is one of four coastal metropolitan municipalities in South Africa together with eThekwini, Nelson Mandela and Buffalo City. The City of Cape Town is South Africa’s second largest economic centre and second most populous city after Johannesburg. It is the legislative capital city of South Africa and hosts South Africa’s National parliament.

The City of Cape Town is home to about 4.4 million people, making it the second metro by population size in South Africa. The metro also prides itself as the tourism hub and the country. Since 2011 the population growth rate has been declining from 2.7% to 2% in 2019, which is in line with all metropolitan municipalities in the country. However, this was significantly higher than the Provincial and National average, indicating that the City remains an inward migration magnet. 90% of the population is of a working age and 48% of the City of Cape Town’s population is between the ages of 20 and 49. The median age (29 years) of the City is slightly higher than that of the Western Cape (28 years). 8% of the population is above 60 years of age and 6% of the population is above 65 years of age.

In 2018, the City of Cape Town Metropolitan Municipality comprised of 1 234 317 million households. About 37.7% (475 460) of Households in the City are women headed households. In Cape Town in 2018, the GHS 2018 indicated that 1 226 households are headed by children under the age of 18.

In 2019, there were 2 016 021 (45.9%) million people living in poverty, using the upper poverty line of R 1227 per person compared to 1 495 601 (43%) in 2019, therefore marking increase of 2.9% (520 420) over a ten year period.

The City of Cape Town is the second largest contributor to national employment, contributing 9.9% in 2018. In 2018 Cape Town recorded an average strict unemployment rate of 21.5%, whilst between 2014 and 2018 it recorded an average of 22.8%, compared to the national average of 26.3% for the same period.

The top 12 police precincts, accounted for over 40% of all reported crimes in Cape Town in 2018/19. The top five police precincts that account more than half of this (21.93%) were Cape Town Central (5.61%), Mitchells Plain7 (5.52%), Kraaifontein (3.88%), Delft (3.59%) and Nyanga8 (3.33%).

The City of Cape Town is one of the leading COVID-19 hotspots in the country and the Western Cape Province. The number of infections in the City started peaking earlier than anticipated towards the end of May 2020. As at 28 June 2020 the city reported a total number of infections of 45 856 with 4 001 infection reported in that
In 2018 Cape Town recorded an average annual GDP growth rate of 1.3%, compared to 0.8% at the national level. Prior to this, Cape Town recorded a lower average annual GDP growth rate in 2017, attributable to the effects of the drought on the local economy. Despite this shock to the local economy, over the period 2014 to 2018, Cape Town's GDP growth rate averaged 1.5%, compared to 1.1% at the national level. In addition, Cape Town’s GDP per capita also outperforms that of the national economy; between 2014 and 2018 Cape Town’s GDP per capita averaged 33% higher than the national average.

The City of Cape Town identified 27 key catalytic projects, involving social housing, hospitals, power stations, precinct development and over various economic projects.
2. Introduction: Brief Overview

2.1 Location

The City of Cape Town Metropolitan Municipality is the only Category A metropolitan municipality found in the Western Cape province. It is one of four coastal metropolitan municipalities in South Africa together with eThekwini, Nelson Mandela and Buffalo City.

The City of Cape Town has a coastline of 294km and is also bounded by the Atlantic Ocean to the south and west. The district municipalities that are adjacent to it are; West Coast District to the north, Cape Winelands District to the north-east, and Overberg to the south-east as indicated by the diagram above.

The City of Cape Town is South Africa’s second largest economic centre and second most populous city after Johannesburg. It is the legislative capital city of South Africa where the National parliament is located. It is also the provincial capital of the Western Cape province. It can be accessed via the N1 to the north and the N2 to the east along which the Cape Town International Airport is located.
The City of Cape Town remains the focal point in the Western Cape in terms of urban scale, transport infrastructure and employment base. It also functions within the broader regional spatial and economic network that includes Stellenbosch, Malmesbury, Paarl, Saldanha and Grabouw.

2.2 Historical Perspective

Human communities had lived in the Cape Peninsula and Western Cape long before the beginning of the Christian era, surviving by hunting, fishing and gathering edible plants and roots. They were the ancestors of the Khoisan peoples of modern times.

The Khoi were hunter-gatherers who lived in small, loosely knit groups of about 20 persons. They were highly mobile on account of their dependence on game, and for the same reason widely dispersed territorially. The San, in comparison, were mainly herders along the Orange River, the boundary river between South Africa and Namibia, and the coastal belt stretching from Namibia around Cape Point to the Eastern Cape. Both groups were thought to have migrated southward, ahead of the Bantu-speaking peoples whose ancestral home lay well in the north.

Before the Dutch came to the Cape, the San conducted trade with their Bantu-speaking neighbours in cattle and dagga (marijuana) and, to a lesser extent, iron and copper. After the arrival of men from Europe, they traded their cattle for tobacco and began to act as brokers in developing trade between the Europeans and the Xhosa tribes to the east.

The European advance eventually cost the San their land, stock and trade. Twice defeated in battle in 1713 and 1755, and decimated by smallpox, they ultimately lost their identity as a distinct cultural group and intermarried with slaves and others to form the Cape Coloured people.

“The Khoi were hunter-gatherers who lived in small, loosely knit groups of about 20 persons. They were highly mobile on account of their dependence on game, and for the same reason widely dispersed territorially.”

In 1487, the Portuguese sailor Bartholomeus Dias set out to find a sea route to the East. Sailing along the west coast of Africa, his ships encountered a ferocious storm, which drove them out to sea and away from the coast. It is widely believed that it was
Dias who named the peninsula Cabo Tormentosa (Cape of Storms). This name was later changed to Cabo da Boa Esperanca (Cape of Good Hope) to signify that the rounding of the Cape brought hope that a sea route to the East was possible.

Antonio de Saldanha was the first European to land in Table Bay. He climbed the mighty mountain in 1503 and named it 'Table Mountain'. The great cross that the Portuguese navigator carved in the rock of Lion's Head is still traceable. In 1580, Sir Francis Drake sailed around the Cape in The Golden Hind.

In 1652 the Dutch East India Company, yielding to repeated petitions and recommendations from their ships' officers, at last decided to establish a post at Table Bay. They sent three small ships, the Dromedaris, the Reijger and the Goede Hoop under the command of 23-year-old Jan Antony van Riebeeck to establish a stronghold on the shores of Table Bay. Their objective was to grow vegetables and fruit, barter for livestock with the Hottentot tribes and build a hospital and a sanctuary for the repair of ships. Jan van Riebeeck's first fort, subsequently replaced by the existing Castle of Good Hope, was Cape Town's first building.

During Simon van der Stel's governorship the Huguenots, who had been driven from France by the revocation of the Edict of Nantes, arrived from Holland. There were some 200 of them, so small a number that they were quickly absorbed in the Dutch population. The lands given to Simon van der Stel by the Dutch East India Company, stretched from Muizenberg to the Steenberg Mountains, right across to Wynberg.

District Six was a multi working-class area just off the centre of Cape Town, to the south of the Castle. Before being torn apart by the apartheid regime during the sixties and seventies, District Six, was an impoverished but lively community of 55 000, predominantly coloured people. It was once known as the soul of Cape Town, this inner-city area harboured a rich cultural life in its narrow alleys and crowded tenements. After its demise, the district became mythologised, as a rich place of the South African imagination, inspiring novels, poems, jazz and the blockbuster musical, by David Kramer and Taliep Petersen.

It was named the sixth district of Cape Town in 1867. Originally established as a community of freed slaves, merchants, artisans, labourers and immigrants. District Six was a centre with close links to the city and the port. However, by the beginning of the twentieth century, the history of removals and marginalisation had begun. The first to be “resettled” were the blacks, forcibly displaced in 1901. In the 1940s plans were formed by the Cape Town municipality to demolish houses under slum clearance, but it was only after the declaration of District Six as a white area under the Group Areas Act in 1966 that extensive demolition began. Resistance by inhabitants was intense and the last residents only left in the mid-1970s.
The popular Robben Island is a small landmass located just seven kilometres off the coast of Cape Town, in Table Bay. The island is a UNESCO World Heritage site and has served as a prison, where South Africa’s Nelson Mandela spent 18 years of his 27 years of incarceration before elected as the country’s first democratic president.

Nelson Mandela made his first public speech at the Cape Town City Hall. He stood on the balcony of the grand Edwardian building on 11 February 1990 and addressed a crowd of thousands, who packed the Grand Parade to see their newly freed icon speak publicly for the first time in years. The speech is perhaps the most momentous in the country’s history, and to commemorate the moment, the city has erected a new life-size statue on the very balcony from which he spoke.

### 2.3 Spatial Status

The City of Cape Town (Metropolitan Municipality) has four area based service delivery areas, namely; Service Delivery Areas (SDA), North, East, Central and South.

<table>
<thead>
<tr>
<th>Year</th>
<th>SDA: North</th>
<th>SDA: East</th>
<th>SDA: Central</th>
<th>SDA: South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>999 149</td>
<td>1 111 772</td>
<td>1 079 760</td>
<td>1 060 546</td>
</tr>
</tbody>
</table>

*Source: City of Cape Town, 2018 Population Projections for Cape Town and the four area-based service delivery areas from 2017 to 2040*

The **North Service Delivery Area**: This Area includes the following areas; Mamre, Atlantis, Durbanville, Melkbos, Milnerton, Brooklyn, Kraaifontein, Cape Town, Maitland, Langa, Observatory, Sea Point, Hout Bay, Camps Bay. The North SDAs has the lowest population in all the regions but it is also the largest areas in terms of size. This area houses the Central Business Hub in the metro which is bustling and houses some banking headquarters as well as provincial government offices. The area also houses some of the expensive properties in the region. The Universities of Cape Town, Western Cape and the Cape Peninsula Technology are hosted in this area. The North Service Delivery Area borders the West Coast District Municipality and Cape Winelands District Municipality.

The **East Service Delivery Area**: This area includes places such as Kayelitsha, Eerste River, Strand, Sir Lowry’s Pass, and Somerset West. The SDA East has the highest population amongst the four areas. It also borders Overberg District Municipality and Cape Winelands District Municipality, specifically Stellenbosch. This area hosts Kayelitsha which is one of the well-known townships and tourist destinations.

The **Central Service Delivery Area**: This area includes the following areas: Goodwood, Epping, Parow, Belville, Delft, Manenberg, Gugulethu and Athlone. The Central Service Delivery Area is landlocked and the smallest in size.
The **South Service Delivery Area**: This area includes the following areas: Constantia, Noordhoek, Cape Point, Muizenberg, Retreat, Philippi, Mitchells Plain, Newlands and Rondebosch. Cape Point is in the Cape of Good Hope nature reserve within Table Mountain National Park, which forms part of the Cape Floral Region, a World Heritage Site. It includes the majestic Table Mountain chain, which stretches from Signal Hill to Cape Point, and the coastlines of the Cape Peninsula.

### 3. Social Development Profile

**Key Social Demographics**

#### 3.1.1 Population

The population of the City of Cape Town in 2019 was 4,392,562 million having grown from 3,478,914 in 2009 with the annual growth rate steadily declining from 2.7% in 2011 to 2% in 2019.
The City of Cape Town is home to about 4.4 million people, making it the second metro by population size in South Africa. The metro also prides itself as the tourism hub and the country. Since 2011 the population growth rate has been declining from 2.7% to 2% in 2019, which is in line with all metropolitan municipalities in the country. However, this was significantly higher than the Provincial and National average, indicating that the City remains an inward migration magnet.

In the 2016 municipal elections there were 1 980 921 registered voters of which 64.2% voted. South Africa and Western Cape registered a similar voter turnout.

### 3.1.2 Gender Age and Race

90% of the population is of a working age and 48% of the City of Cape Town population are between the ages of 20 and 49. The median age (29 years) of the City is slightly higher than that of the Western Cape (28 years). 8% of the population is above 60 years of age and 6% of the population is above 65 years of age. In general, an aging population is considered to be one where the number of people over 65 exceeds between 8 and 10%.
In 2019, in the City of Cape Town, females accounted for 50.4% while men accounted for 49.6%. However, according to the Household Survey of 2016, the City of Cape Town had more females at about 50.8% relative to South Africa at 51%.

The largest share of population in Cape Town is within the young working age (25-39 years) category. The age category with the second largest population share is the 0-4 years age category. The age category with the lowest number of people is the elderly population (i.e. 65 years and older age category). According to the Community Survey 2016, Black African constituted 43% of the population, while Coloureds constituted 40% and White people only constituted 16% of the population.

### 3.1.3 Households
In 2018, the City of Cape Town Metropolitan Municipality comprised of 1 234 317 million households. About 37.7% (475 460) of Households in the City are women.
headed households. In Cape Town in 2018, the GHS 2018 indicated that 1 226 households are headed by children under the age of 18.

The city is experiencing a rapid increase in the number of households being formed and the rate of new household formation outpaces that of population growth. From 2011–2016 population increased by 7.1%, but the number of households increased by 18.4%. Cape Town’s households are becoming smaller; over the last 20 years the average household size has gone from 3.92 people to 3.17. The rate of household formation is likely an effect of the increase in the younger, working-age population.

An increase in the number of households, and the changing population structure, is of particular relevance to the supply and demand for housing with both the number and type of housing affected. The overall demand for housing increased from approximately 15 000 per year in 2005 to 20 000 in 2015. Therefore, approximately 35 000 accommodation opportunities will need to be supplied by the overall formal housing market annually to eradicate the official backlog over 20 years whilst meeting new demand.

Of these households, 475 460 households are headed by females. This constitutes 38.5% of households in Cape Town. In Cape Town in 2018, the GHS 2018 indicated that 1 226 households are headed by children under the age of 18.

**Health Profile**

According to the 2017/18 District Health Barometer the Maternal Mortality rate was 58.3/100 000 live births, which is lower than the national average (105.7) and national average but higher than the provincial average (55.1). The maternal mortality rate has fluctuated between 56-65/100 000 over the past 5 years. The latest data for infant mortality shows a downward trend in the Cape Metro District over 2008 - 2013 and is amongst the lowest when compared to the Province’s other health districts. A similarly low and downward trend is seen in mortality under 5 years.

According to the Western Cape antenatal survey reports the Cape Metro had an antenatal HIV prevalence of 20.4% in 2014. Although this is much lower than the national average of 29.7% (2013) it is still the highest amongst all the Province’s districts. In fact, Khayelitsha sub district actually had a higher prevalence than the National average. The HIV prevalence was 18.2% in 2006 but seems to have stabilized at around 20% since 2011.

The TB case detection rate per 100 000 as set out below shows a heartening downward trend in recent years (source: J Caldwell, City of Cape Town). The district case load was 23 477 and the case detection rate 577/100 000 in 2016. Khayelitsha
sub-district had the biggest proportional TB case load in 2016 and contributed 17% to the total case load of the city.

The diagram above provides an overview of the percentage of deaths by broad causes and leading causes of death. While non-communicable deceases are the leading cause of death in the ageing population at 88 and 62% respectively, injuries were the leading causes of death in the age cohort between 15 and 24 years. The main leading cause of death between the age cohort that is less than 5 years of age was maternal, perinatal and nutritional conditions.

COVID-19

The City of Cape Town is one of the leading COVID-19 hotspots in the country and the Western Cape Province. The number of infections in the City started peaking earlier than anticipated towards the end of May 2020. As at 28 June 2020 the city reported a total number of infections of 45,856 with 4,001 infection reported in that week. During the same period, the City reported a total number of 277 deaths as a result of the COVID-19 pandemic. The dashboard below provides all the details.
The Council for Scientific and Industrial Research (CSIR) in collaboration with Albert Luthuli Centre for Responsible leadership developed a set of COVID-19 Vulnerability Indicators using available data. The Vulnerability Index identifies vulnerabilities present in communities and identifies areas in need of targeted coordinated interventions and early response. The purpose of the indicators is intended to support the early prevention/mitigation and preparedness phase of the disaster management cycle and informing disaster management decision making. The Index is not based on epidemiological modelling but a response that will highlight intervention areas due to underlying situations. The composition of the index follows two main factors, namely: transmission potential and health susceptibility.

Transmission potential areas identifies areas that prevent social distancing to be practiced and where limitations of practicing good basic hygiene. The health susceptibility index denotes areas where large number of people are potential more susceptible to being adversely affected by COVID-10 due to factors such as age and underlying health conditions. The City of Cape Town vulnerability profile is presented in the map below. The map shows low vulnerability areas (blue dotted areas) versus areas with higher vulnerability (red dotted areas).

“THE FOLLOWING AREAS ARE MOST VULNERABLE AND THEY ARE; GUGULETHU, KAYELITSHA, MITCHELLS PLAIN, MACASAR AND DUNOON.”

Consistent with vulnerability (including poverty and unemployment), limited access to healthcare, and population density, the following areas are most vulnerable and they are; Gugulethu, Kayelitsha, Mitchells Plain, Macasar and DuNoon. Most of these areas have been identified as hotspots in the sub-districts of the city as indicated in the table below.
Together with the Vulnerability Index Map above, the table below shows a positive correlation on the hotspots that the City has identified in various sub-districts.

<table>
<thead>
<tr>
<th>Sub-district</th>
<th>Areas most severely affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tygerberg</td>
<td>Belville, Elsies River, Goodwoowd</td>
</tr>
<tr>
<td>Khayelitsha</td>
<td>DuNoon</td>
</tr>
<tr>
<td>Western</td>
<td>Delft, Delft South, Gugulethu, Nyanga, Manenberg</td>
</tr>
<tr>
<td>Southern</td>
<td>Imizamo Yethu, Phillippi</td>
</tr>
<tr>
<td>Eastern</td>
<td>Mfuleni</td>
</tr>
</tbody>
</table>

As part the response measures for COVID-19, the City has identified a total number of 31 quarantine sites. Of the 31 sites, 10 sites had been activated based on the information obtained from the Department of Public Works. This number may have increased at the time of the finalization of the report. One site was not complaint with the Department of Health requirements and 20 sites were pending activation at the time of the finalization of the report. The list of active quarantine sites is provided in the table below.
The City of Cape Town created overflow facilities in their clinics. Certain services will be transferred from clinics to transfer facilities to facilitate social distancing and create the space required for healthcare of staff to manage COVID-19 cases. The Health Unit in the City is finalizing preparations for the first 20 overflow facilities in clinics. At the end of this project, at least 80 clinics will have been retrofitted in keeping with the COVID-19 preparedness plan. The overflow facilities are either prefabricated structures on clinic premises, or community halls in close proximity will be used. The first phase will result in 153 additional consulting and/or treatment spaces across the 20 clinics.

“As part the response measures for COVID-19, the City has identified a total number of 31 quarantine sites.”
3.4.1 Distribution
In 2019, there were 2,016,021 (45.9%) million people living in poverty, using the upper poverty line of R 1227 per person compared to 1,495,601 (43%) in 2019, therefore marking increase of 2.9% (520,420) over a ten year period. The map below shows the monthly household income in the City of Cape Town’s four SDAs. From this figure it is clear that the South and East SDAs have more occurrence of households with no income. The North SDA has more of the households with monthly income more than R800.

### Poverty Dimensions

### 3.4.1 Distribution

In 2019, there were 2 016 021 (45.9%) million people living in poverty, using the upper poverty line of R 1227 per person compared to 1 495 601 (43%) in 2019, therefore marking increase of 2.9% (520 420) over a ten year period. The map below shows the monthly household income in the City of Cape Town’s four SDAs. From this figure it is clear that the South and East SDAs have more occurrence of households with no income. The North SDA has more of the households with monthly income more than R800.

### Table: Clinic Overflow facilities

<table>
<thead>
<tr>
<th>Clinic</th>
<th>Overflow facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gugulethu Clinic</td>
<td>Ikwezi Community Centre</td>
</tr>
<tr>
<td>Elsies River</td>
<td>Elsies River Civic Centre</td>
</tr>
<tr>
<td>Manenberg</td>
<td>Manenberg Community Hall</td>
</tr>
<tr>
<td>St. Vincent</td>
<td>Hugenote Hall</td>
</tr>
<tr>
<td>Kuyasa Clinic</td>
<td>Kuyasa Library Hall</td>
</tr>
<tr>
<td>Matthew Goniwe and Luvuyo Clinics</td>
<td>Desmond Tutu Recreation Centre</td>
</tr>
<tr>
<td>Nolungile Clinic</td>
<td>Site C Library Hall</td>
</tr>
<tr>
<td>Dr. Ivan Toms Clinic</td>
<td>Pre-fabricated structure</td>
</tr>
<tr>
<td>Ikhwezi Clinic</td>
<td>Pre-fabricated structure</td>
</tr>
<tr>
<td>Albow Gardens</td>
<td>Brooklyn Library Hall</td>
</tr>
<tr>
<td>Bloekombos</td>
<td>Pre-fabricated structure</td>
</tr>
<tr>
<td>Hout Bay Clinic</td>
<td>Existing consultation room capacity</td>
</tr>
<tr>
<td>Langa</td>
<td>Langa Community Hall</td>
</tr>
<tr>
<td>Wallacedene</td>
<td>Existing pre-fabricated structure</td>
</tr>
<tr>
<td>Masiphumelele</td>
<td>Masiphumelele Community Hall</td>
</tr>
<tr>
<td>Ocean View</td>
<td>Ocean View Civic Centre</td>
</tr>
<tr>
<td>Phumiani Clinic</td>
<td>Pre-fabricated structure</td>
</tr>
<tr>
<td>Tafelsig</td>
<td>Thusong Centre</td>
</tr>
<tr>
<td>Weltevreden Valley Clinic</td>
<td>Colorado Community Centre</td>
</tr>
</tbody>
</table>

### Legend

- **2011 Census Suburbs**
- **Monthly Household Income**
  - R0 - R400
  - R401 - R800
  - R801 - R1 600
  - R1 601 to R3 200
  - R3 201 - R6 400
  - R6 401 - R12 800
  - R12 801 - R25 600
  - R25 601 - R51 200
  - R51 201 or more
  - No Households

---

**Clinic Overflow facility**

- **Gugulethu Clinic**: Ikwezi Community Centre
- **Elsies River**: Elsies River Civic Centre
- **Manenberg**: Manenberg Community Hall
- **St. Vincent**: Hugenote Hall
- **Kuyasa Clinic**: Kuyasa Library Hall
- **Matthew Goniwe and Luvuyo Clinics**: Desmond Tutu Recreation Centre
- **Nolungile Clinic**: Site C Library Hall
- **Dr. Ivan Toms Clinic**: Pre-fabricated structure
- **Ikhwezi Clinic**: Pre-fabricated structure
- **Albow Gardens**: Brooklyn Library Hall
- **Bloekombos**: Pre-fabricated structure
- **Hout Bay Clinic**: Existing consultation room capacity
- **Langa**: Langa Community Hall
- **Wallacedene**: Existing pre-fabricated structure
- **Masiphumelele**: Masiphumelele Community Hall
- **Ocean View**: Ocean View Civic Centre
- **Phumiani Clinic**: Pre-fabricated structure
- **Tafelsig**: Thusong Centre
- **Weltevreden Valley Clinic**: Colorado Community Centre
The population group with the highest percentage of people living in poverty is the African population group with a total of 61.4% people living in poverty, using the upper poverty line definition. The proportion of the African population group, living in poverty, decreased by 7.16 percentage points, as can be seen by the change from 61.40% in 2008 to 54.24% in 2018. In 2018 0.92% of the White population group lived in poverty, as compared to the 0.89% in 2008. The Coloured and the Asian population group saw a decrease in the percentage of people living in poverty, with a decrease of 5.54 and 3.09 percentage points respectively.

**The population group with the highest percentage of people living in poverty is the African population group with a total of 61.4% people living in poverty,**
The Gini coefficient is a summary statistic of income inequality, which varies from 0 (in the case of perfect equality where all households earn equal income) to 1 (in the case where one household earns all the income and other households earn nothing). The City of Cape Town, Tshwane, and eThekwini had a Gini Coefficient of 0.62 in 2017 and 2018 successively as demonstrated in the diagram above.

As illustrated in the graph above, there was a sharp decline of the total annual disposable income in the City in 2009, which increased to 4% in 2011 then dropped sharply again in 2013. The total annual disposable income remained unstable over a 10 year period between 2009 and 2019 and it was sitting at below 1% in 2019.
3.4.2 Employment/ Unemployment

The City of Cape Town is the second largest contributor to national employment, contributing 9.9% in 2018. In 2018 Cape Town recorded an average strict unemployment rate of 21.5%, whilst between 2014 and 2018 it recorded an average of 22.8%, compared to the national average of 26.3% for the same period.

Based on the graph above, the City’s unemployment has decreased marginally from 454,278 in 2017 to 445,080 in 2018 following a similar trend to the City of Johannesburg, Nelson Mandela Bay, and eThekwini.

3.4.3 Crime

The actual number of selected types of crime have been grouped into the 62 police precinct boundaries of the City of Cape Town. The City of Cape Town area has 62 police stations, including Samora Machel Police Station which is a new police station in the Nyanga cluster in Cape Town.

The following categories of crime: Violent Crimes, Property-related, Commercial crime and Drug-Related and Driving under the influence of alcohol or drugs are presented in the figure below. Violent, confrontational crimes include: murder, attempted murder, total sexual crimes (including rape and indecent assault), assault with intent to inflict grievous bodily harm (violent assault), common assault, robbery with aggravating circumstances (violent robbery) and public violence. The property-related crime refers to crimes in which property is stolen without the use of violence or force (i.e. no direct confrontation between perpetrators and victims), and includes the following crime categories: burglary at non-residential premises, burglary at residential premises, common robbery, theft of motor vehicle and motorcycle, theft out of or from motor vehicle and motorcycle, and all theft not mentioned elsewhere.
The top 12 police precincts, accounted for over 40% of all reported crimes in Cape Town in 2018/19. The top five police precincts that account more than half of this (21.93%) were Cape Town Central (5.61%), Mitchells Plain (5.52%), Kraaifontein (3.88%), Delft (3.59%) and Nyanga (3.33%).

Nyanga police station is showing a decrease of all reported crimes, from the 2017/18 to 2018/19 reporting year (15.81%). This is mainly due to the creation of the new police precinct of Samora Machel during the 2018/19 reporting year. Any crime occurring in this area prior to the opening of the Samora Machel police station (11 December 2018) will be included in the statistics for Nyanga police station. The opening of the new police station resulted in the Nyanga, police precinct being divided into two in the 2018/19 reporting year, the Samora Machel precinct and a smaller Nyanga precinct.

“NYANGA POLICE STATION IS SHOWING A DECREASE OF ALL REPORTED CRIMES, FROM THE 2017/18 TO 2018/19 REPORTING YEAR (15.81%).”

Education and Skills Profile

According to the 2016 Community Survey 48% of residents of the City of Cape Town had completed matric, which is 10% higher than the provincial average and 10% higher than the national average. 6% had an undergraduate degree and 5% a post graduate qualification. About 2% of the residents of Cape Town have no education.
According to the graph above, it can be seen that the education levels in the City have improved over a ten year period. The greatest improvement can be seen in the number of people with matric. Since 2009, number of learners who have completed grade 7 or higher have remained above 90%.

The City of Cape Town also hosts some of the top universities worldwide, some of them include the University of Cape Town. Other well-known universities in the City include the University of the Western Cape and the Cape Peninsula University of Technology. In addition, the City also hosts about 11 TVET colleges.
4. Drivers of the Economy

4.1 Structure of the Economy

The City of Cape Town is the third largest contributor to national gross domestic product (GDP), accounting for 9.8% of output in 2018, whilst its contribution accounts for 71.0% of the Western Cape province’s economic output in 2018, whilst its contribution accounts 71% of the Western cape province’s economic output.

Cape Town is the third largest contributor to national gross domestic product (GDP), accounting for 9.8% of output in 2018, whilst its contribution accounts for 71.0% of the Western Cape province’s economic output. Historically, economic activity in Cape Town (and the Western Cape) largely mirrors national trends, although typically outperforming the national average annual GDP growth rate.

In 2018 Cape Town recorded an average annual GDP growth rate of 1.3%, compared to 0.8% at the national level. Prior to this, Cape Town recorded a lower average annual GDP growth rate in 2017, attributable to the effects of the drought on the local economy. Despite this shock to the local economy, over the period 2014 to 2018, Cape Town’s GDP growth rate averaged 1.5%, compared to 1.1% at the national level. In addition, Cape Town’s GDP per capita also outperforms that of the national economy; between 2014 and 2018 Cape Town’s GDP per capita averaged 33% higher than the national average.

<table>
<thead>
<tr>
<th></th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
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<tbody>
<tr>
<td>South Africa</td>
<td>1.8%</td>
<td>1.2%</td>
<td>0.4%</td>
<td>1.4%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Western Cape</td>
<td>2.2%</td>
<td>1.4%</td>
<td>1.0%</td>
<td>1.2%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Cape Town</td>
<td>2.2%</td>
<td>1.7%</td>
<td>1.7%</td>
<td>0.9%</td>
<td>1.3%</td>
</tr>
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</table>

Growth Rate, percentage

![GDP Growth Rate Chart](chart.png)
Cape Town's economic performance, as measured by GDP-R (value), is driven by the finance, community services and trade sectors, followed closely by the manufacturing sector. In 2018 these sectors contributed a combined 83% of Cape Town's total economic output (finance, 35%; community services, 17%; trade, 16%; manufacturing, 14%). Figure 15 compares the sectoral split of the local economy 2018 to that of 2014. While the structure of the economy has changed little during this period, a notable observation is that manufacturing's share of GVA has marginally declined (from 15% to 14%) while finance's share increased slightly (from 34% to 36%).

As indicated in the pie chart above, between 2014 and 2018, average annual growth remained fairly stable across the broad sectors, with the exception of agriculture, electricity and mining. The finance sector performed the strongest during this period, with an average growth rate of 2.5%; and despite its fluctuating performance, the agricultural sector recorded the second largest average growth rate of 1.8%. The
electricity sector is the only sector, on average, to record a negative growth rate during this period.

4.2 Primary Sector

The primary sector consists of two broad economic sectors namely the mining and the agricultural sector. The following chart represents the average growth rate in the GVA for both of these sectors in City of Cape Town Metropolitan Municipality from 2009 to 2019. Between 2009 and 2019, the agriculture sector experienced the highest positive growth in 2017 with an average growth rate of 10%. The mining sector reached its peak of 6% in 2014. The agricultural sector experienced the lowest growth for the period during 2016 at -3.1%, while the mining sector reaching its lowest point of growth in 2018 at -5%.
4.3 Secondary Sector

The secondary sector consists of three broad economic sectors namely the manufacturing, electricity and the construction sector. The following chart represents the average growth rates in the GVA for these sectors in City of Cape Town Metropolitan Municipality from 2009 to 2019.

Between 2009 and 2019, the manufacturing sector experienced the highest positive growth in 2010 with a growth rate of 5.0%. The construction sector reached its highest growth in 2009 at 5%. The manufacturing sector experienced its lowest growth in 2019 of -1.8%, while construction sector reached its lowest point of growth in 2019 with a growth rate of -3.8%. The electricity sector experienced the highest growth in 2017 at 1.9%, while it recorded the lowest growth of -4.3% in 2019.

4.4 Tertiary Sector

The tertiary sector consists of four broad economic sectors namely the trade, transport, finance and the community services sector. The following chart represents the average growth rates in the GVA for these sectors in City of Cape Town Metropolitan Municipality from 2009 to 2019.

The trade sector experienced the highest positive growth in 2011 with a growth rate of 5.5%. The transport sector reached its highest point of growth in 2011 at 3.8%. The finance sector experienced the highest growth rate in 2011 when it grew by 4.5% and recorded the lowest growth rate in 2018 at 2.1%. The Trade sector had the lowest growth rate in 2017 at -0.5%. The community services sector, which largely consists of government, experienced its highest positive growth in 2011 with 5% and the lowest growth rate in 2015 with 0.8%.
4.5 Informal Sector

The informal sector has often been an overlooked part of Cape Town’s economy, historically focussed on informal trading. However, growing research has allowed a broader, more appropriate view, encompassing all informal (limited or non-regulated) activity. According to Statistics South Africa, employment in Cape Town’s informal sector is increasing, from constituting 5.0% of total employment (Census 2001) to 11.3% in 2018 (Quarterly Labour Force Survey). Whilst several policy mechanisms exist that impact on informal activity in Cape Town, the City’s draft Inclusive Economic Growth Strategy (2020; currently underway for finalisation and approval) seeks to place greater emphasis on this sector to unlock further potential, most specifically acknowledging its positive contribution to local employment and its impact on reducing poverty.

5. Service Delivery

5.1 Water

As shown below, according to the Community Survey 2016, 3,978,228 (99.3%) were receiving water from a regional or local service provider. 3,216,323 (80%) have piped water inside the house. Whilst 10.7% of households receive piped water inside the yard, 7% receive piped water on a community stand and 1.6% in a communal tap.
5.2 Sanitation

According to the Community Survey 2016, 3,777,216 (95%) have access to flush or chemical toilets. 143,140 (3.6%) uses a bucket system, while 45,041 (1.1%) uses chemical toilets and 28,160 (0.7%) have no access to toilet facilities.

5.3 Human Settlements

Some 20.5% of Cape Town’s population currently live in informal housing with varying access to basic services. The City is committed to providing and maintaining services to informal settlement areas in line with the national guideline levels, which include one tap per 25 families within 200 m, a minimum of one toilet per five families, and weekly refuse removal. Where possible, the City also exceeds these national levels. A desktop research conducted by the City revealed that approximately 41,500 backyard structures are currently attached to City rental stock.

According to the Community Survey of 2016, the City of Cape Town had 1,264,950 households. The CS 2016 also indicates that there were 17.6% (222,960) households that were informal in Cape Town which as higher than the provincial and national rates.
number of formal dwellings increased from 79.1% in 1996 to 81.6% of the housing stock in 2016. Informal dwellings in backyards increased from 3.3% in 1996 to 7% in 2011, before decreasing to 6.1% of the housing stock in 2016. Similarly, there has been a steady decrease in Informal dwellings not in backyards from 15.8% in 1996 to 11.5% of the housing stock in 2016.

5.4 Electricity

The Community Survey of 2016 indicated that there were 1.3% (51,653) of households that did not have access to electricity in the City of Cape Town, which is lower than the provincial and national rate. While 79% have in-house prepaid meters, 16.6% uses in-house conventional meters in the City of Cape Town.

5.5 Waste Management

According to the Community Survey 2016, 92.6% are getting refuse disposal from the local municipality, private company or community members. 90% (3,587,211) of the population received waste removal services on a regular basis, whilst 0.9% (37,843) used communal dumping sites.

5.6 Roads and Transport

The national road system in Cape Town, namely the N1, N2 and N7 connects Cape Town to the rest of South Africa. The N1 originates in the city centre and extends towards the northern suburbs through Goodwood and Bellville. The N2 also originates in the city centre and extends eastwards towards Somerset West. Cape Town International Airport is accessible via the N2. The N7 extends to the north of Cape Town towards Malmesbury, and ultimately to the Namibian border.
**MyCiTi IRT service**
Phase 1 of the MyCiTi service serves the West Coast along the R27 between Atlantis in the north, to the CBD and surrounding areas, and further south to Hout Bay. Additional routes include a route along the N2 which runs from the Civic Centre to the Cape Town International Airport, as well as Khayelitsha and Mitchells Plain. Phase 2A plans to extend services from Khayelitsha and Mitchells Plain through Philippi to Wynberg and Claremont.

**Contracted bus**
The Golden Arrow Bus Service (GABS) and Sibanye provide contracted bus services in the Cape Town area. The GABS system includes 30 public transport facilities, with 21 located within public transport interchanges, while nine are stand alone.

**Minibus taxi system**
The minibus taxi system makes use of 120 official public transport facilities, of which 63 are within public transport interchanges, and 57 are stand alone. In addition, the system consists of 65 unofficial public transport facilities. Eleven of these facilities are located within public transport interchanges and 54 are stand alone.

**Rail**
The passenger rail system in Cape Town consists of nine radial routes originating from the Cape Town station (IPTN, 2014). The network consists of 118 stations (CITP, 2017; IPTN, 2014). The five main passenger routes are the Southern Suburbs line, the Cape Flats Line, the Central Line, the Malmesbury Worcester Line and the Northern Line. The Malmesbury and Worcester lines have only a few train services per day (IPTN, 2014).

The City’s Comprehensive Integrated Transport Plan (CITP) recognises three key transport trends in Cape Town that need to be addressed if these opportunities are to be realised:

- the deterioration of the rail service in Cape Town, with its resultant steep decrease in usage and increase in road usage;
- the increasingly unsustainable cost of transport for low income households
- the persistent disjuncture between transport and land use in Cape Town.
Inevitably, the vast majority of passengers have shifted to the road network leading to serious gridlock in peak periods. The demand for Mini Bus Taxi services has grown considerably indicating that this is the predominant alternative to those who previously travelled by train, as depicted in the following graph.

The deterioration of the rail service in Cape Town, with its resultant steep increase in road usage. The most pressing challenge facing Cape Town’s transport network and by extension its economic growth potential, is the decline of rail. At present, there is no greater threat to the continued functioning of the transport system and at a household level, there is no greater threat to access to job opportunities and household income. Although rail has historically carried the highest volume of PT trips into Cape Town, this market share has, as of 2014, been sharply decreasing due to vandalism of both rolling stock as well as fixed control infrastructure, reducing the operational capacity of the service, the extent of which has increased road bound congestion towards the City centre. The rail issues have become more acute in Cape Town over the last twelve months with rail services operating at 50% of capacity due to the decline in available train sets.
Air

Cape Town International Airport is an international hub which served more than 9.7 million passengers in 2015 (Cape Town International Airport, 2016). Over 50% of the country’s air passengers pass through the airport making it Africa’s third largest airport (Airports Company South Africa, 2016). Other airfields such as Ysterplaat Aerodrome and Fisantekraal Airfield are used for activities such a flight training (Cape Town Flight Training Centre, 2017).

Sea

There are various ports and harbours located along the coast of Cape Town. The City’s main port, the Port of Cape Town, is located in Table Bay on one of the world’s busiest trade routes and is a multipurpose terminal (MPT), trading with over 20 countries (Transnet Port Terminals, 2013). Currently, 95% of the freight arriving or leaving the port is road-based. The port also accommodates passenger and cruise ships arriving in Cape Town (CITP, 2017). The port has recently completed the expansion of its container terminal to handle larger vessels and increase throughput capacity.

It is anticipated that the Port of Cape Town will continue in its existing role as primary container and general cargo port for the Western Cape region, with the Port of Saldanha Bay playing a complementary role as the region’s primary dry and liquid bulk port.

“**Cape Town International Airport is an international hub which served more than 9.7 million passengers in 2015**”
6. Governance and Management

6.1 Municipal Performance

The City of Cape Town’s audit outcomes show that it regressed from an unqualified audit opinion with no findings in 2015/16 and 2016/17 financial years to unqualified opinions with matters of emphasis in 2017/18 and 2018/19 financial years.

<table>
<thead>
<tr>
<th>Audit Outcomes</th>
<th>2015/16</th>
<th>2016/17</th>
<th>2017/18</th>
<th>2018/19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unqualified with no findings</td>
<td>Unqualified with no findings</td>
<td>Unqualified with matter of emphasis</td>
<td>Unqualified with matters of emphasis</td>
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</tbody>
</table>

Some of the matters of emphasis made on the 2017/18 financial year relates to:

**Revenue management** where an effective system of internal control for revenue was not in place, as required by section 64(2)(f) of the MFMA. This non-compliance related to the system of internal control over the management of revenue from the MyCiti bus services.

**Procurement and contract management** where bid specifications for a tender were drafted in a biased manner and did not allow all potential suppliers to offer their goods or services, in contravention of Regulation 27(2)(a) of the Municipal Supply Chain Management Regulations, 2005.

**Consequence management** where allegations of financial misconduct against senior managers were not always tabled before council, as required by section 120 of the Municipal Systems Act of South Africa, 2000 (Act No. 32 of 2000) in conjunction with Regulation 5(2) of the Disciplinary Regulations for Senior Managers, 2010.

**Matters of emphasis: 2018/19**

**Expenditure management** where reasonable steps were not undertaken to prevent irregular expenditure amounting to R236 million as required by the MFMA. The majority of the disclosed irregular expenditure was caused by non-compliance with Section 116(3) of the MFMA.

**Procurement and contract management** where bid specifications of a tender were drafted in a biased manner and did not allow all potential suppliers to offer their goods and services, in contravention of the Municipal Supply Chain Regulations of 2005. A similar non-compliance was reported in the prior year.

**Annual financial statements, performance and annual reports** where financial statements submitted for auditing were not prepared in all material respects in accordance with the requirements of Section 122(1) of the MFMA. Material misstatements of revenue from exchange transactions identified by the auditors in the submitted financial statements were subsequently corrected resulting in the financial statements receiving a unqualified audit opinion.

6.2 Municipal Capacity

The City’s vacancy rate differs from month to month dependant on number of vacancies filled in that month, the number of new posts created, turnover and
consequential vacancies. As at end January, (including all contracts concluded within the month of January), the City's vacancy rate is at 9.7% against a City target of 12.22 % (7% plus turnover).

Specific challenges are the high number of new jobs created (1820 new posts), between October 2019 and January 2020, impacting significantly on vacancy rate. Furthermore, 54% of all positions filled within the City are filled by internal candidates, a very positive indication in terms of staff development and career progression, however, not without the impact of an immediate consequential vacancy. There are challenges in the scarce skills environment but this represents a small component of the overall vacancies in the City of Cape Town. The City has implemented a turnaround strategy to address the vacancy rate as well as turnaround times to further improve on the current vacancy rate.

7. Spatial Development

Cape Town’s space economy comprises a network of inter-connected and inter-dependent productive urban nodes where the vast majority of the city’s firms and formal jobs are clustered. To understand the space economy of the city in terms of the performance and potential of nodes within Cape Town, the Economic Areas Management Programme (ECAMP) was introduced by the City.

At a metropolitan level, Cape Town CBD and Bellville function as commercial, civic and a diverse range of other service roles. The nodal character and function incorporates a broad spectrum of intense and diverse land uses serving a wide spectrum of citizens and businesses via formal and informal means.

Sub-metropolitan nodes including Claremont, Wynberg, Retreat, Khayelitsha, Mitchells Plain, Century City, Blackheath, Saxenburg and Cape Gate serve communities on sub-regional level. Each node exhibits different attraction levels with differentiated land use combinations and employment opportunities. Khayelitsha as an emerging node is primarily focused on essential civic facilities, Cape Gate has a strong retail character, Century City and Tyger Valley have a mixed land use pattern and Blackheath/ Epping/ Marconi Bean/ Montagu Gardens include a combination of retail and industrial uses. Emerging nodes, potentially of metropolitan significance are developing at the Cape Town International Airport/ Philippi node as well as Somerset West. The latter’s increasing metropolitan significance is premised on its physical growth (associated with retail and potentially enhanced by the development of Paardevlei) and regional connectivity with neighbouring Stellenbosch, Grabouw and surrounds. Another longer-term node is the anticipated industrial/ retail node in the
Blaauwberg area in the vicinity of the intersection of the planned Berkshire Boulevard, M12 and the railway line.

Spatial transformation is based on reversing the impact of apartheid spatial planning by creating more opportunities for more people in highly connected areas. Further, it seeks to counter the creation of new low-income communities on the periphery of the city and the need for the poor to spend a disproportionate amount of their income on transport.

The basis for growth management in the City is established via four primary Spatial Transformation Areas (STAs) and four localised ‘unique’ areas namely:

- An Urban Inner Core (estimated 17% of geographic area of the City) – UIC;
- Incremental Growth and Consolidation Areas (20%) – IGA;
- Discouraged Growth Areas (28%) – DGA;
- Critical Natural Areas (34%) - CNA
- Unique Cases: Atlantis, Paardevlei, Philippi Agricultural Areas (PHA) and Swartklip.
8. Projects to Diversify and Grow People and the Economy

8.1 Economic and Infrastructure Projects

The Built Environment Performance Plan (BEPP) of the City of Cape Town identified 27 catalytic projects. The following projects identified in the BEPP are economic and infrastructure projects.

<table>
<thead>
<tr>
<th>Economic and infrastructure catalytic projects</th>
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<tbody>
<tr>
<td>Athlone CBD redevelopment</td>
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<tr>
<td>Athlone Power Station</td>
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<tr>
<td>Bellhar redevelopment, Delft CBD</td>
</tr>
<tr>
<td>Bellville Paint City/PTI</td>
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<tr>
<td>Khayelitsha Industrial Park (proposed)</td>
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<tr>
<td>Khayelitsha Business District expansion.</td>
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<tr>
<td>Gallows Hills Redevelopment</td>
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</tbody>
</table>

8.2 Social Catalytic Projects

The Built Environment Performance Plan (BEPP) of the City of Cape Town identified 27 catalytic projects. The following projects identified in the BEPP are social projects.

<table>
<thead>
<tr>
<th>Social catalytic projects</th>
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</thead>
<tbody>
<tr>
<td>Bellville Park Campus development</td>
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<tr>
<td>Conradie Hospital</td>
</tr>
<tr>
<td>District 6 social housing</td>
</tr>
<tr>
<td>Ebenezer Depot</td>
</tr>
<tr>
<td>Granger Bay: Cape Town Stadium</td>
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<tr>
<td>Kapteinsklip</td>
</tr>
<tr>
<td>Lentegeur social housing</td>
</tr>
<tr>
<td>Maitland Abattoir</td>
</tr>
<tr>
<td>Mowbray golf club</td>
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<tr>
<td>Tygerberg Hospital</td>
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8.3 Environnemental Forecast

In the past two years the City of Cape Town experienced serious drought due to limited annual rainfall as a result to climate change. Although the City has managed to reduce water consumption, drought events and climate change require that further efforts are made to find and sustainably utilise alternative sources of water.
The City developed a Climate Change Policy, which sets out its vision for becoming a “city that is climate-resilient, resource-efficient and lower carbon, in order to enable sustainable and inclusive economic and social development, and environmental sustainability”. The City updated its Energy2040 Goal, as it plans to intensify its efforts of pursuing carbon neutrality by 2050. The City of Cape Town, along with three other major South African cities and over 60 other cities globally, is ramping up action in line with the Paris Agreement, which is aimed at limiting the global temperature increase to 1.5°C. The target is to achieve carbon neutrality for all new buildings by 2030, and citywide carbon neutrality by 2050. These commitments form part of the City’s participation in the Deadline 2020 and South Africa Buildings programmes, both under the auspices of the C40 Cities Climate Leadership Group, and are an extension of the City’s Energy2040 Goal and Sustainable Energy and Climate Action Plan.

Additionally, a Climate Change Adaptation Action Plan has been drafted to meet the policy’s adaptation goals. This is supported by a comprehensive Climate Change Hazard, Vulnerability and Risk Assessment. Motivating private investment in renewable energy by incentivising and rewarding Cape Town users for energy-efficiency is one potential avenue to incite their support in order to meet the Energy2040 vision and targets.

In proactively protecting its people against the effects of climate change, the City will pay particular attention to the Sir Lowry’s Pass River and the Lourens River initiatives. In both instances, the purpose will be to alleviate the risk of flooding in the nearby built areas (respectively in Gordon’s Bay, central Somerset West, and from Vergelegen farm down to the False Bay coast in Strand) by increasing the capacity of the rivers to accommodate major flood events, either through river widening and/or deepening. Work on Sir Lowry’s Pass River will also be aimed at freeing up land for affordable housing and other developments from the existing T2 (N2) through Gordon’s Bay to the False Bay coast.

9. Key Recommendations

In order to support the development of the City of Cape Town, it is recommended that the whole of government and the private sector must work with the City to implement the project listed above.

- Government needs to work with the City of Cape Town to address current challenge on the public transport, especially rail. The deterioration of the rail service in Cape Town, with its resultant steep increase in road usage. The most pressing challenge facing Cape Town’s transport network and by extension its
economic growth potential, is the decline of rail. At present, there is no greater threat to the continued functioning of the transport system and at a household level, there is no greater threat to access to job opportunities and household income.

- The current impact of COVID-19 is set to have a negative impact on the economy of the City. It is critical to assess this impact and for the city to work with all three spheres of government, communities and the private sector to develop and implement inclusive economic recovery measures.

- While crime in the City may be on a decline, it remains high compared to other metros in the country. The City together with its communities, relevant social partners, need to maintain and increase its efforts to tackle crime, especially as it relates to violence against women and children.

- The city is experiencing a rapid increase in the number of households being formed and the rate of new household formation outpaces that of population growth. An increase in the number of households, and the changing population structure, is of particular relevance to the supply and demand for housing with both the number and type of housing affected. The overall demand for housing increased from approximately 15 000 per year in 2005 to 20 000 in 2015. Therefore, approximately 35 000 accommodation opportunities will need to be supplied by the overall formal housing market annually to eradicate the official backlog over 20 years whilst meeting new demand.