

TRANSIT ORIENTED DEVELOPMENT (TOD)

TOD is an investment and performance driven approach for the City of Cape Town to deliver the following outputs:

- Increase “location efficiency” so that people can walk, cycle and use public transport
- Boost ridership and minimize congestion
- Provide a rich mix of housing, shopping and transportation choices
- Create economic opportunity for all
- Deliver efficiencies in urban infrastructure
- Drive down the cost of the User Access Priority for both new and existing residents
- Create a sense of place

The core objectives of Transit Orientated Development are:

- To maximise the attractiveness of public transport by encouraging supportive forms of development along the transit system. This must be done in a manner that maximises trip productions and attractions for all trip purposes and at extended periods of the day
- To ensure a high quality, safe public environment around points of access to the transit system.
- To support improved access to public transport, particularly for those who are dependent on it, by supporting the unlocking of proximate land for higher density development, with a particular focus on affordable housing.
- To create the optimum mix and location of land-uses to reduce the need for people to travel long distances at high cost as well as to provide a balanced directional flow of travel on the transit system with high seat renewal rates towards achieving financial sustainability of operating the system.

TOD is a planning, design and implementation approach that can be employed to reverse previous anomalies in the urban form, so as to achieve urban operational efficiencies. TOD does not solely belong to one discipline. It is an approach that enables a change in the principles of the space economy, forcing long term efficiencies through integrated implementation and service delivery.

TOD is the intricate relationship between “Transit” (the operational/access imperative of an urban environment) and “Development” (the spatial manifestation of those that are within the urban economy). Further the “Oriented” is seen as the tools and mechanisms that should be employed by all roleplayers (public, private and community) to achieve the needed intricate relationships required between Transit and Development.

THE 'TRANSIT' IN TOD

Transit can be seen as the operational cost of a city, and in this case the City of Cape Town. Therefore, the more inefficient the city, the more costs are borne by the public transport operations, namely the network and the public transport system. This is especially prevalent in South African cities whose space economy is highly inefficient. There is no bidirectional flow, many of the poor live on the outskirts, densities are low, and there are major under or undeveloped pockets of land.

PUBLIC TRANSPORT AND THE ROAD AND RAIL NETWORK FEED THE URBAN ECONOMY – WHAT ARE THE POLICIES, TOOLS, MECHANISMS AND LEVERS THAT CAN BE UTILISED TO ENABLE THE ECONOMY TO FEED BACK INTO THE TRANSPORT ENVIRONMENT?

Possible issues for exploration:

- The economics of service frequency in relation to the development dynamics (density and intensity)
- There is a need for a two-pronged approach in the City of Cape Town, as it relates to the transit component of TOD, namely:
 - How to introduce space and operational economic efficiencies into the existing trunk (road and rail) network. This includes the analysis of the typologies of railway stations and how they can impact on the change in the developmental linkages
 - Employment of various tools and mechanisms both in the transport space as well as externally (property, land management, space economics, service delivery, etc.), as rolling out the IPTN 2032.
- The typologies of railway stations need to be analysed and facilitate different development densities, intensities and mix
- Further there is an opportunity to review the working relationships of freight and passenger rail and the related operations.

THE 'ORIENTED' IN TOD

Oriented can be seen as the tools and mechanisms that should be employed by all roleplayers (public, private and community) to achieve the needed intricate relationships required between Transit and Development

TOD IS A MULTI SECTORAL APPROACH TO DEVELOPING AN EFFICIENT URBAN ENVIRONMENT

WHAT ARE THE POSSIBLE MECHANISMS THAT WILL ACHIEVE URBAN EFFICIENCIES?

PROPERTY TAXES

LAND BANKING

LAND USE MANAGEMENT

VALUATION

PUBLIC VERSUS PRIVATE SECTOR INTERVENTIONS ETC.

Possible issues for exploration:

- Mechanisms that will facilitate access to public transport stations for all modes of transport.
- Lack of investment in public space, social amenities and facilities and other supportive infrastructure at transit station precincts.
- Insufficient attention to the "softer interventions" including urban management and safety.
- Addressing the negative connotation of the public transport land-use space.
- How can property and improvement value related to certain land uses and land use intensities facilitate appropriate development
- Investment into the space economy
- Parking or the reduction of parking requirements in exchange for TOD development close to or adjoining stations

THE 'DEVELOPMENT' IN TOD

One of the central aims of TOD is getting the right form (intensity / density as well as mix of income groups) of **development** in the right place, and around public transport nodes (rail, BRT stations / and interchanges).

THE DEVELOPMENT PERSPECTIVE NEEDS TO BE RE-ORIENTED TO FACILITATE A CONDUCTIVE RELATIONSHIP WITH INTEGRATED PUBLIC TRANSPORT

**SOME ISSUES THAT COULD BE EXPLORED INCLUDE:
POPULATION VERSUS DEVELOPMENT DENSITY
FORMAL AND INFORMAL DEVELOPMENT DENSITY
FLEXIBILITY IN LAND USE MANAGEMENT
ETC.**

Possible issues for exploration:

- Market demand for the product/s (density / mix) in the targeted location not matching costs of development / reasonable return on investment.
- Institutional complexities with housing subsidy regime. Densities (multi-storey) not well-supported by housing subsidies framework and demand overwhelmingly in lowest income market, where it is difficult to produce multi-storey urban form.
- Objections faced from local communities (not in my backyard).
- Land availability and/or challenges with redevelopment.
- Regulatory issues or related policies and practices.
- "Easier" to develop in "greenfield" locations.
- Utility service infrastructure availability.

Key questions:

- What challenges are the most significant in hindering the "right form" of development around public transport nodes in Cape Town?
- Which locations in Cape Town offer the biggest opportunities (corridors or precincts) to promote more TOD-style development and what is the nature of development that may work in these places?
- What do various stakeholders need to do to make the "right form" of development happen around public transport nodes, what are then most critical actions?
 - Local, provincial and national government
 - Private sector
 - PRASA, Transnet?
 - Civil society / other?