

# **Summary of Interviewee Transcript**

**Civil servant in transportation sector**

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## **1. Current transportation and land use planning in Cape Town**

The Interviewee discusses the challenges and potential in coordinating land use and transportation planning among different departments in Cape Town compared to other cities. Cape Town is noted as trying hard to get the relevant departments - land use, spatial planning, and transport - to communicate effectively, which is not as prevalent in other cities. Despite efforts to get planners to collaborate through peer learning programs, there is a lack of monitoring to ensure that these interactions result in actionable changes. Additionally, there seems to be no overseeing body to ensure that transportation developments, such as public transport routes, are integrated with new developments like shopping centers or industrial parks. The Interviewee points out missed opportunities, exemplified by an industrial park that lacked public transport options, leading to challenges and the Minibus Taxis filling the gap in the transport need by adapting quickly to the new demand, but then often operating without proper licenses, resulting in fines and impoundments. This underscores a broader need for integrated planning and accountability to better facilitate urban development and transportation needs.

## **2. Objectives in development at different governmental levels**

The Interviewee discusses the challenges and policies related to the integration of transport systems at various government levels in South Africa. Nationally, there's an ongoing effort to replace Minibus taxis with Bus Rapid Transit (BRT) systems, which includes compensatory measures such as buying out existing minibus licenses. Whereas the National Treasury continues to fund rail projects, although progress in this area is slow. At the local level, metros focus on what they can control, primarily the BRT, funded by the Public Transport Network Grant (PTN), since they don't have jurisdiction over rail and provincial buses. This disjointed approach leads to a lack of comprehensive integrated planning, even though there's a recognised need for it. Local governments find themselves planning independently due to the lack of a coordinated

mandate from the national government, which continues to allocate funding separately for rail and buses, leaving the cities to manage their transport needs with the available PTN funding. Overall, while there is a call for integrated transport planning, the reality is fragmented due to the separation of control and funding across different levels of government, resulting in various focuses and limited cohesive action.

### **3. The Interviewee's Vision for future mobility in Cape Town**

#### Supporting Minibus Taxis

The Interviewee outlines a vision focused on supporting and reforming the Minibus taxi industry, which currently serves 60 to 80% of commuters. They suggest that rather than waiting for government action, the private sector should step in to help. There's a need for the minibus taxi industry to improve its image and interactions with the government, moving away from being perceived in a negative light, akin to a "mafia-type" operation. Cape Town is identified as an ideal pilot city to take control of local rail and bus services, potentially leading to more efficient and localised management of transport funds and services. The Vision includes not only supporting the minibus taxis but also formalizing their operations to make them more business-savvy and service-oriented. This would involve providing access to business consultants and HR support to help optimise routes and business practices, ultimately making the service more appealing and dignified for users. The aim is to enhance the overall quality and efficiency of the minibus taxi service, ensuring it operates as a more formal and respected part of the urban transport system.

#### Devolution of Rail and other Transport Services

The Interviewee feels that when you take the power of rail out of national government, it will force them to make a change. The Interviewee believes that it will be easier to operate and manage the Rail if it is broken up into into regional agencies. This will help with better coordination. For example, with housing projects, big complexes and shopping centers. It will give the

City agency to determine what mode would be best to service a specific area as they would have control over the modes and they would know the bigger picture in terms of how the City should develop.

#### **4. Policy Tools the City of Cape Town has to govern land use and transportation**

They have policy frameworks at their disposal. Examples include the Urban Development framework which speaks to the integration of land use planning and mixed-use development. They also have the National Land Transport Act, which legislates what they should be doing and their responsibilities as well as the White Paper on Rail.

#### **5. Enforcing legislation**

The Interviewee expresses frustration over the lack of enforcement and accountability in government, particularly regarding corruption and the implementation of policies. They reference a speech by the president where commitments were made to discipline officials found guilty of corruption, but they question who will ensure these actions are taken. Despite having comprehensive plans, policies, and legal frameworks - like the Constitution of 1996 and the Land Transport Act of 2009, which mandates that rail operations should be transferred to metropolitan authorities - these are not being adhered to, and no one is being held accountable for these failures. This highlights a significant gap between policy creation and actual policy enforcement and accountability in the system.

#### **6. Timeline for Vision**

The Interviewee discusses the concept of starting with small, incremental pilot projects to improve transportation systems. They suggest beginning by managing bus routes more efficiently, such as by reducing overlap with existing services like those offered by Golden Arrow, to save money that

can then be reinvested into better services and vehicles. Following the success with buses, they propose similarly devolving rail services, handing over one line at a time. There was also a mention of a successful pilot with minibus taxis involving a taxi association, though it was discontinued due to lack of further funding. The strategy involves working closely with various stakeholders in the industry and banking sectors to demonstrate the effectiveness of these pilots. The goal is to use these pilot projects as examples to persuade others about the benefits, whether economic or social, thus encouraging more widespread adoption of these practices. The Interviewee emphasises the importance of showing tangible results from these pilots to foster growth and secure the necessary support for expansion.

## **7. Benefits of an integrated system in Cape Town**

An integrated transport system would result in a seamless transition between transport modes, so that a customer does not feel the difference between transport services. The Interviewee gives an example of how their domestic worker has to take a taxi from their house to the railway station. But there are no longer trains operating. Thus the domestic worker must take a bus to the one railway station, get into another bus, then take a taxi. In total 2 taxis and 2 buses.

## **8. Barriers to Interviewee's Vision for Transport and Land use in Cape Town**

- Politics.
- Money.
- Relationships - relationship building capacity needed.
- Enforcing legislation