



TOD PROGRAMME

City of Joburg, South Africa

14 October 2019



Presentation overview

- Introduction to Johannesburg in Context
 - Global & Regional Context
 - Joburg Structure & Future Model
 - Rationale for Spatial Development Framework 2040
 - Priority Development Areas (TODs)
- Policies that Guide Development In The TOD Corridors
- Lessons Learnt

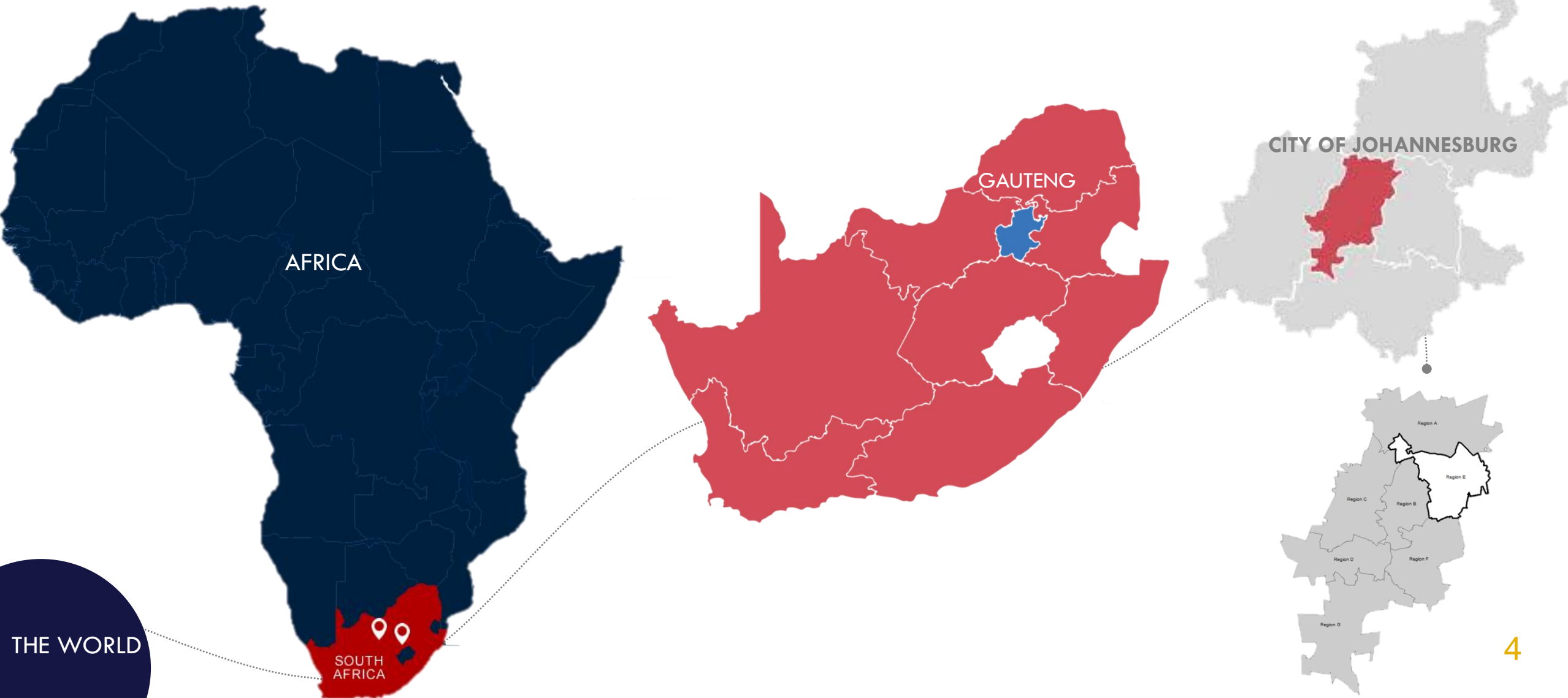


INTRODUCTION

Introduction to the Johannesburg Context



Global & Regional Context





Johannesburg in Context

x2 Size of Singapore
2.3% Growth Rate

PEOPLE AND HOUSEHOLDS

Size of city



Population density
in 2011

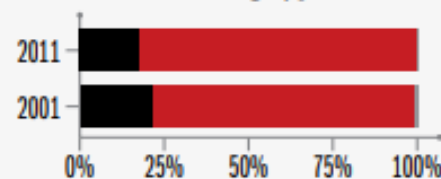


The population of Johannesburg has doubled between 2001 and 2011. Fewer people are living in more houses which means the City has to provide infrastructure at a rate faster than the city is growing.

Growth

	Population	No. households	Average number of people per household
2011	4 434 827	1 434 856	3.09
2001	3 226 055	1 006 910	3.20
1996	2 597 282	732 845	3.54

Dwelling types



Go to StepSA.org to see maps on how population density changes across the city.

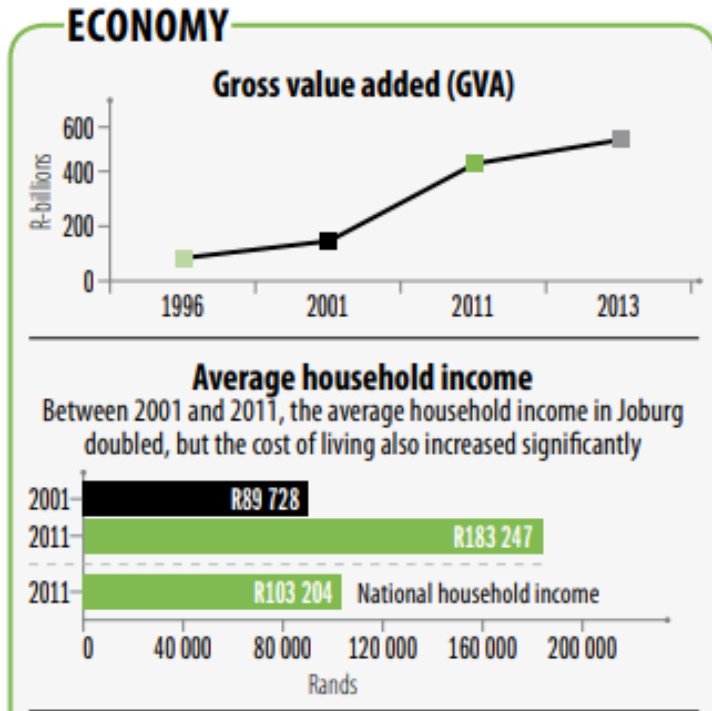
≥3 Population density of Singapore

89% (some 82,000 households)
are renting

6% (some 5,200 households) own
their dwellings

2% (some 1,855 households) are
living in informal circumstances

2% (some 2,176 households) are
living in a range of circumstances which
includes hostels

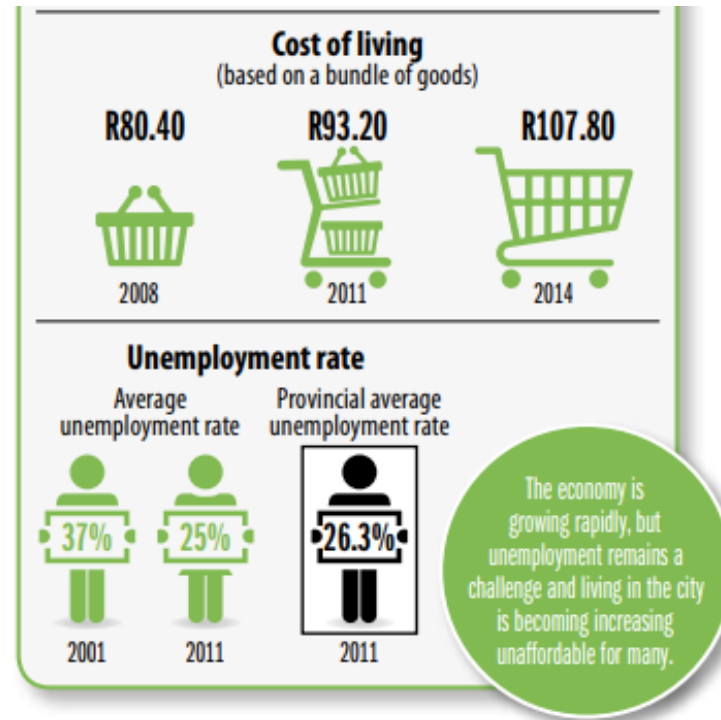


Average Household Income

↑ 2011 R15270 = \$1023p/m

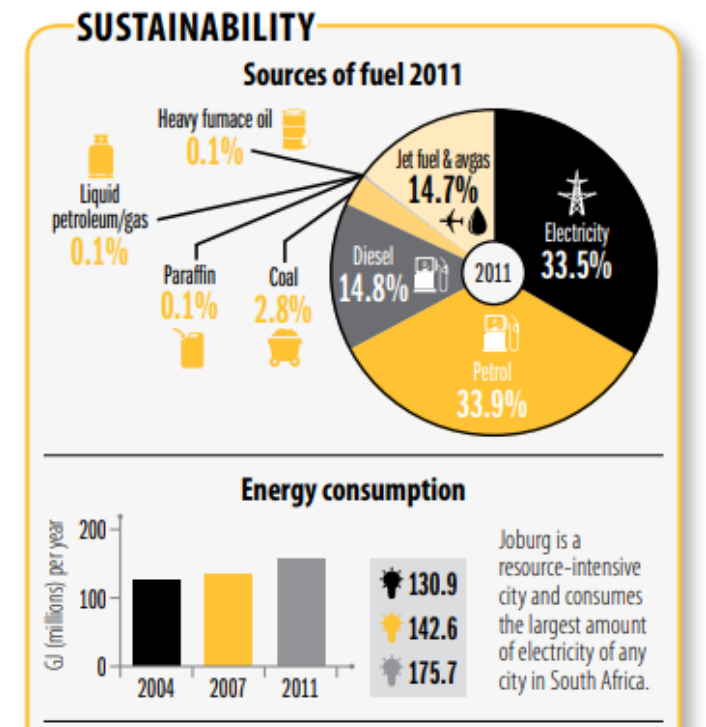
↑ 2001

Living Expenses also ↑



Cost of Living increased from 2008 to 2014 to R107 = \$7,7

Unemployment Rate also increased to 26.3% in 2011

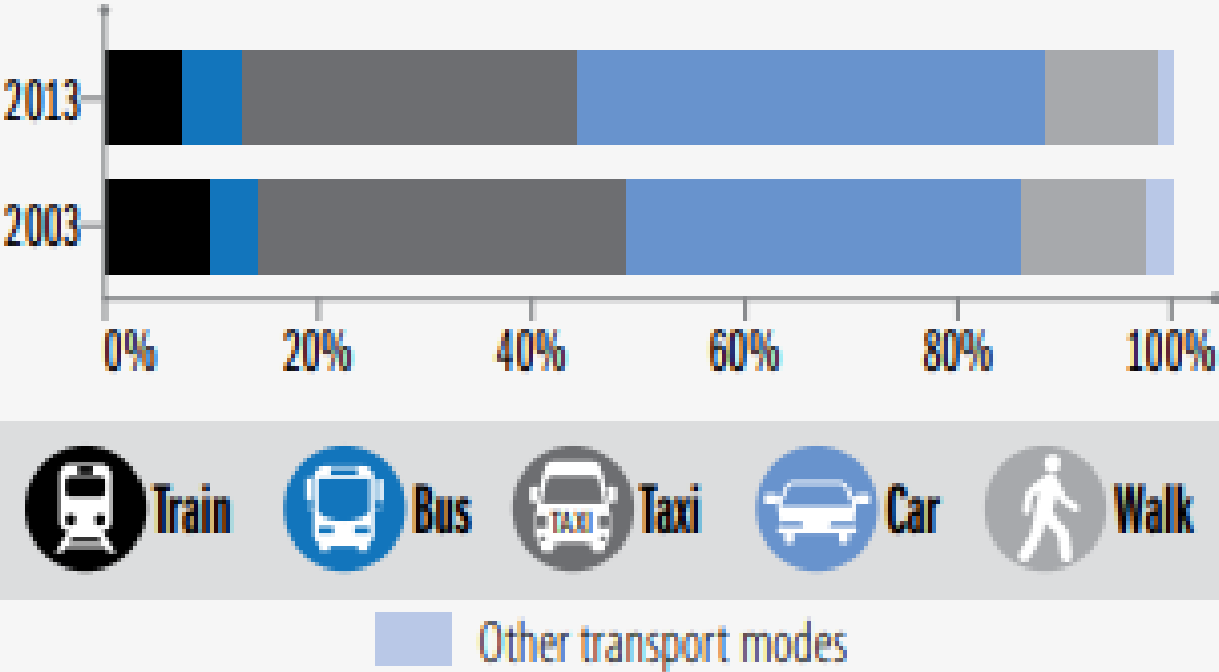


City of Joburg consumes largest amount of electricity in South Africa

Emissions 30.6% Transport

Mode of transport to work

Joburg remains a car-captive society, and public transport investment is a priority.



Highest education level 2011

Matric level
28.7%



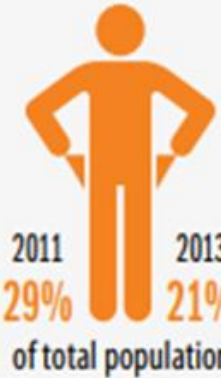
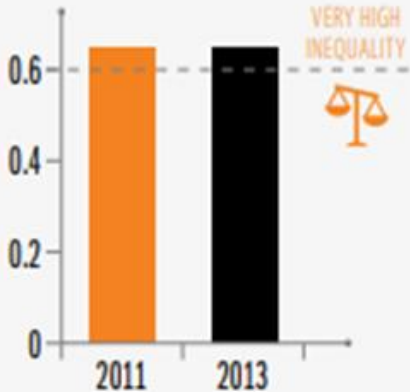
Higher education
14.6%

Urban safety is important for a city's social fabric; go to SCODA to access urban safety data for Joburg..

Levels of poverty

Gini coefficient (inequality measure)

Number of people living below the poverty line



Major Issues In Johannesburg's Spatial And Social Landscape



Spatial inequalities and the job-housing mismatch as well as Exclusion and disconnection



Increasing pressure on the natural environment











Urban sprawl & fragmentation



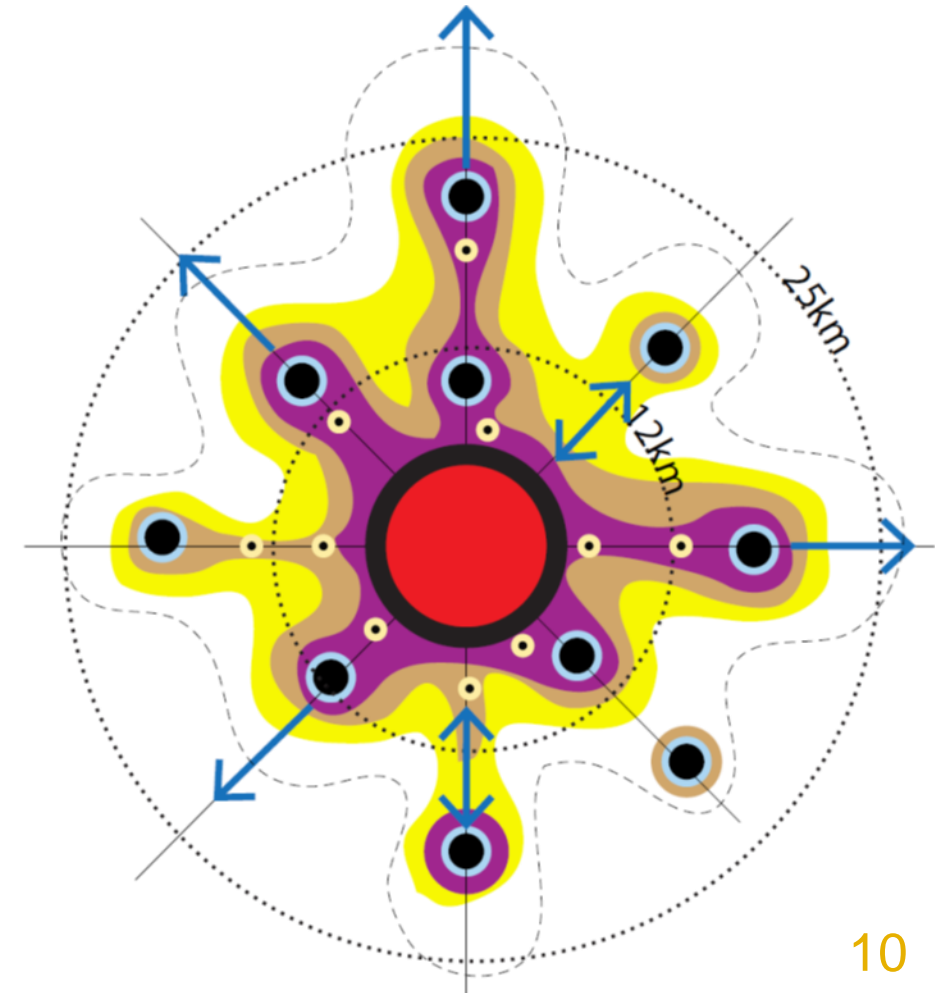
Inefficient residential densities and land use patterns

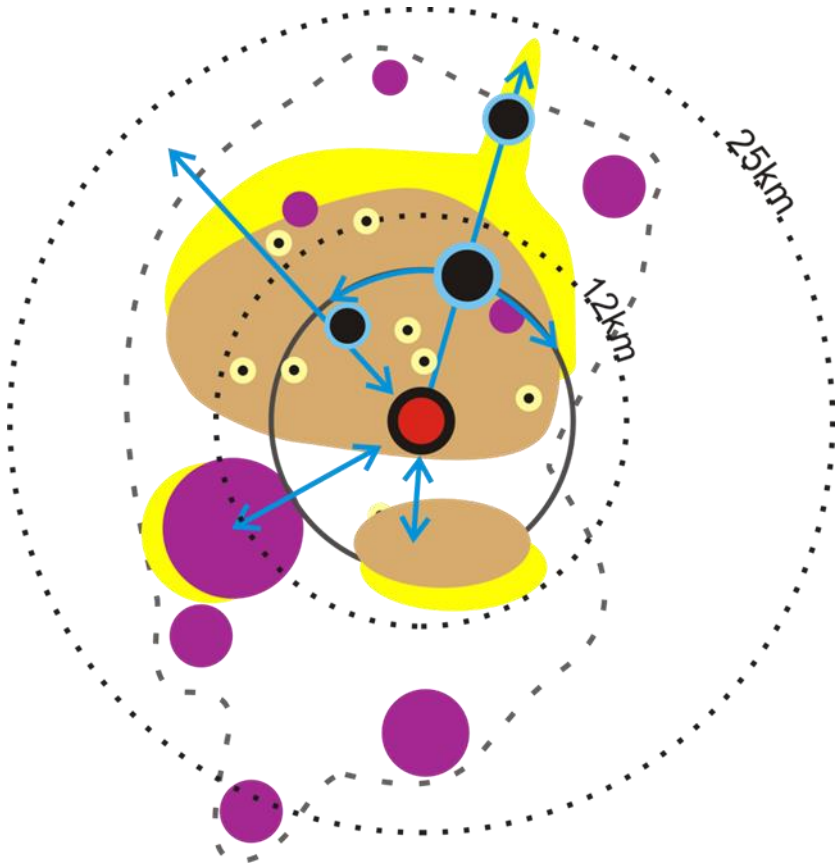


Johannesburg in Context_Spatial Response

-  Metropolitan Core (high density)
-  Major inter-city road, commuter rail
-  Principal Metropolitan Sub-Center
-  Secondary Metropolitan Sub-Center
-  High density suburban
-  Medium density suburban
-  Low density suburban
-  Very low density suburban

The Poly-centric City Model

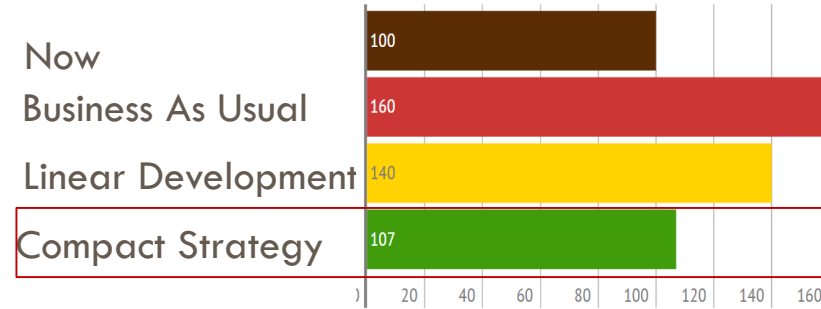




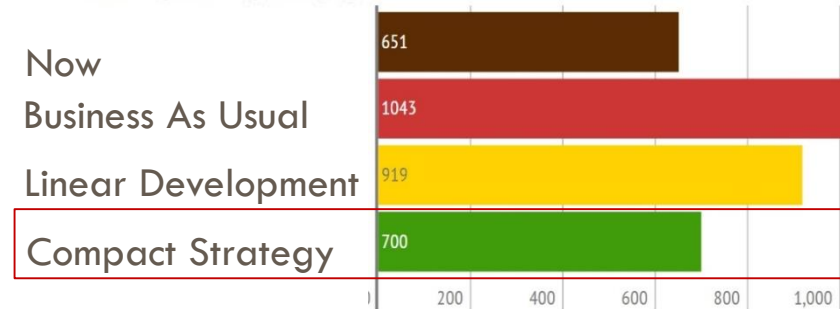
The Johannesburg Reality-
Inverted Poly-centric

IMPACT ANALYSIS OF THE 3 SCENARIOS

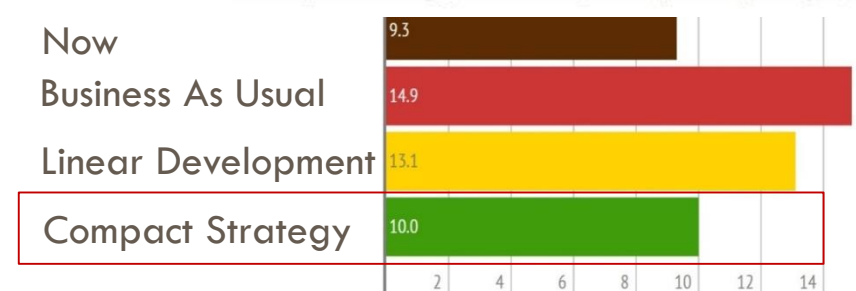
Travel costs and travel time per capita (base 100 now)

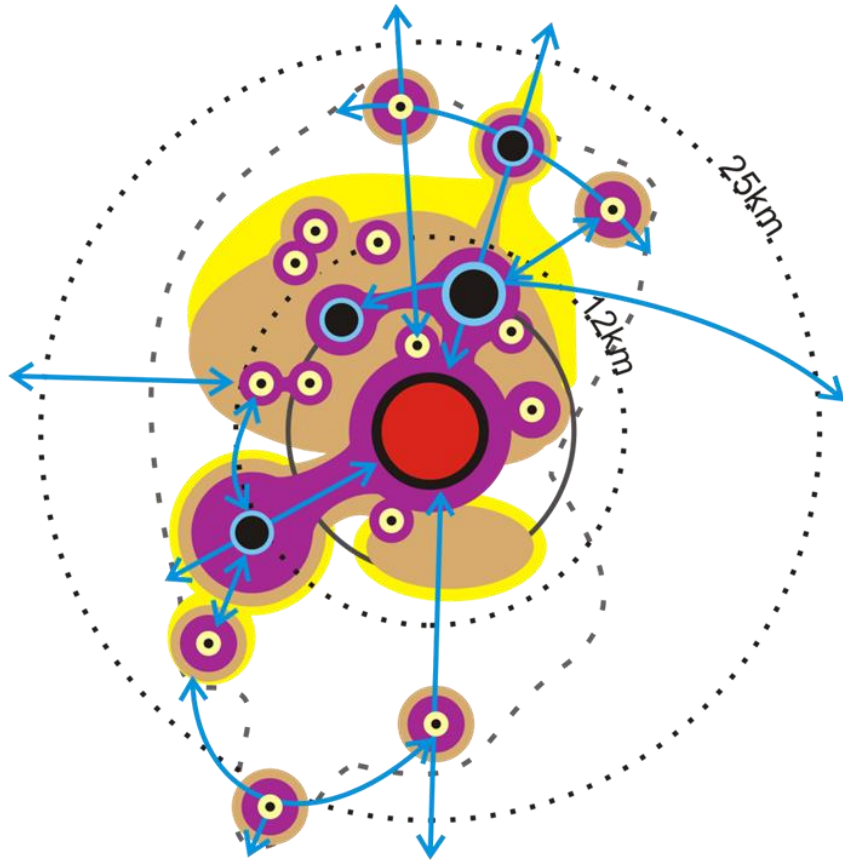


Carbon per capita (kgCo2/cap)



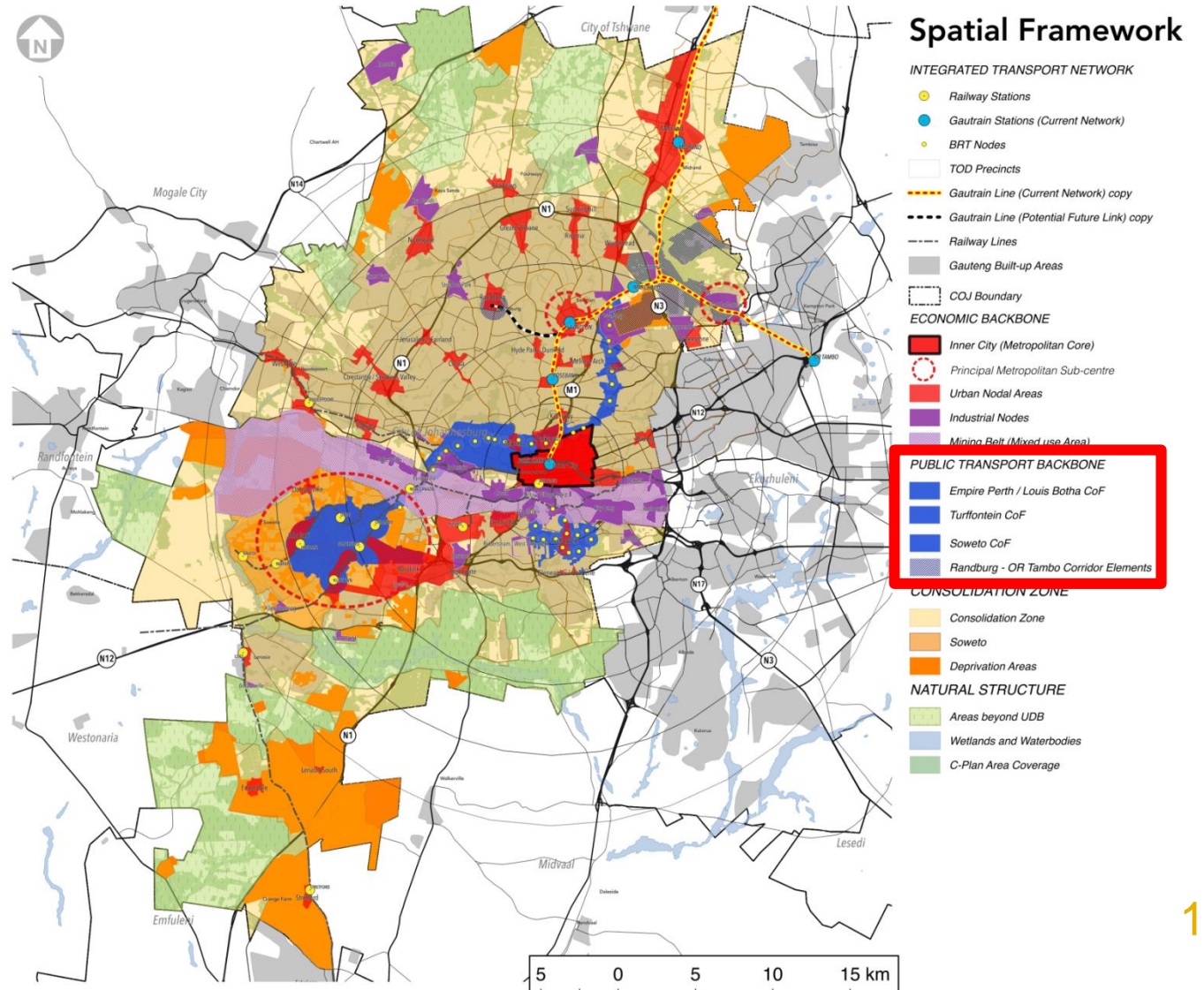
Transport energy consumption per capita (MJ/cap)

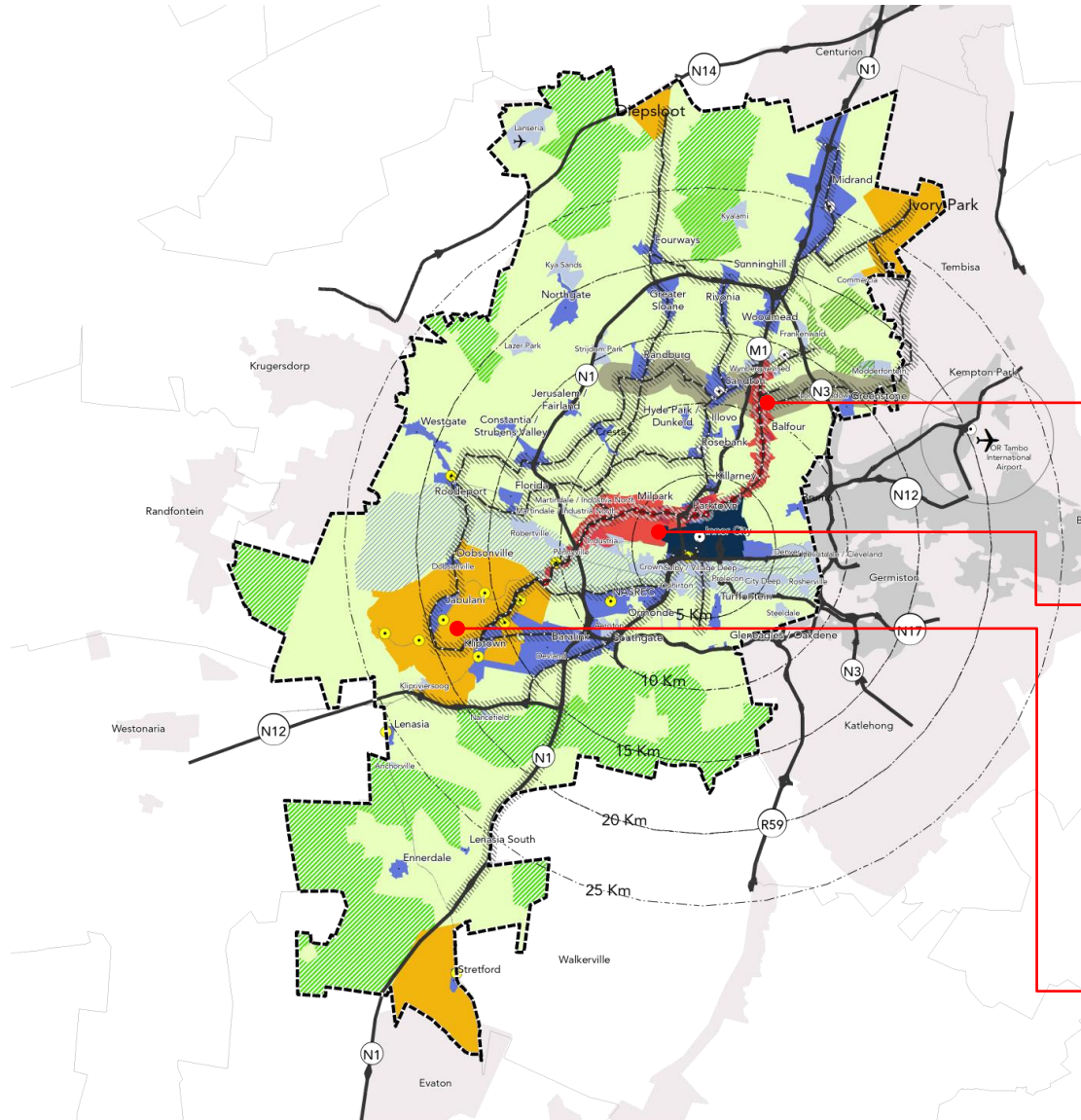




Future Johannesburg Structure
Poly-centric model through a series of Key
Transformation Strategies

SPATIAL DEVELOPMENT FRAMEWORK OF CoJ





Louis Botha



Empire-Perth



Soweto



Johannesburg in Context _Impact of TODs

- Multi-year capital investment (hard and soft infrastructure) in the TOD areas since 2014 to date
- 60 new developments in planning to construction
- 4500 new affordable housing units
- 12 hectares of land
- R1500 to R6000 / month are achievable
- Units size reducing to 15m² – 50m²
- Land purchase price = R35k – R100k / unit OR R1000 to R3000/land m²
- Source: Reported to COJ Dept of Planning by developers 19



Lessons Learnt

- “Deep Rooted” **Public engagement** is crucial in the delivery of equitable and affordable TOD
 - **Managing perception** that public engagement is rushed in order for project implementation to be undertaken within budget cycles;
 - Real need for management of power dynamics in the public engagement process i.e. Residents Associations, The City, Lawyers, “Smarter” Citizens, Developers;
- **Strong political leadership**/support to guarantee longevity of the programme;
- **Disjuncture** between vision of **conceptualizers and implementation** can alter the product;
- Line **department buy-in** on programme (Do we share a common TOD vision?) and
- **Infrastructure Capabilities Support.**



Partners



October 2012:
**Future City Model
Presented@Legotla**



May 2013:
**State of the City
address**

June 2014:
**MTEF
Approved**

*October
2014:*
**Strategic
Area
Framework
approved**

*November
2014*

*June
2016*

**2040:Realising the
complete vision**

Projects

New Library
3 New Clinics
The Great Walk
BRT Construction
NMT
6 Parks

Implementation Proccess

Implementation Projects
(Detailed Planning Design construction)
Private Sector Development Facilitation
Continuous community + Stakeholder
engagement and alignment
Property acquisition for inclusionary housing
Land Packaging

**AFD Loan Backed
by Corridors**

An architectural rendering of a modern urban scene at dusk. The scene features a wide, paved street with a red-paved pedestrian crossing. On the left, a dark car is driving towards the viewer. In the center, a red double-decker bus is stopped at a bus stop. To the right, a wide, multi-level staircase leads up to a modern building with a curved, glass facade. People are walking and sitting on the stairs. The background shows several tall, modern buildings with illuminated windows. The sky is a mix of blue and orange, suggesting sunset or sunrise. The overall atmosphere is vibrant and contemporary.

Thank You
Monyake Moteane