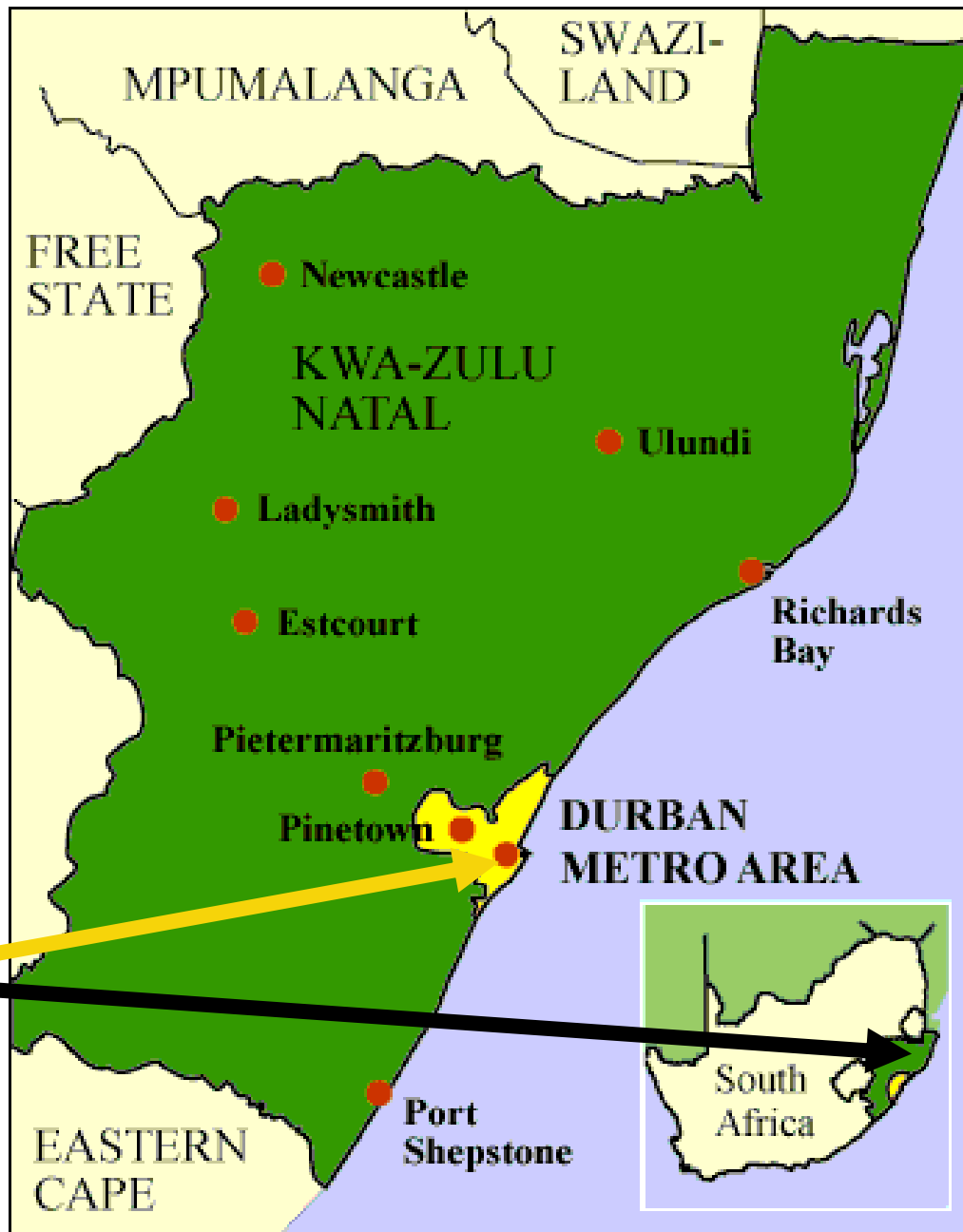




Durban, KZN

Presentation





Fast Facts:

- 100kms coast
- 2300 sq kms
- 3,6m people
- 61% KZN GVA
- 1 of SA's top Metros

DURBAN



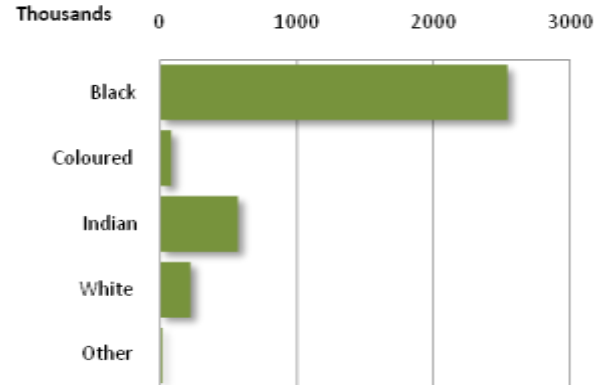
EThekwini Municipal Area: Demographics

POPULATION

3442358

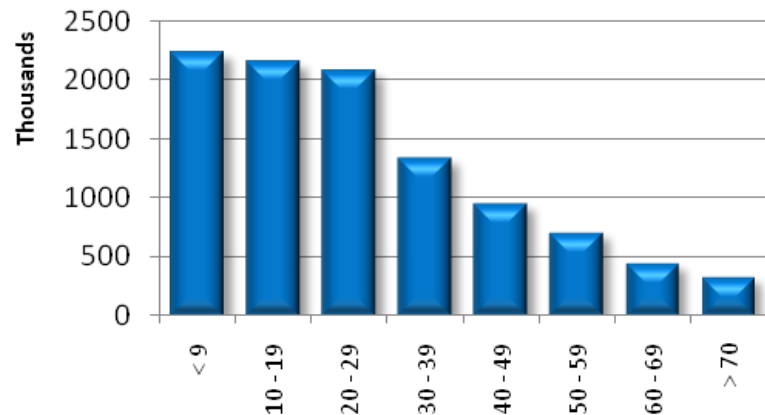
POPULATION GROUP

Black	2540443
Coloured	85906
Indian	573332
White	228405
Other	14273



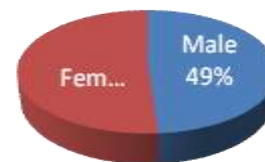
AGE (YEARS)

< 9	596520
10 - 19	588299
20 - 29	808303
30 - 39	546548
40 - 49	374097
50 - 59	265692
60 - 69	160994
> 70	101899



GENDER

Male	1682408
Female	1759956



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Progress. Prosperity. Community Wellbeing





New City Architecture

Outcome: High Quality of Life for ALL People of Durban

People: youth, women, vulnerable & the poor in particular

Places: informal settlements, townships, rural areas & suburbs

Access to basic services; human settlement and transport

Equitable distribution of wealth, decent jobs and entrepreneurship

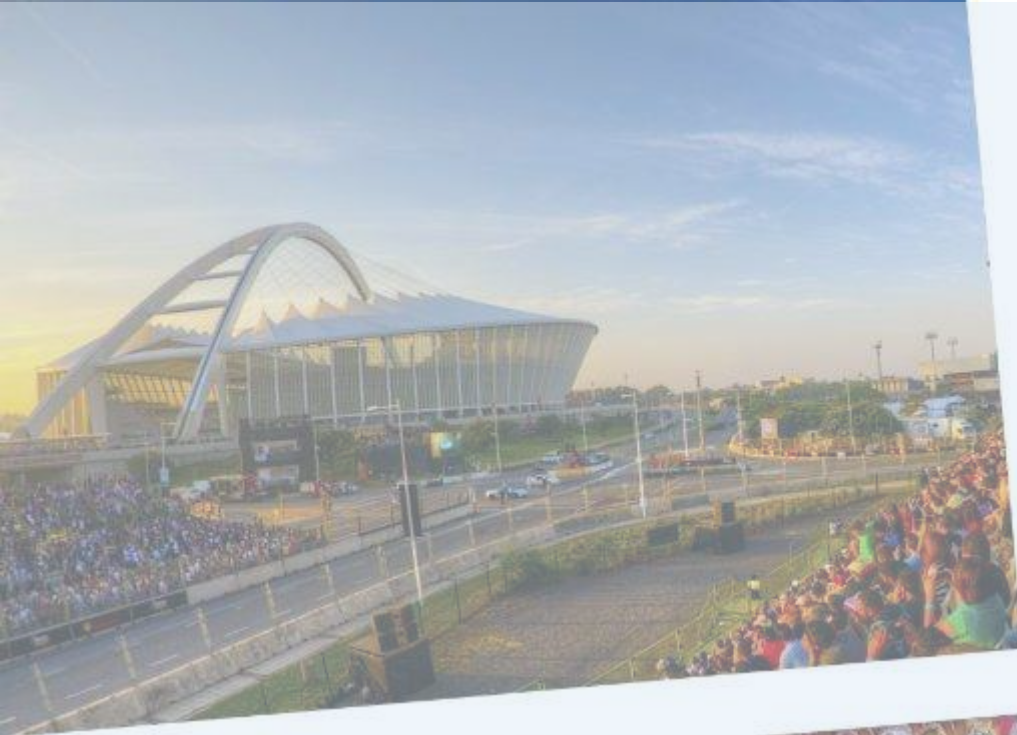
Access to education, health, sport, arts, culture and leisure for total human development and free from crime and other social pollutions

Participative & Caring government & administration that apply and live by Batho Pele principles

Sustainability of: resources; development solutions; and the environment to mitigate against adverse climate change

Smart and technology-wise City





**Integrated
Rapid Public
Transport
Network**

Spatial frame of City



RESIDENTIAL DENSITIES LOW

- LOW INCOME – 20 - 40 UNITS/ HECTARE (INCL INFORMAL)
- MIDDLE AND UPPER – 10-15 UNITS /HECTARE

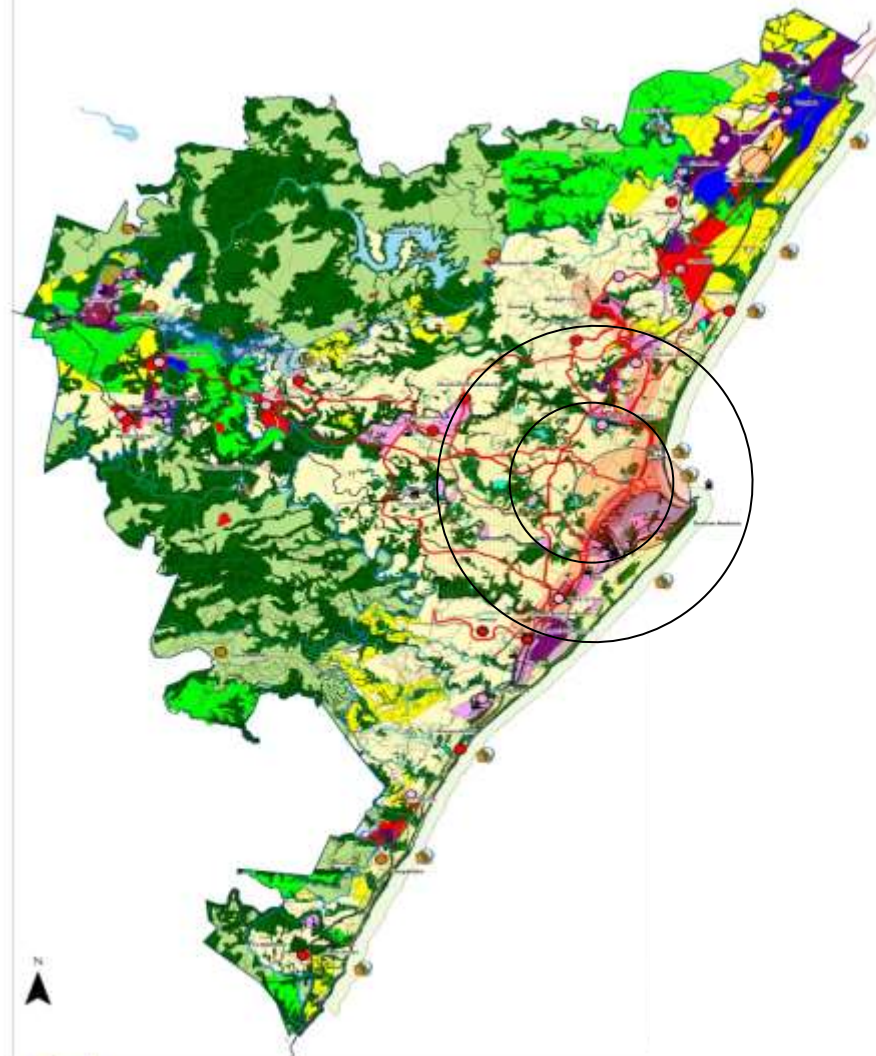
TYPICAL HOME TO WORK DISTANCE

- LOW INCOME 15 -25KM
- MIDDLE INCOME – 10 - 15KM



Ethekewini Municipal Area: Spatial Indicator

REVISED SPATIAL DEVELOPMENT FRAMEWORK 2013/14



Legend

- METRO BOUNDARY
- AIRCRAFT NOISE ZONE
- URBAN DEVELOPMENT LINE

INVESTMENT NODES

- Airport
- Seaport
- Factory
- Beach
- Sports Precinct
- Tourism

- Urban Investment Node

- Rural Investment Node

- ECONOMIC INVESTMENT NODES

- INVESTMENT OPPORTUNITY AREAS
(Subject to zoning and planning limitations)

CORRIDORS

- Coastal
- Tourist
- Mixed Use
- DAME

MAIN ROADS

- National Route
- Provincial Route
- Metro Route
- IRPTN
- RAL

LAND USE

- URBAN CORE
- HARBOUR
- Residential
- Rural
- Business Park
- Mixed Use
- Industry
- Airport/Transport
- Agriculture
- Environment
(including critically threatened areas)

FUTURE LAND USE

- Future Residential
- Future Mixed Use
- Future Business Park
- Future Industry
- Landfill
- Major River
- Minor River



Current PT Services

200 BUS OPERATORS (70% SUBSIDISED)

112 MINI BUS (VAN) ASSOCIATIONS

OVER 15000 MINI BUSES (UNSUBSIDISED)

50% COVERAGE – 15% PATRONAGE

SUBSIDY APPROX \$40 MILLION

SERVICE LEVEL UNRELIABLE – MOSTLY PEAK HOUR

POOR QUALITY VEHICLES AND HIGH ACCIDENT RECORD

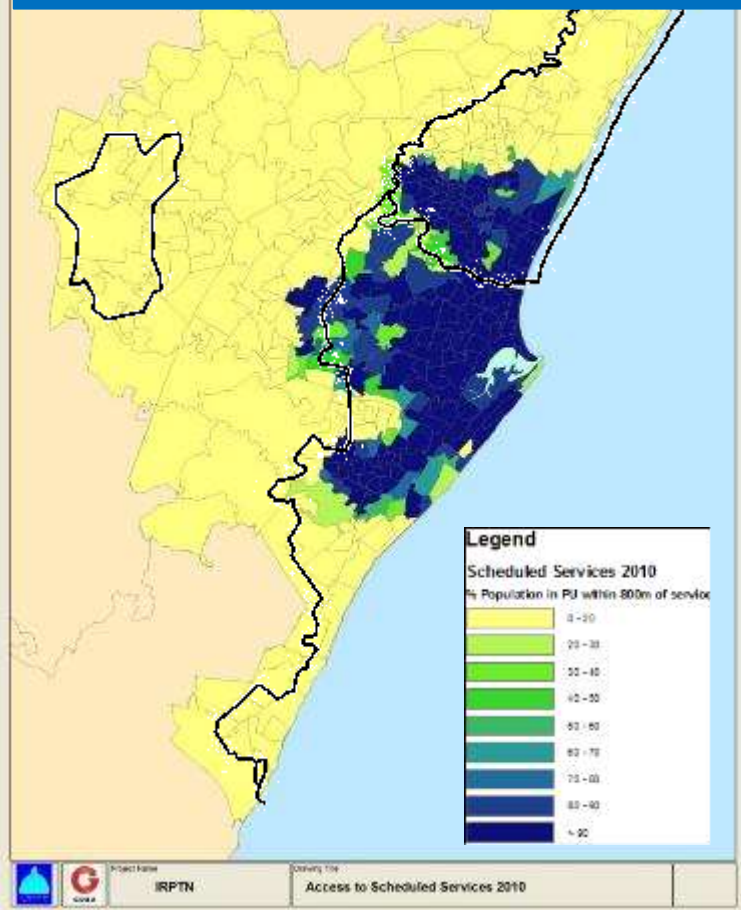


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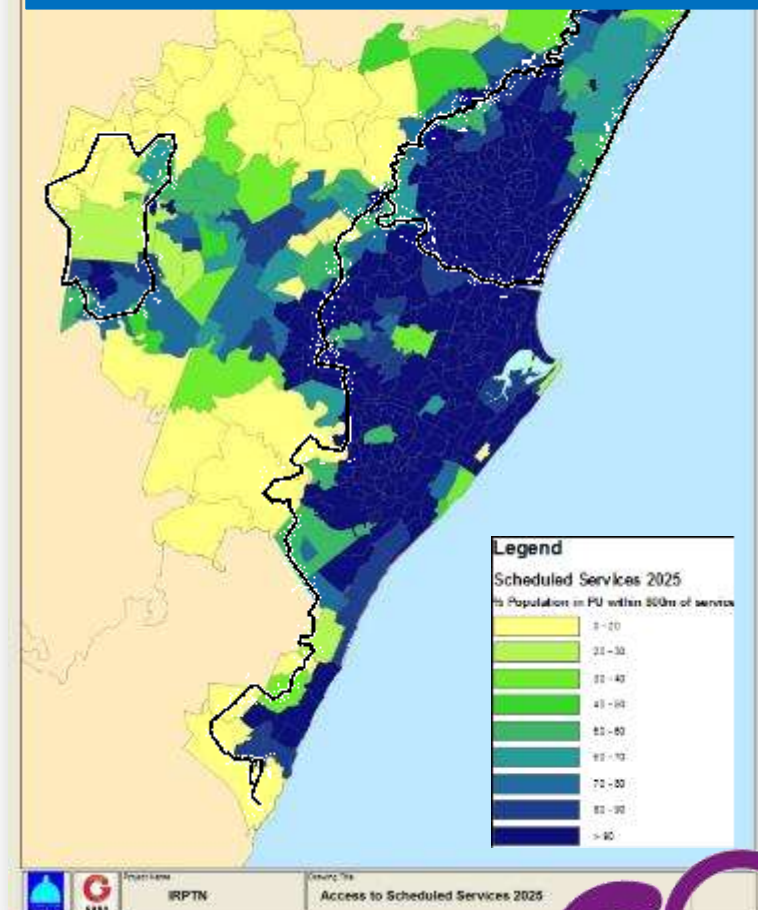


Service Coverage

Currently 50% of population has access to scheduled services



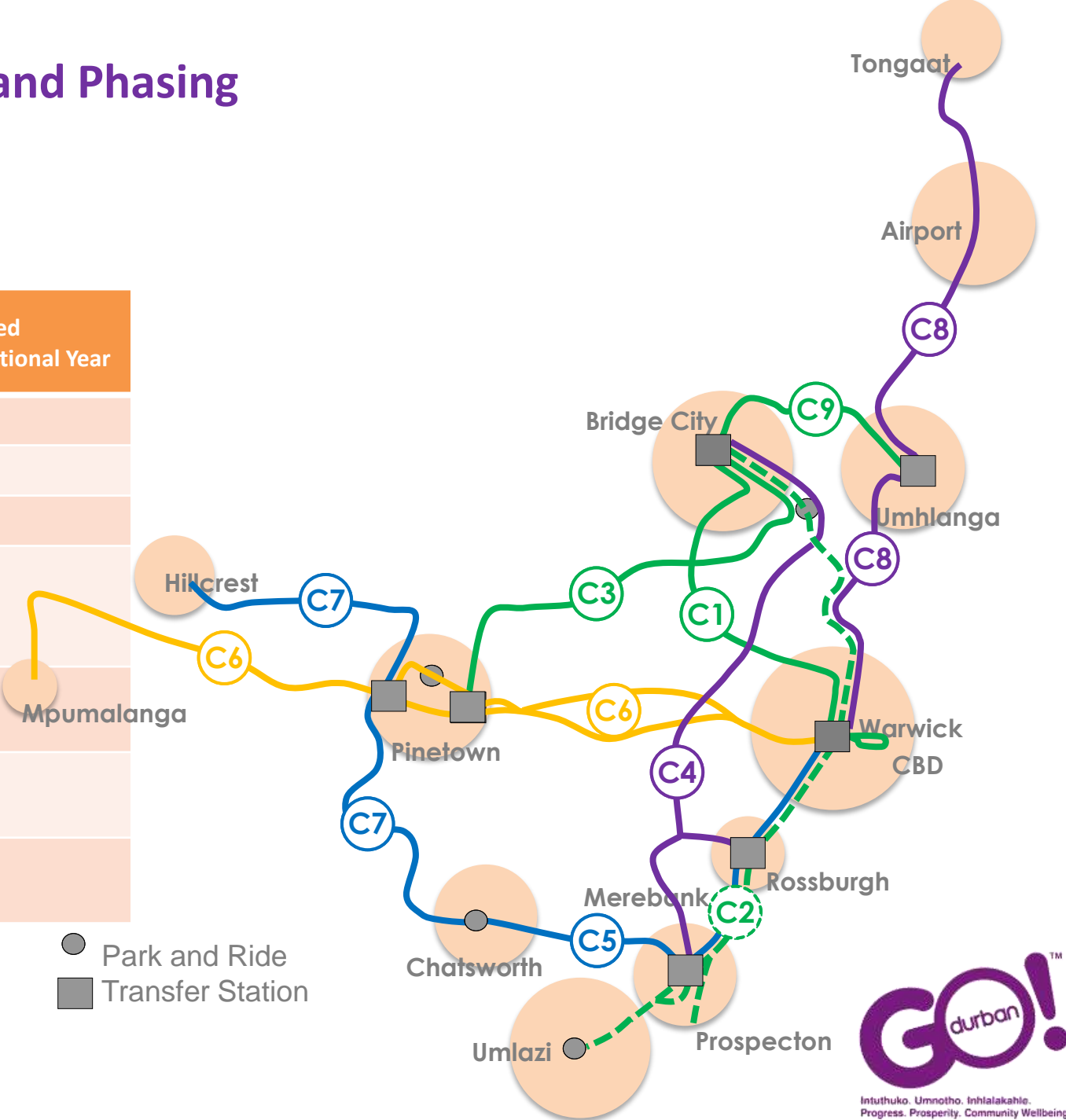
Estimated 85% of population will have access to scheduled services





Network and Phasing

Phasing		% Trunk – Feeder Trips	Planned Operational Year
Phase 1	C3	25	2018
	C1		2024
	C9		2021
	C2 (Rail)	40	2019
Phase 2	C5, C8	20	2026
Phase 3	C4, C7	9	2030
Phase 4	C6	6	2034

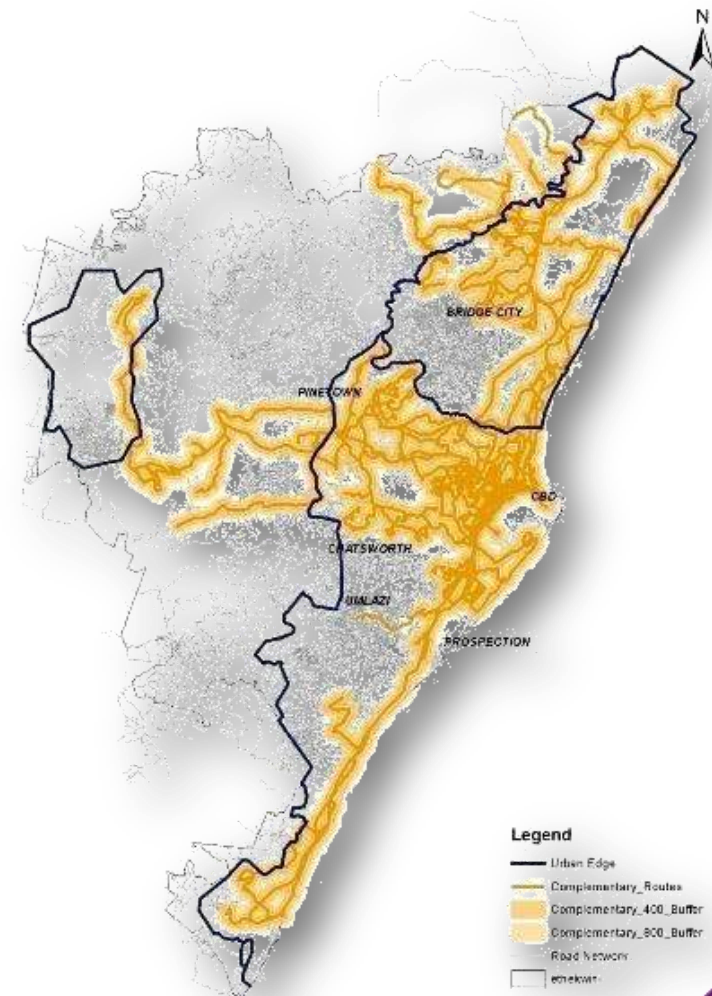
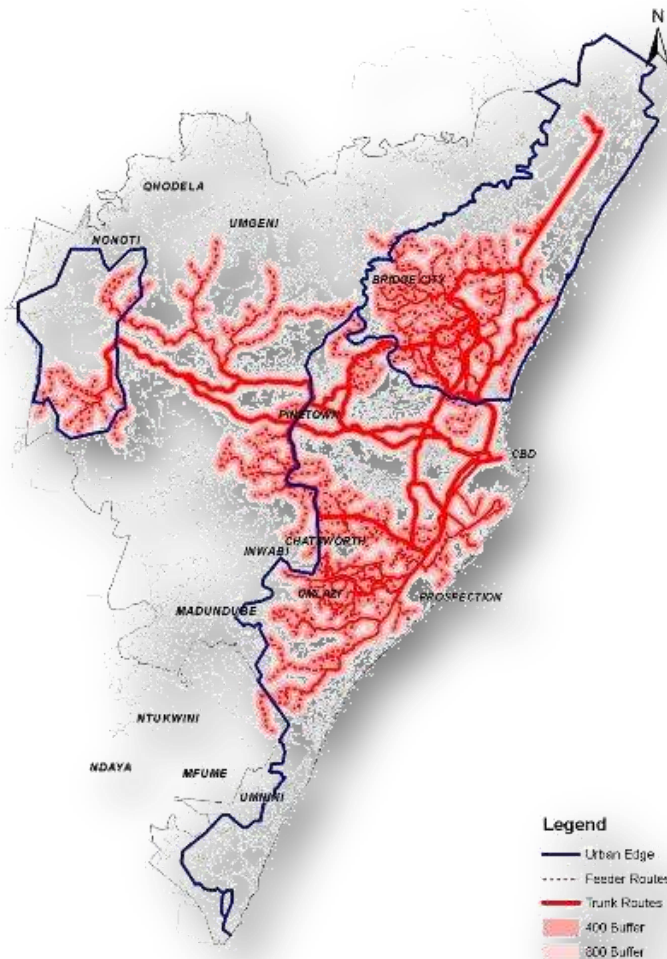


● Park and Ride
■ Transfer Station



Complementary Services

Trunk and Feeder Services



Legend

- Urban Edge
- Complementary Routes
- Complementary 400 Buffer
- Complementary 800 Buffer
- Road Network
- eThekweni



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“WHO OR WHAT IS TOD?”

EDUCATE



TP REGULATIONS

4 bays /100m²

- For every m² of development 1m² of space for private parking
- Zonings segregate and limit mixes in land use
- 100% car orientated development focus



To this.

CONTEMPLATE

Single Focus Development



REGULATE

From this...



Challenges and Opportunities

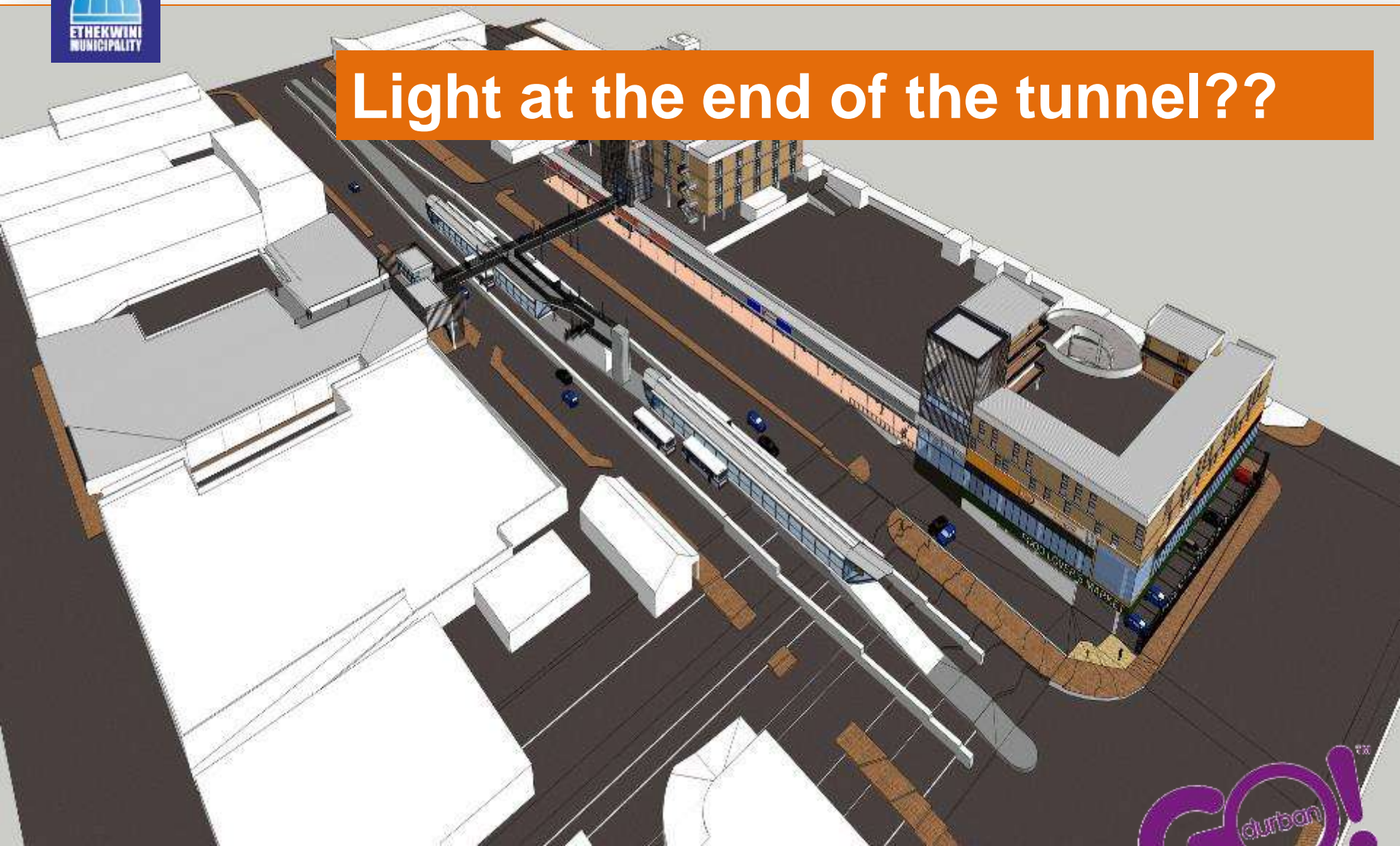
Challenges

- LAND USES LOCATED SEPARATELY – RESIDENTIAL AND EMPLOYMENT
- PRIVATE-CAR DRIVEN SPRAWLING SPATIAL DEVELOPMENT
- HISTORICAL AND CULTURAL PARADIGM (CAR OWNERSHIP ASPIRATION)
- NATURAL DENSIFICATION WILL NOT BE ACCOMPLISHED BY NORMAL GROWTH

Opportunities

- INFORMAL SETTLEMENTS “HOUSE” OVER 250 000 FAMILIES – REQUIRE FORMAL HOUSING
- BROWNFIELD DEVELOPMENT IN CBD AND ALONG CORRIDOR DOABLE
- ACKNOWLEDGEMENT THAT GREENFIELDS LAND RUNNING OUT
- PRIVATE SECTOR RESPONDING TO THE NEW DEVELOPMENT PARADIGM

Light at the end of the tunnel??



Thank you



GO!
durbanTM