



CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

THIS CITY WORKS FOR YOU



City of Cape Town's Coastal Zone Management Strategy  
Coastal Zone Management Review and State of the Coast  
Year Three: November 2005 – October 2006

# SUMMARY REPORT





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Prepared for the City of Cape Town Coastal Zone Technical Co-ordinating Committee.

This publication was prepared by the City of Cape Town Environmental Resource Management Department.

The City of Cape Town recognises contributions from various staff members, particularly

- Ruth Richards –
- Gregg Oelofse –

Graphic Design  
– Duven Diener –



## Foreword



The City of Cape Town's coastline is arguably one of its greatest economic and social assets. Not only is Cape Town recognised as having some of the world's most beautiful beaches, it also has some of the most ecologically diverse coastal environments.

The coast is increasingly coming under pressure as more people find it desirable to live directly along our coastline, recreate on our beaches and develop associated economic opportunities. It is the City's intention to optimise these social and economic opportunities, while protecting the asset so as to ensure that all of its citizens, including future generations, benefit from this unique and special treasure.

The annual State of the Coast Report provides an indicator on how well the City is doing in meeting these goals. This summary report gives the public an integrated and holistic overview of the coast by summarising the results obtained during the survey and providing information about the management of Cape Town's coastal zone.

While the report highlights a number of areas of concern, it also highlights a number of successes that must be built on and expanded. Concerns highlighted in this report include the deterioration of some coastal facilities, whilst successes include a highly successful coastal signage scheme that has recently been initiated, as well as an improvement in coastal water quality.

The City is committed to ongoing open and transparent reporting on its coastline and will endeavor to demonstrate ongoing improvement in the management of the coast.

A handwritten signature in black ink that reads "Marian Nieuwoudt".

Cllr Marian Nieuwoudt  
**Mayoral Committee Member:**  
**Planning and Environment**  
**City of Cape Town**

## Introduction

The geographical area administered by the City of Cape Town is home to one of the world's most beautiful and unique natural environments. Cape Town has over 300 km of coastline that consists of both rocky and sandy shores. The coastline supports an immensely diverse range of marine and coastal ecosystems, which are home to rare and endangered species, including 84 Red Data species. Cape Town's coastal zone is also an area of high recreational activity and a sought-after living environment for both local people as well as national and international tourists. For these reasons, the City's coastline is one of its greatest ecological, social and economic assets.

In October 2001, the City of Cape Town adopted the Integrated Metropolitan Environmental Policy (IMEP) as an overarching framework for guiding the sustainable development of the City. One of the key implementation strategies to evolve from IMEP was the Coastal Zone Management Strategy, adopted by Council

in October 2003. The focus of this management strategy is on an integrated approach to ensuring the health, efficient management and optimisation of the city's coastal zone.

The Coastal Zone Management Strategy is an ongoing long-term approach to management of the coastal zone by local government. Periodic reporting and review of the implementation of this strategy, as well as the current state of the coastal zone is an important component, as it provides decision makers with up to date and practical information about progress that has been made and directs the future implementation of effective management plans. Further, periodic reporting and review provides an opportunity for the City of Cape Town to openly report back to the communities of Cape Town on the progress made and the management actions taken in terms of managing the coastal common good (as defined by the National Policy for Sustainable Coastal Development).

## This Report

This report is a summary of the full technical City of Cape Town 2005/2006 Coastal Zone Management Review and State of the Coast Report. The full report is available from the Environmental Resource Management Department on request. The purpose of this summary report is to provide stakeholders, partners and the public with information about the management of Cape Town's

coastal zone by reporting on a range of qualitative and quantitative indicators, adapted from Blue Flag South Africa. In so doing, it presents an integrated and holistic view of the coast. This is the third annual Coastal Zone Management Review and State of the Coast Summary Report, and compares results with previous assessments.

## Scope of the Summary Report

### a) Geographic extent

This report details the state of the coast for the area from Silwerstroom Strand in the north to Kogel Bay in the east, but excludes the coastal area administered by, and that which falls within, the Table Mountain National Park. National Harbours and Ports are also excluded from this report.

### b) Strategic citywide and local area coastal issues

This report assesses progress, and the current state of the coast, both from a city-wide strategic coastal management overview as well as for each local coastal area. Local coastal areas are reported on according to the 43 coastal zone management units as defined in the Coastal Zone Management Strategy.

## Summary Report Structure

This report presents a summary of the key findings for each of the following key coastal issues:

- Coastal Zone Management Review
- State of Coastal Facilities
- State of Coastal Ablutions
- State of Coastal Signage
- State of Coastal Water Quality
- State of Coastal Dunes
- State of Coastal Boardwalks and Access Points
- State of Stakeholder Consultation and Participation
- State of Operational Coastal Management Plans

## COASTAL ZONE MANAGEMENT REVIEW

Over the last four years, the City has made significant progress in mainstreaming integrated coastal management as a key function and management responsibility within its delegations and across a range of City line functions. Key progress on integrated citywide coastal management includes:

### 1) The initiation of the citywide Resorts Policy Process by the Sport and Recreation Department

is a significant step that has been taken in enhancing the City's coastline. This initiative has already made significant progress in undertaking an initial review to evaluate all of the coastal resorts and identify the opportunities and constraints to optimising the resorts within an environmental framework. This process is a significant and positive step towards an enhancement of coastal resort facilities.

### 2) The development of a number of draft Sustainable Coastal Management Plans (SCMPs) for implementation

Once the City's placement process has been completed, the City is in a position to rollout SCMPs to over 50% of its coastal areas. These SCMPs, successfully implemented at a number of coastal areas aim to overcome the current uncoordinated management approach and facilitate accountability, communication and management efficiency of a high standard. These management plans are based on the International Standards Organisation (ISO) Environmental Management Systems (EMS).

### 3) The ongoing monitoring of coastal processes through monthly beach profiling.

The City's Survey Department measures and monitors the rate of change of the coastal environment on a monthly basis at high-risk beaches. The collection and processing of this data over the long term will give up-to-date information on the coastal changes taking place.

### 4) Coastal development guidelines

The City has drafted initial development guidelines for the coastline. These initial draft guidelines are in the process of internal review within the City and once finalised will be released in draft form for public comment. The coastal development guidelines are considered essential in:

- Retaining a suitable mix of developed and natural coastline.
- Identifying appropriate coastal conservancy areas.
- Limiting coastal strip development.
- Enhancing and retaining coastal sense of place.
- Retaining relevant coastal access corridors.

### 5) Sharks

During 2006, the issue of shark risk and shark attacks once again hit the headlines. The City has proactively addressed the issue through:

- Initiating and convening a two-day specialist workshop, which resulted in the publication of the *Finding a Balance: White Shark Conservation and Recreational Safety Report*.
- The adoption of a the Draft White Shark and Coastal Recreation Safety Policy and Strategy by the City in October 2006.
- The ongoing funding of the Shark Spotting Programme by the City. The Shark Spotting Programme is now

operational at 11 beaches during the peak season and permanently year-round at four beaches.

- The training by the Sport and Recreation Department of over 80 City staff and shark spotters in emergency first aid.
- The provision by the Sport and Recreation Department of 30 shark attack kits to remote beach locations.
- The provision by the Sport and Recreation Department of 22 electronic shark shields distributed to all the lifesaving clubs.
- The ongoing collaboration of the City with the False Bay White Shark Research Project.

### 6) Blue Flag beaches

The City has successfully retained full Blue Flag status at three beaches, namely Mnandi, Clifton 4th and Bikini Beaches. During the formal 2006 evaluation by Blue Flag South Africa, Cape Town was highly commended for the exceptional standard of its Blue Flag beaches.

### 7) Coastal cleansing

2006 saw a significant improvement in the compliance of cleansing staff to the City Coastal Cleansing Policy. This marked improvement in kelp retention at natural coastal areas will have significant positive long-term effects for the coast.

### 8) Coastal water quality

Coastal water quality is managed and monitored through the Coastal Water Quality Committee, convened and coordinated by the Catchment Management Department.

Catchment Management has taken a long-term approach to coastal water quality and has initiated a study to assess in detail each of the areas along the coastline for which poor water quality results have been obtained. The intention of the study is to identify the contaminant source at each area as well as determine remedial and mitigation action that should be used.

It is the intention that the study will be completed by the end of 2007 and the results, as well as the proposed remedial actions, will be reported on in the next State of the Coast Report.

### Coastal priorities for 2007

There are a number of critical coastal management aspects that need to be taken forward and driven at a citywide scale. These are key coastal issues that the City intends developing and implementing over the next year and include:

- The finalisation of the City's Coastal Resorts Policy.
- Finalisation of the City's Coastal Development Guidelines.
- Fixed-point photographic monitoring at key coastal areas.
- The continued roll-out of Sustainable Coastal Management Plans at all of the City's coastal areas.
- Initiating the formal process to provide conservation status for the Soetwater coastline, one of the most important breeding areas for the African Black Oystercatcher.
- Completion of the upgrade of Witsands Slipway.
- Establishment and operation of the four District Coastal Committees.

## COASTAL FACILITIES

The City of Cape Town is committed to providing the public with a high standard of service with regard to coastal facilities, as well as ensuring continued annual improvement. The term 'coastal facility' is intended to include all coastal parking areas and resorts, pavilions, tidal pools and swimming pools. It is important that coastal facilities are well maintained as they contribute significantly to the public's experience of the coast.

### a) Parking facilities

As most beach users arrive at the beach by private cars and tour buses, parking facilities are essential as points of access to the coast. With the exception of a few beaches along the False Bay coast that are accessible by train and public bus, there are few beaches along the Cape Town coast that are accessible by public transport. It is vital, therefore, that the City provides sufficient, safe, secure and well-maintained parking areas along the coast.

The following aspects are important in the provision of an acceptable parking facility:

- Cleanliness and sufficient provision of litter bins.
- Well demarcated and organised parking areas free of potholes and erosion.
- Clean and operational ablution facilities.
- Safety and security.

Poorly demarcated parking areas and parking areas that lack hard surfaces can result in a number of negative impacts on the coastline; sand creep and expansion of the parking lot onto the beach area itself are two of the more common impacts. Parking areas are generally people's first experience of the coast. Poorly maintained parking areas therefore reflect negatively on the coastline and the City, suggesting poor management and even neglect of the area. A lack of adequate parking space can also cause negative impacts as parking fills up and excess cars park

in surrounding areas. Provision of adequate and acceptable parking is key to optimising coastal opportunities and the coastal experience.

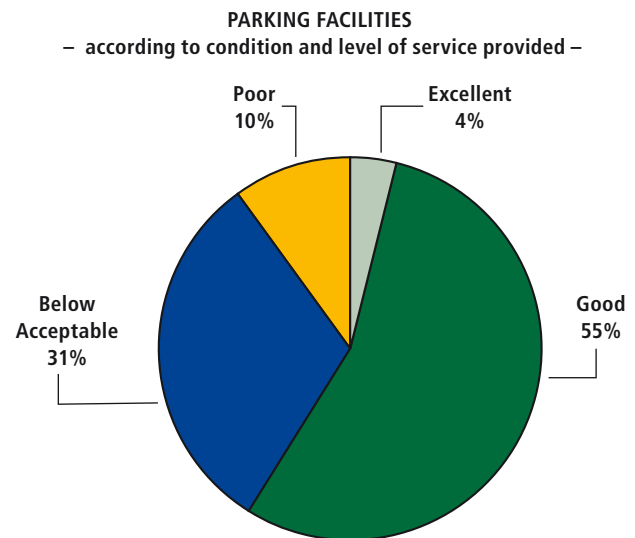
Parking facilities were given a quantitative score according to whether or not they met the different aspects important to the provision of an acceptable parking facility listed above. A parking facility must score 70% or above to be considered in acceptable condition. Percentage scores were then categorised into five categories:

- 80 – 100% Excellent condition**
- 70 – 80% Good condition**
- 60 – 70% Below acceptable condition, requires improvement to meet standards**
- 30 – 60% Poor condition, much room for improvement**
- 0 – 30% Very poor condition, urgent improvement required**

The following graph shows that 59% of parking facilities surveyed met or exceeded the minimum acceptable standard. 4% of parking areas were in excellent condition.



**Inappropriate roadside parking is the only option for users of Shelly Point Tidal Pool.**



The following four parking areas were rated as excellent, and set the standard for the rest of the City:

- Whale watching site along the R44 (Unit 41)
- Milton Beach and Broken Bath Beach parking areas, Sea Point (Unit 9)
- Blaauwberg Conservation Area parking lots (Unit 4)
- Parking at Mnandi Beach (Unit 34)



The parking areas in the Blaauwberg Conservation Area are well maintained and in excellent condition, despite their lack of formalised surfaces. Gravel surfacing is used in keeping with the conservation status of the natural surroundings of Blaauwberg Conservation Area.



Poor planning has resulted in the parking area at Cemetery Beach suffering from wind-blown sand problems, as it was built in a dynamic dune system. Cemetery Beach requires frequent and ongoing maintenance.



Well demarcated and clean parking area at Gordon's Bay Beach.



Parking at Glencairn also suffers sand inundation and does not have demarcated bays.

## Trends

As this was the third State of the Coast Survey to be undertaken by the City, it is useful to study trends since the inception of the State of the Coast Survey in 2003. However, it should be noted that due to a number of reasons, the number of parking facilities evaluated between the first two surveys and this year's survey has varied substantially. In 2003/4, 69 parking lots were surveyed; in 2004/5, 64 parking lots were surveyed and in 2005/6, a total of 101 parking lots were surveyed.

This may be due to a number of reasons, including:

- A new signage scheme was initiated between the 2004/5 survey and the 2005/6 survey, which resulted in a number of obscure parking areas being made more obvious. Hence many parking areas not surveyed before were surveyed for this report.

- The size of the survey team has increased over the years, resulting in an increase in effort applied to the survey, which usually occurs over a two-week period.

Even within this shift in data availability complicating the trend assessment, it is notable that all 15 of the parking lots that did not meet the minimum acceptable standard in 2004/5, still do not meet the minimum acceptable standard in 2005/6. Many of these parking lots were also featured in the 2003/4 assessment as not meeting required standards. It therefore appears that the City has generally not made much progress in addressing the issue of sub-standard coastal parking.

Furthermore, a key trend appears that needs to be reversed – almost all of the parking areas that scored the lowest and fall in the very poor category, are found along the False Bay coast between Zonwabe and Macassar. This suggests that historical inequities remain and resources need to be channelled into the area.

## Recommendations

The majority of parking facilities along Cape Town's coast are of an acceptable standard. However, in many places upgrading should take place in order to provide a better standard of service and a better overall coastal experience.

The following are specific recommendations for parking facilities along Cape Town's coast:

- Clear and updated signage must be present. Whilst this has improved since the previous year's report, it is still a concern for a number of parking facilities.
- The edges of parking areas must be clearly demarcated and fenced or otherwise controlled in order to prevent sand creep and uncontrolled vehicle access to the beach.
- Parking bays must be clearly demarcated in order to prevent confusion and maximise efficiency of space. In some cases, painted demarcation lines need to be repainted.
- Removal of litter within parking areas and from surrounding areas must take place on a regular basis.
- Wind-blown sand and its associated problems must be dealt with regularly.

- Resurfacing and formalisation of surfaces must take place at all parking areas.
- Secure ablution facilities need to be constructed at the Blaauwberg Tourist Information Centre and parking lot, where tourists and tour buses regularly visit to view Table Mountain from across the Bay.
- Security issues need to be addressed, particularly at remote parking areas where there is no permanent presence of City staff.

The following parking areas are in very poor condition:

- Mackerel Beach (Unit 27)
- Cemetery Beach (Unit 34)
- Parking to the east of Strandfontein (Unit 34)
- All parking in the Blue Waters area (Unit 34)
- Wolfgat Nature Reserve (Unit 35)
- Parking at both Harmony Beach and Harmony Pavilion (Unit 38)

These areas require urgent attention in order to meet minimum acceptable standards and their improvement should be prioritised. However, it is also worth noting that with little resource input parking facilities rated as below acceptable would be relatively easy to elevate to 'good', thereby enhancing the coast at little cost.

**b) Resorts (including pavilions, tidal pools and swimming pools)**

The City of Cape Town provides a number of amenities and resorts along the coastline. These range from overnight accommodation, camp sites and caravan parks to picnic and braai areas, pavilions, tidal pools and swimming pools. Such resort areas form key recreational nodes, especially along the False Bay coastline, and provide an important holiday destination for many Cape Town families. They are especially busy during the summer and festive season, but are often closed during winter. Many resorts were built without consideration for the dynamic and harsh coastal environment in which they are found and, as such, are subject to wind-blown sand, corrosion, wind and water erosion and flooding during storms.

Each facility was rated holistically, according to the system adapted from Blue Flag SA. As with parking facilities, resorts must attain a score of 70% or over to meet the minimum acceptable standard.

The following graph shows that 64% of resort facilities met or exceeded the minimum acceptable standard. 24% of resort facilities provided an excellent level of service.

The following resort areas were rated as excellent, and set the standard for the rest of the City:

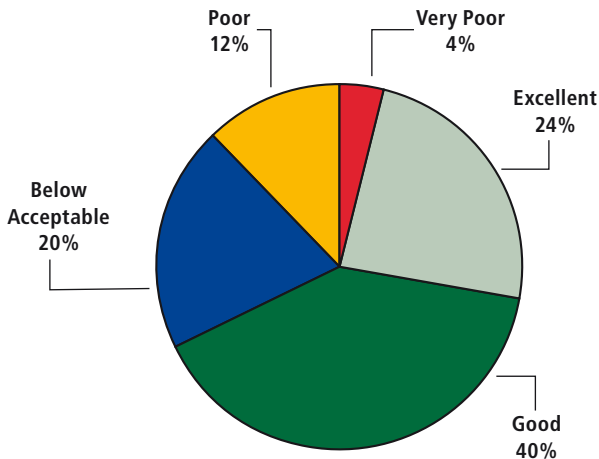
- Eersteste picnic and braai area at the Blaauwberg Conservation Area (Unit 4)
- Sea Point Pavilion and pool (Unit 9)
- Miller’s Point Caravan Park (Unit 23)
- Fish Hoek Caravan Park (Unit 30)
- Harmony Beach Caravan Park (Unit 38)

**Trends**

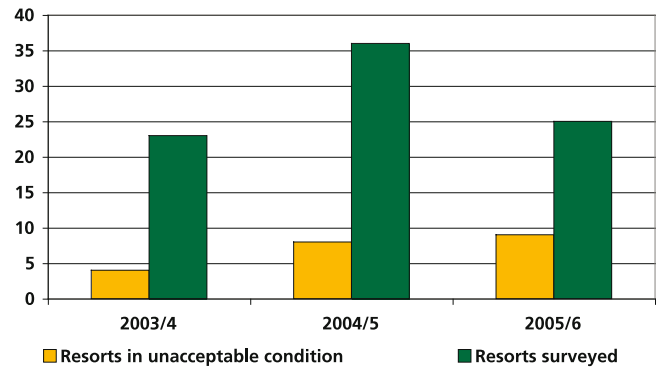
The following graph shows the number of resorts surveyed in each year as well as the number of resorts that did not meet minimum acceptable standards.

Since the inception of the annual State of the Coast Survey in 2003, it would appear that the condition of resort facilities has deteriorated, with more resort facilities being rated as poor or terrible with each subsequent report. The key trend from the data collected, is that there has not been any improvement made to the overall condition of resort facilities since 2003.

**RESORT FACILITIES**  
– according to condition and level of service provided –



**RESORTS - trends from 2003 - 2006**



Below: The caravan park at Miller’s Point is well maintained and in excellent condition. It also has a fantastic view over False Bay.



## Recommendations

Whilst the majority of resort facilities in Cape Town meet the prescribed standards, there is much that can be done to improve the standard of service provided by the City. Some urgent recommendations were made in the 2004/5 State of the Coast Report. No progress has been made regarding these recommendations, and so there is a need to stress them again. It was recommended that Macassar Pavilion be demolished, as it is standing derelict and is a threat to public safety and security. It was also recommended that the Pavilion at Blue Waters be renovated and upgraded in order to provide an adequate level of service. These recommendations are repeated in this 2005/2006 report.

The following resort areas do not meet the minimum acceptable standards and should be attended to in order to improve the standard of service provided to the public:

- Silwerstroom Strand Pavilion, including the Braai Area and Camp Site (Unit 1) requires general maintenance and a new coat of paint.
- Soetwater Braai Area and Camp Site (Unit 19). It was previously recommended that Soetwater be upgraded to reflect the sensitive ecological nature of the coastline in the area. Whilst some improvements have taken place (notably to the main ablutions), significant upgrading and maintenance is still required before Soetwater can meet the minimum acceptable standards and become a resort that is in keeping with the proposed conservation status of this coastline.
- Bathing boxes at Fish Hoek (Unit 30) and Muizenberg (Unit 34) are in need of urgent upgrading or removal, and the standard of hygiene in the toilets at these beaches requires improvement.
- Blue Waters Beach – main resort area and ‘Camp C’ (Unit 34). The infrastructure at Blue Waters Beach and the main resort area (caravan site and chalets) is in need of general repair and upgrade in order to meet the minimum acceptable standards of service provision. Camp C requires urgent attention, as vandalism and neglect have resulted in its degradation. It is no longer fit for public use. It is recommended that the City develop a different utilisation plan for this area that will benefit

the public, without posing a threat to safety and security, or attracting vandalism. Macassar Pavilion (Unit 37) should be demolished as previously recommended.

- Harmony Pavilion (Unit 38) should be demolished and replaced with a smaller, more practical structure that provides the necessary ablution facilities for tidal pool users, without posing a security threat and attracting crime and vandalism. The Harmony Pavilion is inappropriately situated, prone to damage from natural coastal processes and beyond affordable repair. It is a risk to the public in terms of health, safety and security.
- Kogel Bay Caravan and Camp Site, (Unit 43) is in need of general maintenance and upgrading, if it is to meet the prescribed standards. Whilst attempts have been made to install baboon-proof bins to reduce litter, these bins are inadequate, are prone to being blown over by strong winds and are difficult to lock.
- Klippies Bay Braai Area (Unit 43). This area has been closed to the public and is in a derelict state. It is recommended that the ablutions be repaired and upgraded and the area be re-opened to the public. Previous recommendations regarding the upgrading of ablutions have yet to be followed and the ‘open air’ toilet is still in existence.
- Sparks Bay Braai Area (Unit 43) is also in need of general maintenance and upgrade before it can provide a satisfactory service to the public. The tidal pool at Spark’s Bay is also a public hazard as it is overrun by sea urchins.
- The City should develop a plan to address the problem of mole rat damage to braai areas, caravan and camp sites along the False Bay coast.
- Staff shortages, particularly along the False Bay coastline must be urgently addressed if an acceptable standard of service delivery is to be met.

In the light of these recommendations it is important to recognise that the degraded state of many resorts is not always due to neglect by the City, but is often due to a general lack of respect for public property. This is especially true along the False Bay coastline, where the City has made efforts to maintain facilities in the past, only to be thwarted by regular vandalism and theft.



The Macassar Pavilion is derelict and poses a threat to public safety.



The Silwerstroom Strand Pavilion requires general maintenance work to bring it up to an acceptable standard.



A sign at Silwerstroom Strand suggests that visitors to the area have a serious lack of respect for public property.



Litter is a serious problem at Kogel Bay. The problem is exacerbated by baboons that raid bins looking for food. New baboon-proof bins have been provided but are inappropriate. The black bin on the right is a new baboon-proof bin, blown over by the wind.



The tidal pool at Sparks Bay is infested with sea urchins.

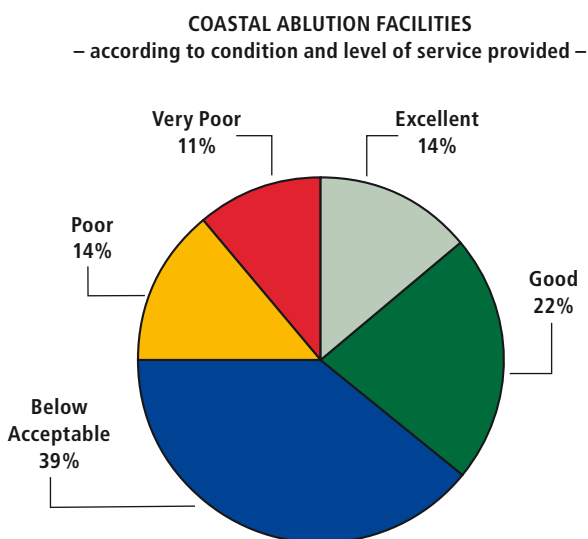
## ABLUTION FACILITIES

Public ablution facilities are a critical aspect of coastal management, and affect the recreational potential of the management unit in which they exist. Well maintained and clean ablution facilities provide an important service to beach users, have a positive effect on the beach in which they are situated, reflect responsible governance, a high standard of service delivery and encourage visitors to return, thus boosting the tourism potential of the beach. However, poorly maintained, broken and dirty ablution facilities have a negative impact on the beach in which they are situated, and reflect negatively on the public perception of the state of the coastline.

Ablution facilities, including toilets and showers were given a quantitative score according to a number of criteria including cleanliness, physical condition, functionality, accessibility and security. Well maintained and hygienic ablutions are important to successful coastal management. For this reason the acceptable minimum standard for ablutions is relatively high and an ablution must score at least 80% to be considered as providing an acceptable service to the public. Percentage scores were categorised as follows for ablutions:

- 80 – 100% Excellent condition**
- 60 – 80% Good condition**
- 40 – 60 % Below acceptable condition - could do better**
- 20 – 40% Poor condition, much room for improvement**
- 0 – 20% Very poor condition, complete lack of service provision - urgent improvement is required! In many cases, the ablutions that fall into this category were locked and therefore provided no service to the public at all.**

The following graph shows that only 36% of coastal ablutions meet the minimum acceptable standard of service delivery. This implies that almost two thirds of the City's coastal ablution facilities are not providing an adequate, clean, healthy and safe service to the public.



These ablutions provide an excellent level of service and are in beautiful condition:

Top: Toilet at Bikini Beach

Middle: Urinals at Clifton 4th

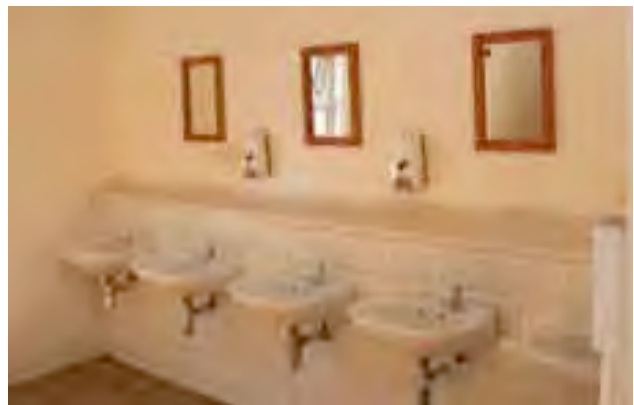
Bottom: Toilet at Mnandi Beach

All these beaches are Blue Flag Beaches.

Of the 12 ablutions that were rated as very poor, 10 were locked. Whilst some of these facilities may have been in satisfactory physical condition, their inaccessibility renders them useless as a public amenity. In some of the cases, vagrants have moved into ablution facilities and put their own locks on the gates in order to secure shelter and storage space for themselves.

The ablutions in the following areas provided an excellent level of service and set the standard for the rest of the City. Most of these ablutions are located at popular beaches, where ablution usage is high. Therefore, they have performed particularly well, as regular maintenance and cleaning is required to keep such well utilised ablutions at a high standard.

- **Unit 9: Moullie Point Lighthouse and Rocklands Beach, Milton Beach and Sunset Beach in Sea Point**
- **Unit 10: Clifton 4th Beach, Maiden's Cove, Glen Beach and Camps Bay**
- **Unit 25: Seaforth Beach**
- **Unit 30: Fish Hoek Caravan Park**
- **Unit 33: St James Beach**
- **Unit 34: Mnandi Beach**
- **Unit 40: Bikini Beach**

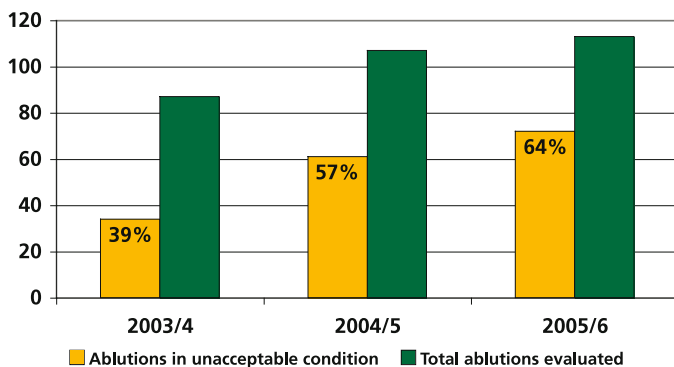


## Trends

The following graph shows the number of ablutions surveyed in each year as well as the number of ablutions that did not meet minimum acceptable standards.

Since the inception of the annual State of the Coast Survey in 2003, there appears to be a general deterioration in the conditions of ablution facilities at the coast. The percentage of ablutions that did not meet acceptable standards is indicated on the graph, which reflects a general deterioration of ablution facilities over time. If individual ablutions are compared from year to year it can be seen that deterioration is not across the board and as such cannot be attributed to any differences between survey team evaluations. Only six of the ablutions rated as unacceptable in the 2004/5 assessment have been improved and are now considered acceptable according to the 2005/6 assessment. The condition of five ablutions previously rated as excellent or good has deteriorated to such an extent, that these no longer meet the minimum acceptable standard.

ABLUTIONS - trends from 2003 - 2006



From top to bottom: The exceptionally well maintained ablution facility at St James. The ablution at Queen's Beach, Sea Point is inhabited by vagrants, who have claimed the facility as their own. Ablutions at Seaforth are in very good condition. First rate ablutions at Clifton 4th, a Blue Flag beach.

## Recommendations

**In general, ablution facilities along the Cape Town coastline require significant upgrading and maintenance in order to provide an acceptable level of service to the public. Ablutions that met or exceeded the minimum acceptable level of service require ongoing maintenance and upkeep in order to retain their status, while those that fall below acceptable levels require additional resource input to lift them to the appropriate standard.**

All ablutions that did not meet the minimum acceptable standard of service delivery should undergo various degrees of maintenance and renovation, and should be supplied with regular cleaning staff, in order to improve cleanliness and physical conditions and provide a satisfactory level of service to the public. In the case that ablutions are derelict or beyond affordable repair, they should be demolished as they are an eyesore and pose a safety and security threat to the public. As so many ablutions (59) were rated as unacceptable, they cannot all be listed here. Nevertheless, it is imperative that these ablution facilities are urgently restored to a level of acceptable function. Furthermore it is vital that ablutions that were locked are opened and duly inspected and renovated or demolished, depending on their condition. Details for each ablution can be found in the full State of the Coast Report for 2005/6.



Broken and useless toilet at Klippies Bay.



The abandoned and derelict ablution at Klippies Bay that should be demolished.



Toilet at Sunrise Beach. According to Coastcare workers, there is no water supply to this ablution.



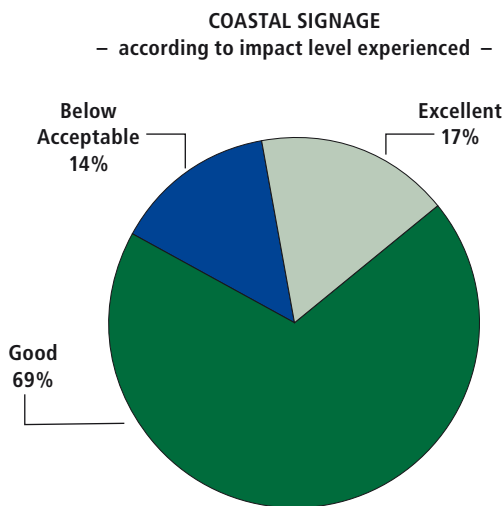
Graffiti is a serious problem in some areas, like this ablution in Kommetjie.

## COASTAL SIGNAGE

The provision of clear and well maintained signage is an important aspect of coastal management. Good signage allows the City to communicate with, educate, and regulate the activities of coastal zone users. Well maintained signage creates the impression of a coastline that is well managed and cared for. However, out of date, broken, poorly maintained and graffiti-ridden signage reflects neglect and poor management of the coastline, poor governance and creates the impression that the coast is not actively managed and is open to abuse and neglect.

Signage at each beach was given a quantitative score according to its physical condition, level of information, location and standardisation. Where there was more than one beach per coastal zone management unit, scores from each beach were averaged to get a score for the unit. Percentage scores were categorised in the following way:

- 80 – 100% Excellent condition**
- 60 – 80% Good condition**
- 40 – 60% Below acceptable condition, could do better**
- 20 – 40% Poor condition, much room for improvement**
- 0 – 20% Very poor condition, urgent improvement required!**



The following graph shows that, of the 29 coastal units managed by the City of Cape Town, 86% met or exceeded the minimum acceptable standard. 17% of coastal units have excellent signage.

The following units have excellent signage:

- **Unit 4: Blaauwberg Conservation Area**
- **Unit 6: Rietvlei Nature Reserve**
- **Unit 25: Seaforth Beach, Simon’s Town**
- **Unit 33: From Dalebrook beach, Kalk Bay to the end of the Muizenberg – St James Walk**
- **Unit 40: Bikini Beach, Gordon’s Bay**

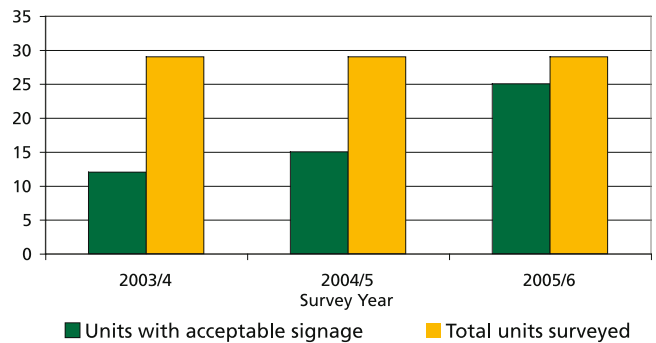
Whilst these units showed excellence overall, there are a total of 31 separate beaches (within these and other units) that also have excellent signage. Surfer’s Corner, Muizenberg requires special mention as it scored 100%.

### Trends

The following graph shows the great improvement in signage provision since the inception of the State of the Coast Survey in 2003.

This is largely due to a recent coastal signage project initiated by the Sport and Recreation Department and facilitated by the City’s Environmental Resource Management Department. A standardised signage scheme was developed and many new signs were installed along the coastline between the 2004/5 survey and the 2005/6 survey. This has added great value to the Cape Town coastline, as visitors to the coast are informed of their whereabouts and what activities are legally permitted on each beach. Furthermore signage is now easily recognisable due to the standardisation across the coastline.

**COASTAL SIGNAGE -trends from 2003 - 2006**



Examples of excellent signage: Danger Beach – the green sign at the top is part of the new standardised coastal signage scheme.



Signs at the Blaauwberg Conservation Area are in keeping with the natural environment.



Coastcare information signs at Rietvlei Nature Reserve.

## Conclusion and Recommendations

Whilst there has recently been a vast improvement in the provision of good signage across the coast, some areas still require improvement. The following are recommendations for ongoing improvement of coastal signage:

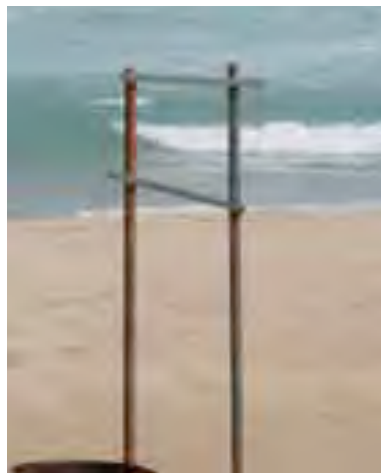
- Old signage should continue to be replaced with new updated and standardised signage.
- Old, incorrect and outdated signage must be removed as the new signage is installed, in order to prevent confusion.
- Regular cleaning and maintenance of signs must occur in order to remove graffiti and other forms of vandalism. Whilst law enforcement remains a challenge along large stretches of the Cape Town coastline, effort should be made to prosecute graffiti artists and other vandals to the full extent of the law.

Specifically, the following areas require urgent attention. Generally these areas have too few signs. Most of the signs present are old and damaged and in some cases signs are inappropriately situated. Whilst a few of the new standardised signs have been installed here and there, these are not enough and can be confusing as information sometimes conflicts with that of the old signs.

- Silverstroom Strand (Unit1)
- Bakoven (Unit 11)
- Sandy Bay (Unit 12)
- Blue Waters (Unit 34)
- Wolfgat Nature Reserve (Unit 35)
- Strand and Gordon's Bay (Unit 38)
- Klippies Bay and Sparks Bay (Unit 43)



One sign has been stuck over another at Gordon's Bay.



Missing sign at Kogel Bay.



Vandalised sign at Long Beach, Kommetjie.



Old, damaged and broken sign at Sparks Bay.



This sign at Dolphin Beach has an interesting story – This access point is frequently used by kayakers carrying their kayaks to the beach. Though the sign may have been appropriately situated for general beach users, kayakers were not taken into account when it was placed and they often bump into the sign with their kayaks, resulting in it being knocked skew.

## SLIPWAYS

Slipways provide an important service to the public by providing appropriate sites for launching boats and other water craft to access the marine environment. Each of the 11 slipways, for which the City has applied to the Provincial Government of the Western Cape for permits, was rated according to the permit requirements and the level of service provided. Key aspects include access control, signage and demarcated parking. These factors need to be addressed in Operational Management Plans which are to be implemented as part of the permit requirements.

The City of Cape Town applied for operating permits for 11 slipways in the Cape Town area in March 2004. To date positive records of decision have been received from the Provincial Government of the Western Cape for the slipways at Miller's Point, Fish Hoek Beach and Die Kom at Kommetjie. No records of decision have been obtained yet for the other eight slipways.

The assessment of slipways in Cape Town indicates that currently only two of the slipways which have been granted permits, at Miller's Point and Die Kom, Kommetjie, fully meet the permit requirements. The slipway at Fish Hoek, which has been granted a permit, did not fully meet the permit requirements at the time of the survey.

### Trends since

As reported in the 2004/2005 assessment, a complete audit of all the slipways in Cape Town was undertaken during 2005 and the shortcomings of each slipway were identified, as recommended in the 2003/2004 assessment. Those with outstanding permit requirements have been identified, and an action plan for each slipway has been drawn up.

### Recommendations

In order to ensure that all 11 slipways meet the permit requirements, the City of Cape Town must carry out the remedial actions identified in the 2005 slipway audit. Those slipways that require upgrading in terms of signage, demarcated parking and access control must be upgraded as a matter of urgency to ensure compliance with the permit conditions. Failure to comply with permit conditions may result in the closure of the slipway and the withdrawal of the provincial permit.

#### From top to bottom:

**Die Kom slipway meets its permit conditions with good signage and proper access control.**

**Miller's Point slipway also meets the permit conditions.**

**The slipway at Fish Hoek Yacht Club has an operating permit but is in poor condition and does not adequately meet the permit requirements.**

**Blaauwberg slipway is also in poor condition – the slipway itself is suffering from erosion, signage is old, rusted and falling down and despite the presence of an access control boom, access is open.**



## WATER QUALITY

Poor coastal water quality can negatively affect both beach users, as well as sensitive coastal ecosystems, while indicating land-based pollution. Coastal waters are the receiving environments for a number of urban pollutants including:

- Stormwater run-off
- Treated sewage effluent
- Screened raw sewage discharged through deep-sea outfalls
- Solid waste (litter) both from the shore and from ships in the area.

Coastal water quality is assessed through the collection of samples at a number of designated points. These are collected fortnightly and are monitored for bacterial pollution. The indicator bacteria used by the City of Cape Town is *Escherichia coli* as this is an excellent indicator of faecal pollution. *E. coli* can lead to the development of gastro-intestinal infections; therefore water that has high levels of *E. coli* contamination is unfit for human contact. The guidelines used to measure sea water quality (for bathing and other recreational use) are the Department of Water Affairs and Forestry: South African Water Quality Guidelines for Coastal Marine Waters, Volume 2, Recreational Use 1995. These guidelines use the 80th percentile and 95th percentile values of *E. coli* counts to measure water quality. The 80th percentile guideline states that 80% of samples taken should not exceed 100 *E. coli* per 100 ml, while the 95th percentile guideline states that 95% of samples taken should not exceed 2000 *E. coli* per 100 ml.

The following graphs show the results for *E. coli* monitoring along the coastline for the 2005/6 monitoring period. They show both the 80th and 95th percentile guideline limits (as indicated by the red line) for all year-round monitoring and the 80th percentile for summer monitoring, which is important as this is when the majority of public utilises the coast.

### Atlantic coast

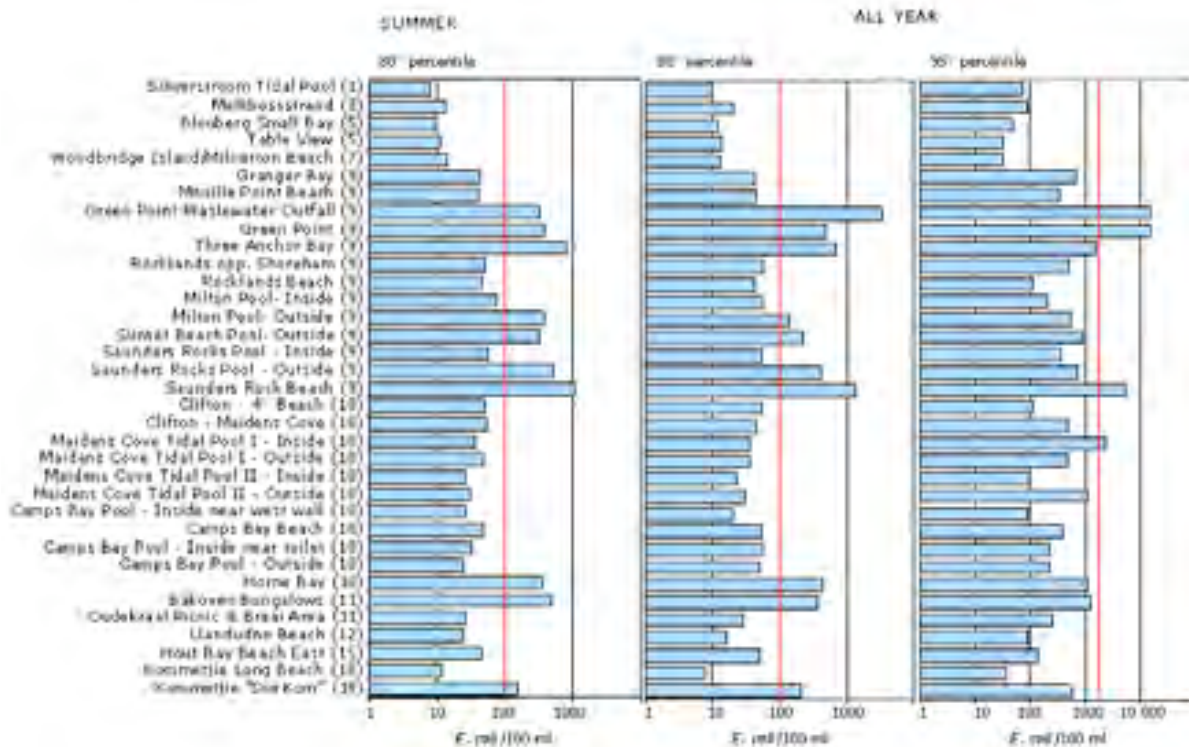
71% of bathing areas on the Atlantic coast were compliant with the 80th percentile guidelines for coastal water quality, both for summer and all year-round monitoring. 89% of sample points were compliant with 95th percentile guidelines.

70% of the bathing areas that did not comply with the 80th percentile guidelines and 75% of bathing areas that did not comply with the 95th percentile guideline, occurred in coastal zone management unit 9, between Granger Bay and Saunders Rocks. This is a highly populated and developed area and is covered mostly by hard surfaces, which result in high levels of storm water run-off. As this run-off picks up many pollutants, it is likely a large contributor to poor water quality in the area. Further, ageing City sewerage infrastructure may allow sewage to leak into the stormwater system, further contributing to poor water quality.

In year-round monitoring, for both 80th and 95th percentile levels, the Green Point waste water outfall has the highest water quality exceedances. Studies of the outfall have shown, however, that this effect is very localised due to powerful currents and swells in the area that dissipate the treated waste water very quickly. This is therefore unlikely to contribute to the poor water quality in the whole of unit 9.

It is important to note that the majority of the sample points which exceeded the water quality guidelines are not areas of high recreational use. Overall, water quality on the Atlantic coast falls within acceptable limits. Except for localised exceedances, the public health risk is low.

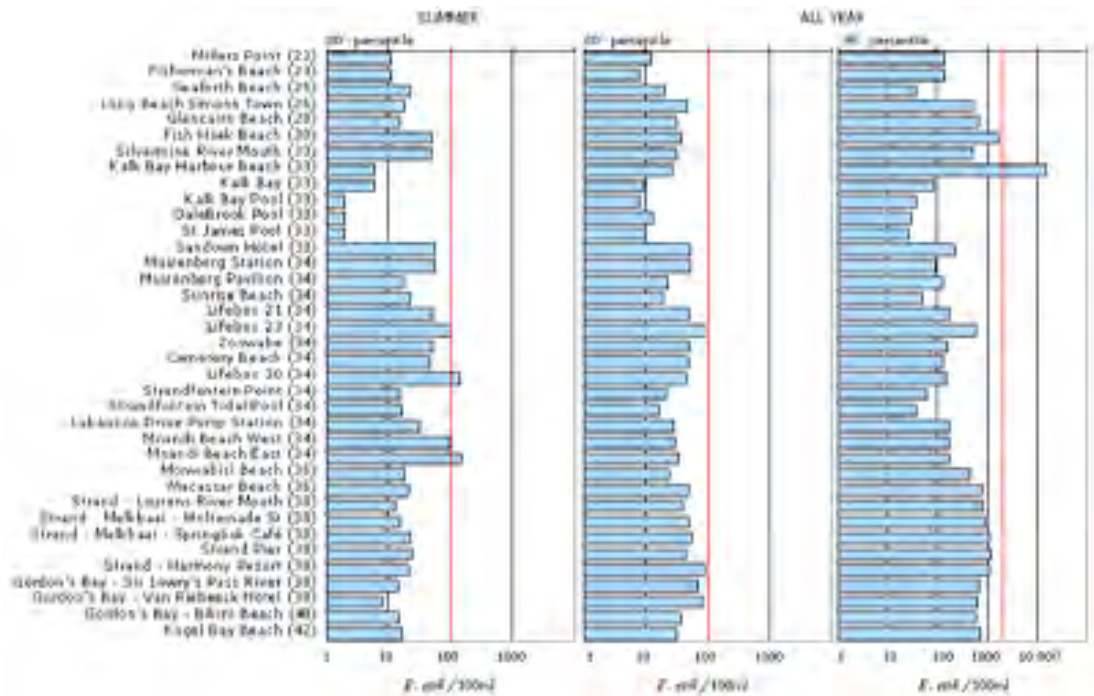
### WATER QUALITY FOR BATHING AREAS ON THE ATLANTIC COAST



**False Bay**

For the 2005/6 year-round monitoring period, bathing areas along the False Bay coast all fell within the 80th percentile guideline limits. However, for the summer monitoring period 5% of these bathing areas (all in unit 34) did not meet the recommended water quality guideline limits. Kalk Bay Harbour beach was the only bathing area to exceed the 95th percentile guideline.

**WATER QUALITY FOR BATHING AREAS ON THE FALSE BAY COAST**



Although water quality along the False Bay coast is generally better than that along the Atlantic coast, it is important to note that the few sites that did exceed the guidelines are high recreational use areas, especially during peak seasons. Poor water quality in these areas is therefore a public health risk and needs to be addressed.

**Trends**

For an indicator such as water quality it is important to study both short-term and long-term trends. Water quality across the coast has improved since the previous assessment. In the 2004/5 assessment, 24% of sample points exceeded 80th percentile guidelines and 16% exceeded 95th percentile guidelines, whilst in 2005/6, 16% of sample points exceeded the 80th percentile guidelines and 7% exceeded 95th percentile guidelines. However, long-term trends suggest that whilst there may be an increase or decrease in water quality from year to year, in general water quality across the coast has not improved, nor declined significantly. Of interest are the long-term trends for localised areas which exhibit poor water quality results.

The Atlantic coast exhibits a gradual decline in water quality over the last 12 years, most markedly in the 95th percentile compliance, for which the average drops 10%. Coastal unit 9 in particular, repeatedly exhibits poor water quality, as does the Bakoven Bungalows sample point in coastal unit 11.

The False Bay coast, on the other hand, exhibits a slight improvement in water quality over the last 12 years; this is most obviously seen for the 80th percentile compliance over the summer period. However, Fish Hoek Beach, Mnandi Beach and the sample point at Lifebox 30 in unit 34, repeatedly exhibit unacceptable coastal water quality



Water quality at the Dalebrook tidal pool is excellent.

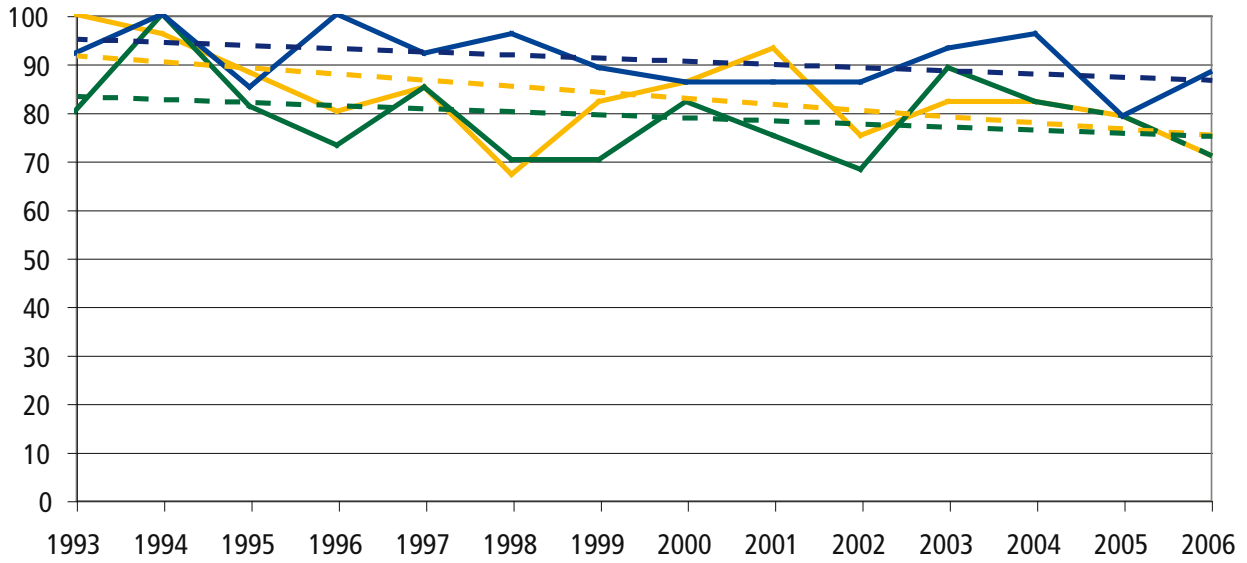


Saunders Rock suffers from poor water quality.



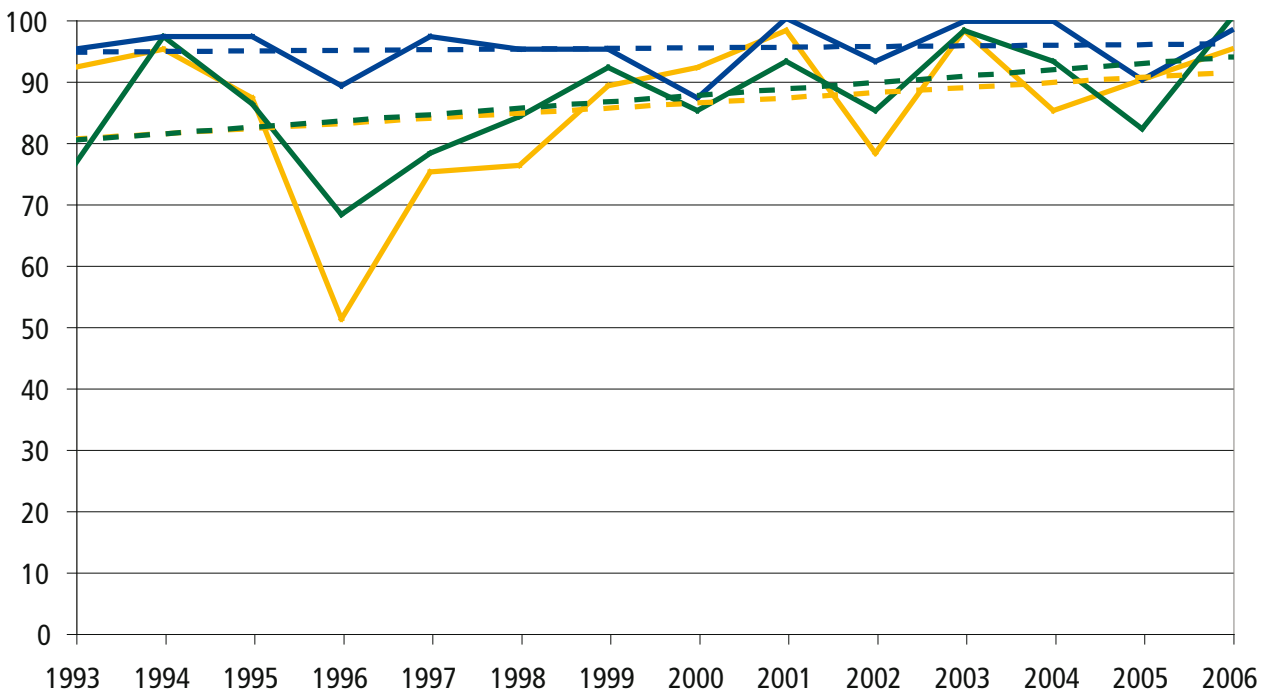
Vagrants inhabit the rocks at Saunders Rock and may contribute to the poor water quality, but are probably not the root cause as Unit 9 suffers from poor water quality in general.

ATLANTIC COAST: gradual decline in water quality over the last 12 years



— 80th percentile - summer      — 80th percentile - all year      — 95th percentile - all year  
- - - Linear (80th percentile - summer)      - - - Linear (80th percentile - all year)      - - - Linear (95th percentile - all year)

FALSE BAY COAST: gradual improvement in water quality over the last 12 years



— 80th percentile (summer)      — 80th percentile (all year)      — 95th percentile (all year)  
- - - Linear (80th percentile (summer))      - - - Linear (80th percentile (all year))      - - - Linear (95th percentile (all year))



## COASTAL DUNE MANAGEMENT

Inappropriate urban development has caused significant negative impacts to the coastal dune systems along Cape Town's coastline. While appropriate development has the potential to increase the utility value of a coastal area and make it more attractive to all users, inappropriate development has the potential to negatively impact and damage coastal ecosystems and the important functions they perform.

Sand dunes are important coastal defences that protect coastal areas from storm damage and erosion. Coastal dunes are also home to a number of sensitive indigenous plant and animal species including the vulnerable Sand Plain Fynbos, which is home to 84 Red Data species.

Development which disrupts the correct functioning of coastal dune systems inevitably has a negative impact on the coastline. Some of the common problems are:

- Loss of unique and rare coastal habitats and species, including Red Data species.
- Increased coastal erosion, which threatens property and reduces recreational potential of a beach.
- An increase in wind-blown sand and associated sand management problems.
- Uncontrolled and unauthorised access, allows the formation of unnecessary pathways which result in loss of vegetation and erosion.
- Lack of maintenance of existing boardwalks and access control fences, resulting in open access to the sensitive dune environment.

Dune systems were rated qualitatively and categorised in to one of four categories according to the level of disturbance and degradation they experience. The causes of these disturbances were then identified.

Qualitative dune degradation categories:

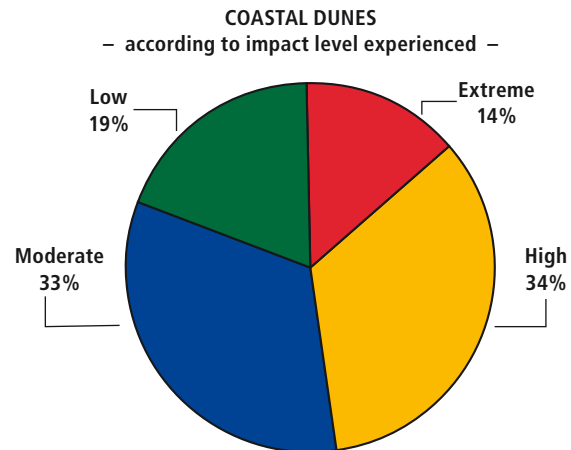
**Low:** Dunes systems are well vegetated with indigenous vegetation and the ecosystem is functioning relatively normally. Some low-level impacts may be occurring.

**Moderate:** Dune systems can still function to a certain degree and are experiencing moderate impacts, which could include a moderate degree of any of the following – loss of indigenous vegetation, growth of alien invasive vegetation, erosion, litter and wind-blown sand problems.

**High:** Dune systems are degraded to the point where they cannot function properly and suffer to a greater degree from habitat loss, species loss, erosion, litter and wind blown sand problems.

**Extreme:** Dune systems are degraded beyond proper recovery and experiencing a high degree of those impacts mentioned above.

The following graph shows the percentage of units experiencing different impact levels. There are 21 units along the coast that include coastal dune systems. The majority of dune systems along the Cape Town coast are suffering negative impacts to varying degrees. Almost half the dune systems are under serious threat and have been classified in the extreme and high impact categories.



The following areas are experiencing relatively low impacts and are functioning fairly well:

- **Silwerstroom Strand (Unit 1)**
- **Duynfontein (Unit 3)**
- **Blaauwberg Conservation Area (Unit 5)**
- **Sunset Beach, Milnerton (Unit 7)**
- **Sandy Bay (Unit 12)**
- **Blue Waters (Unit 34)**



**Sand bag type gabions are used to stabilise dunes at Clovelly. Wind-blown sand is a problem here as it affects the nearby railway.**

### Trends

In general, few improvements to coastal dune systems have been made since the inception of the State of the Coast Report in 2003/4. Dune management is an ongoing problem for the City of Cape Town as inappropriate coastal development during the last century has destabilised, isolated and cut-off some dune systems to the extent where they cannot be rehabilitated nor function as natural dune systems. In some cases, dune fields have completely disappeared. In these cases all that can be done is to implement sand management measures in order to control the problem of wind-blown sand.

Dune management plans are currently being implemented in unit 7 (Milnerton), unit 15 (Hout Bay), unit 30 (Fish Hoek) and unit 36 (Monwabisi). These units are all listed as areas requiring urgent management interventions. The City acknowledges that dune management in Milnerton has been a failure due to ongoing coastal erosion, a natural process exacerbated by human actions. The natural system of Table Bay has been highly impacted through a range of human activities including the harbour expansion, development preventing natural wind blown sand, impacts on the Diep River mouth and development taking place directly on the foredunes. The equilibrium of the entire system has been altered and erosion and accretion will take place until such time that a new equilibrium is established.



From top to bottom: Pathways criss-cross the dunes at Blaauwberg beach, despite fencing to prevent access and a signs asking beach users to keep off the dunes. Excess pathways lead to vegetation loss and erosion. The rehabilitated dune system at the Blaauwberg Conservation Area; fences and formalised paths are used to control access to the dunes system at Silwerstroom Strand.



From top to bottom: Hay bales have been unsuccessful in dune stabilisation at Glencairn, and are aesthetically unpleasing; many people sit in the dunes at Strand as access is not controlled – this results in erosion and vegetation loss; a highly degraded dune system at Blue Waters has an illegal road running through it; alien invasive vegetation is a problem at the Macassar Dunes; sand management and clean-up is a necessity at Hout Bay.

## Recommendations

Dune and sand management is, and always will be, a critical coastal management issue for the City of Cape Town, due to the heavily disturbed nature of many dune systems along this coastline. Ongoing dune and sand management is required for those areas identified as having dune systems with high or extreme levels of disturbance. It is recommended that dune management plans be implemented as soon as possible in the other 8 units with high impact levels, especially in unit 28 (Glencairn), where impact levels and need for urgent intervention are classified as extreme.

Areas that were rated as having moderate or low levels of disturbance require ongoing monitoring by the City of Cape Town in order to ensure that further negative changes do not take place. 19 beaches were identified as requiring immediate and urgent intervention in order to rehabilitate and stabilise the coastal dune system. Details of these beaches can be found in the full State of the Coast Report for 2005/6.

## ACCESS POINTS AND BOARDWALKS

Access points and boardwalks are key points of entry and regulate the way that beach users access the coastline. Uncontrolled and informal access points are a primary contributing factor to coastal dune erosion and disturbance of sensitive coastal ecosystems.

Well maintained and formalised access points and boardwalks provide beach users with a pleasant and user-friendly experience and promote a positive perception of a coastline that is well managed. Formal access points are also good locations for the placement of informative and regulatory signage, ensuring that coastal users are well-informed.

Access points and boardwalks for each area were rated with a score of 1 to 5 depending on their condition and the level of service provided. A score of 3 or above was considered acceptable.

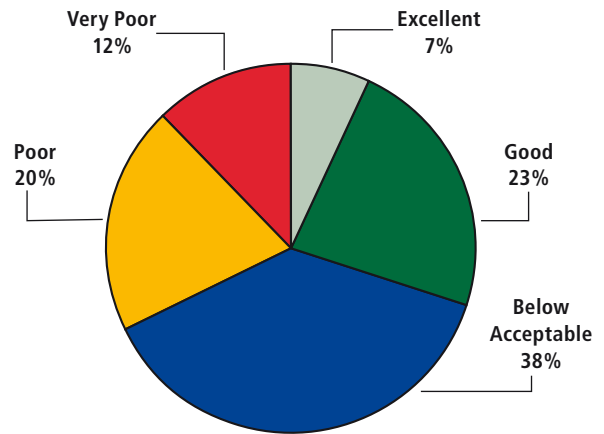
- 5: Excellent condition**
- 4: Good condition**
- 3: Acceptable condition, improvement possible**
- 2: Poor condition, much room for improvement**
- 1: Very poor, condition or no formal access points – urgent improvement is required!**

81 access points and boardwalk areas were identified across the coast. The following graph shows that 68% of these were in acceptable condition. 7% were in excellent condition.

Boardwalks and access points in the following areas were in excellent condition and as serve as an example for the City:

- **Clifton 4th Beach (Unit 10)**
- **Miller’s Point Caravan Park (Unit 23)**
- **Fish Hoek (Unit 30)**
- **St James (Unit 33)**
- **Mnandi Beach (Unit 34)**
- **Bikini Beach (Unit 40)**

**ACCESS POINTS AND BOARDWALKS**  
- according to condition and service provided -

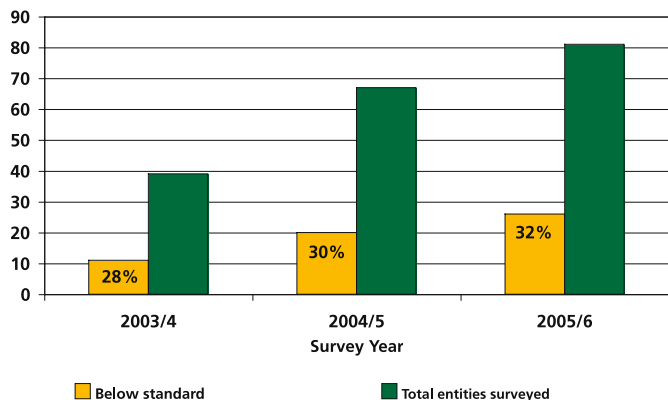


Access points in excellent condition from left to right: Fish Hoek Beach disabled access; Jager’s Walk (Fish Hoek) and Bikini beach disabled access.

### Trends

The following graph shows that there has been no significant change in the condition of access points and boardwalks since the inception of the State of the Coast report 3 years ago. A 4% increase in the number of access points and boardwalks rated as below standard is shown. Overall it would appear that few resources are being channelled to the upgrade and maintenance of existing boardwalks and access points, and no new boardwalks or access points have been created.

**ACCESS AND BOARDWALKS**  
- trends from 2003 - 2006 -





Boardwalks inundated with sand – Sunrise Beach (left) and Strand (right).



Rigid boardwalk in good physical condition, but covered with sand at Blaauwberg.



Boardwalk with broken fences at Fish Hoek. These boardwalks are chained and can be lifted as sand height increases, unlike the adjacent Blaauwberg boardwalk which is constructed like a bridge.



Broken boardwalk inundated by sand at Dolphin Beach.

## Recommendations

Whilst the majority of boardwalks and access points along the coastline are in acceptable condition, all boardwalks and access points require regular maintenance to ensure they provide easy and controlled access to the coast and to deal with the build up of wind-blown sand. Upgrading of access points and boardwalks should take place as part of an integrated dune management plan for the Cape Town coastline. Coastal dune management and the provision of acceptable access points and boardwalks are two coastal issues which cannot be separated from each other and must be dealt with holistically.

Boardwalks and access points in the following units are in unacceptable condition and require significant upgrading in order to provide an acceptable level of service:

- Unit 3: Melkbos Main Beach
- Unit 9: Granger Bay
- Unit 11: Bakoven
- Unit 12: Sandy Bay
- Unit 15: Hout Bay
- Unit 18: Wireless Rd, Kommetjie
- Unit 19: Soetwater
- Unit 23: Frank's Bay and Froggy Pond
- Unit 25: Long Beach Simon's Town
- Unit 27: Mackerel Beach and Shelly Point
- Unit 34: Zonwabe, Cemetery Beach, Strandfontein West, Blue Waters, Mnandi Braai Area
- Unit 36: Macassar
- Unit 38: Strand Jetty
- Unit 43: Klippies Bay and Sparks Bay

## STAKEHOLDER PARTICIPATION

Active formal stakeholder participation has been recognised both nationally and internationally as a key aspect of coastal management. Community members have a vital role to play in coastal management by providing extra capacity, local knowledge, and particular dedication to local issues and problems. Stakeholder groups provide both a forum for consultation and communication, as well as means of facilitating community 'buy-in' and ensuring dual responsibility for the management of an area.

There are unfortunately a limited number of active coastal stakeholder participation forums in Cape Town. These are listed below:

- **Friends of the BCA: Blaauwberg Conservation Area/ BCA (unit 4)**
- **Friends of Rietvlei: Rietvlei Nature Reserve (unit 6)**
- **Muizenberg Beach Action Group: Muizenberg Beach (unit 34)**

As such, active stakeholder participation in coastal management and governance only occurs in 11% of coastal zone management units.

### Trends

There has been no improvement with regard to the creation of new stakeholder forums.

### Recommendations

There is very little active stakeholder participation in Cape Town with regards to coastal management issues. In order to encourage increased stakeholder participation the following recommendations should be noted:

- The beach manager for each coastal area must initiate and convene a quarterly forum with representatives from the associated community and user groups.
- The successful functioning of these forums must be reported on by the beach managers concerned.



Both Rietvlei (above) and the Blaauwberg Conservation Area (below) have active Friends groups.



Muizenberg

## OPERATIONAL COASTAL MANAGEMENT PLANS

Coastal Management Plans facilitate co-ordinated and sustainable management of the coastal zone. Coastal Management Plans allow various officials across line functions in the City of Cape Town that contribute to coastal management to have access to a co-ordinated approach, detailing areas that require special attention and management. The following are coastal management plans currently implemented by the City of Cape Town in certain areas:

- **Cleansing Coastal Management Plan: entire coastline**
- **Blue Flag 2005/2006: Clifton 4th Beach, Mnandi Beach, Bikini Beach**
- **Sustainable Coastal Management Plans: CZM Units 3, 10, and 34**
- **Dune management, access control and coastal rehabilitation plan: Soetwater Resort Area (Unit 19)**
- **Dune rehabilitation and management plan: Strand (Unit 38)**
- **BCA Management Plan: Blaauwberg Conservation Area (Unit 4).**



Above: City of Cape Town cleansing staff cleaning the Sea Point coastline.

### Trends

There has not been much improvement in this regard since the previous assessment. Muizenberg, Strandfontein and Camps Bay beaches are no longer under Pilot Blue Flag management plans, as their Pilot Blue Flag status has fallen away.

Draft sustainable management plans have been drawn up for a number of other units; however, implementation of these was put on hold in 2005 as these plans require the allocation of responsibility to individuals for implementation. Due to a moratorium on the placement of staff in the City, allocation of staff to such placements has not yet been possible. Implementation will only be possible once the City's realignment and staff placement processes have been completed.

### Recommendations

- **The draft Sustainable Coastal Management Plans must be implemented as soon as possible following completion of the placement process within the City.**
- **The City of Cape Town must continue to develop and implement Sustainable Coastal Management Plans for the rest of the coastline.**
- **These coastal management plans must be audited and reviewed on a regular basis.**

## CONCLUSIONS

Since the State of the Coast Assessment carried out by the City of Cape Town in 2004/5, there has been some improvement as well as some deterioration in the different aspects of coastal management, as is shown by the table summary table below.

### AT A GLANCE: TRENDS SINCE 2004/5

FACILITIES	↓	COASTAL DUNES	-
ABLUTIONS	↓	ACCESS POINTS & BOARDWALKS	↓
SIGNAGE	↑	STAKEHOLDER PARTICIPATION	-
SLIPWAYS	-	OPERATIONAL MANAGEMENT PLANS	-
WATER QUALITY	↑		

If negative trends are to be halted and reversed, it is necessary for the City of Cape Town to make a greater commitment to coastal management in terms of the provision of financial and human resources. Cape Town's coastline has much to offer in terms of recreational, ecological and aesthetic value, and therefore attracts local, national and international tourists. It is imperative that every effort be made to preserve the unique character and natural beauty of this coastline.

Some of the key issues that must be addressed as a priority include:

- The continued preparation and implementation of Sustainable Coastal Management Plans
- Coastal dune management and rehabilitation

- Upgrading of signage to conform to a single standard should be ongoing
- Renovation and upgrade of those coastal resort facilities, parking areas and ablution facilities that received a score below the minimum acceptable score
- Ongoing monitoring of water quality and investigation into the causes of poor water quality in Unit 9 and Unit 34
- Conservation of natural coastal ecosystems
- Ensuring that all City of Cape Town slipways meet permit requirements
- Increased public and stakeholder consultation and involvement.

The City of Cape Town is committed to ongoing improvement in its management of the coastal zone; the same set of ratings and assessments will take place again in October 2007 and will be compared with results from the previous three assessments.

However, it is imperative that individuals and communities play their part in management of the coastal zone, and recognise the responsibilities that accompany the use of coastal resources. Individuals and communities must abide by the relevant legislation and treat all coastal facilities with care and respect. The long-term future of this unique and beautiful environment can only be ensured by ongoing co-operation between government agencies, the private sector, educational institutions, NGOs and CBOs, and members of the public.

The full technical State of the Coast Report is available from the City of Cape Town's Environmental Resource Management Department.







Cape Town's natural environment is known for its beauty and biodiversity, providing essential resources and offering natural assests on which much of our economy depends.



Our rich history of people and their culture, religious, political and economic practices has given us a particular and precious heritage in Cape Town.



Cape Town has an impressive and constantly evolving urban environment. We need to create a more equitable and harmonious living environment.



CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

THIS CITY WORKS FOR YOU



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