

DATE:

REPORT TO: URBAN MOBILITY PORTFOLIO COMMITTEE

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**1. ITEM NUMBER UM 11/10/24**

**2. SUBJECT**

**PROGRESS ON THE CITY'S ORIO PROJECT**

**VORDERINGSVERSLAG OOR DIE STAD SE ORIO-PROJEK**

**INGXELO EMALUNGA NEPROWUJEKTHI YESIXEKO EYIORIO**

**LSU P3425**

**3. DELEGATED AUTHORITY**

In terms of delegation

This report is FOR NOTING BY

- Committee name** : Urban Mobility Portfolio Committee
- The Executive Mayor together with the Mayoral Committee (MAYCO)
- Council

**4. DISCUSSION**

This report provides an update on the City's ORIO Project. The previous ORIO update report was submitted to the Urban Mobility Portfolio Committee in April 2024, Report UM 14/04/24.

From an ORIO Project perspective, the co-funding of the Khayelitsha section of the IRT Phase 2A elements (construction of trunk and direct routes, bus stops/stations and the Spine Road Bus Depot) is essentially an administrative function with the actual management and implementation thereof dealt with separately. This is not covered in this report which focusses on the ORIO Grant funding and work at the PTIs and PTI-precincts.

**4.1 ORIO Grant Funding**

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The relationship with the ORIO co-funder (Dutch Government), managed and represented by their Invest International organisation, remains good. To date all necessary Statements of No Objection (SONOs), which give approval for various stages to proceed, have been received. Grant funding is disbursed as progress is made on individual projects and so far co-funding has been received against the Spine Road Depot construction works and the Professional Service Provider for the PTI-related professional services.

## **4.2 Soft Services**

The ORIO Project is a multi-functional project spanning across different directorates, and covering both social cohesion requirements (soft services) within the three selected PTI-precincts over time, and PTI technical and infrastructure improvements (built-environment).

The integration between directorates is managed through an ORIO Working Group with the assistance of the PTI-Precinct Management Unit (PPMU). It is expected that through the Working Group, various additional projects will be identified, supported and funded by other directorates, to enhance the impact on and in these precincts.

As previously reported, the provision of soft services which includes the informal trading in and around the taxi ranks, is lagging the PTI built environment services which are focussed on the upgrading of the taxi ranks and other transport-related infrastructure. To ensure that the PTIs' detail design and construction proceed, it has been decided to phase the work with as first phase the PTI taxi ranks and second phase the perimeter areas around the taxi ranks which consist predominantly of informal trading.

Good progress has been made with the urban design of the perimeter areas and its careful integration with the first phase/taxi rank designs. The implementation of the second phase perimeter work is however dependent on additional funding which will need to be resolved.

Attention is being given to a broad view of urban management in the bigger precincts surrounding the PTIs. This broader view recognises that the full potential of higher order urban nodes such as public transport interchanges can only be realised if the entire range of activities impacting on people using those interchanges and passing through the adjacent precincts are optimised. Of particular importance is to create a safe, clean and well maintained environment, pleasant for people to move through and businesses to prosper.

The process was started with site inspections of the affected precincts, attended by the relevant line departments and local councillors, to identify and physically see the problems experienced in the precincts. This was followed with meetings with line departments to further engage them around problems experienced and possible solutions. Engagement with Central Improvement District (CID) managers and research was undertaken to obtain best practice. The plan is to now approach the senior management of the different City directorates, to present the findings and agree on how to address jointly the problems in a sustainable way.

## **4.3 Built Environment Services (First Phase)**

### **4.3.1 Nyanga PTI:**



Staff Implications  Yes  No

Risk Implications  Yes The risks for approving and/or not approving the recommendations are listed below:

No Report is for decision and has no risk implications.

No Report is for noting only and has no risk implications.

POPIA Compliance  Yes It is confirmed that this report and the content of the annexures have been checked and considered for POPIA compliance.

## 5. RECOMMENDATIONS

It is recommended that the Portfolio Committee note the progress report on the ORIO Project.

### AANBEVELING

Daar word aanbeveel dat die portefeuljekomitee van die vorderingsverslag oor die ORIO-projek kennis neem.

### IZINDULULO

Kundululwe ukuba iKomiti yeMicimbi yeSebe mayiqwasele ingxelo emalunga neprowujekthi eyiORIO.

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### ANNEXURES

None.

### FOR FURTHER DETAILS CONTACT

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DIRECTORATE	Transport Infrastructure Implementation	FILE REF NO	

## Approval Form

Supported for inclusion on the agenda



### PROGRESS ON THE CITY#S ORIO PROJECT

**Report Reference:** 526680  
**Meeting:** Section 79 Portfolio Committee - Urban Mobility  
**Meeting Date:** 03.10.2024  
**Meeting Venue:** Meeting Room 2 6th Floor Podium  
  
**Contact Person:** Marius Wust  
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Item	Section	Approver	Approval	Approved Date	Approver Comments
01	Author	Marius Wust	Approved	19.09.2024 11:22:50	
02	Director/Directorate Support Manager/Chief	Marius Wust	Approved	19.09.2024 11:24:11	
03	Executive Director	Dalene Jacoba Campbell	Approved with Comments	19.09.2024 18:15:46	Approved by Act. ED: Urban Mobility, Harold Peters for Submissio
04	Legal Compliance	Jason Sam Liebenberg	Approved with Comments	20.09.2024 09:39:21	For information.

**ECS Officer:**