



PRASA Central Line Relocation Programme

Proposed Section 68 of the City of Cape Town Municipal By-Laws
for the Declaration of
Remainder of Farm 786 – Cape RD and
Remainder of Farm 790 – Cape RD
As Emergency Relocation Sites

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TABLE OF CONTENT

1. PURPOSE	3
2. BACKGROUND	3
3. EVICTION ORDER	5
4. LAND PARCERLS RECOMMENDED FOR RELOCATION PURPOSES	6
4.1. Property Profile and Status of Land Acquisition	6
4.2. Location	6
4.3. Zoning	8
4.4. Land Uses	8
4.5. Infrastructure	9
5. PROPOSED DECLARATION OF THE SUBJECT PROPERTIES	10
5.1. Section 68 of Municipal Planning Bylaws, 2015	10
6. MOTIVATION FOR EMERGENCY	11
6.1. Unpacking the Section 68 of the Bylaws	12
6.2. Background to Area Central	13
6.3. Imminent threat to human life	14
6.4. Economic impact to the WC province	14
6.5. Impact to transport (Increased traffic congestion levels)	15
6.6. Conclusion to Motivation	16
7. OTHER STATUTORY REQUIREMENTS	16
7.1. Environmental Authorisation	16
8. PROPOSED RELOCATION	17
8.1. Proposed Relocation Layout	17
8.2. Proposed Relocation Area: Provision of Basic Services	19
9. COMMUNITY ENGAGEMENT	20
10. LONG-TERM / PERMANENT SOLUTION	21
11. CONCLUSION AND RECOMMENDATION	21
11.1. Conclusion	21
11.2. Recommendations	22

List of Annexures

- Annexure 1 : Application Form
- Annexure 2 : Eviction Order
- Annexure 3 : Power of Attorney for Rem 786 and 790 – Cape RD
- Annexure 4 : Proposed Layout for TRA
- Annexure 5 : Confirmation of Services
- Annexure 6 : Title Deeds

List of Tables

- Table 1 : Extent of Invasion
- Table 2 : Property Profile

List of Figures

- Figure 1 : Problem Statement – Invaded PRASA Stations
- Figure 2 : Regional Locality – Rem 786 and Rem 790
- Figure 3 : Local Context – Rem 786 and Rem 790
- Figure 4 : Site Photos
- Figure 5 : Proposed Layout for TRA

1. PURPOSE

A request is made to the City of Cape Town to consider the declaration of the subject land parcels, **Remainder of Farm 786 and Remainder of Farm 790 – Cape RD**, as Emergency Housing Sites and suspend the zoning applicable to the land parcels for a period of up to 90 days to allow the land to be used for emergency housing as per the provisions of Section 68 of the Municipal Planning By-Laws, 2015.

2. BACKGROUND

Access to an effective transport system is regarded as one of the critical indicators used to assess general improvements in the quality of life. To respond to basic passenger mobility requirements, PRASA intends to provide the SA public with access to safe, reliable, and affordable rail commuter or long-distance bus services.

An effective response to basic passenger mobility is regarded as essential to the economy of the country as it facilitates Basic Access also defined as people's ability to access goods and activities society considers essential or lifeline. In this regard PRASA operates several commuter railways in the Western Cape to Service the public

PRASA has however not been able to operate one of its strategic railway lines in the Western Cape, the Central Line due to illegal Human Settlement which is on the railway and its reserves. This had a detrimental socio-economic impact for the region and the affect communities as the passenger's basic mobility requirements remain un-serviced. Communities had limited access to economic opportunities or the wider market base and this contributes to the rise in unemployment, low output and income levels. Transportation affordability decreased, thus increasing the financial burden households bare in purchasing transportation services, particularly those required to access basic goods and activities.

Accordingly, PRASA seeks to reinstate the Central Railway Line as to improve the socio-economic status of the affected communities. In this regard, Passenger Rail Agency of South Africa (PRASA) requested the City of Cape Town and Western Cape Department of Human Settlements to assist with the relocation of illegal structures that have illegally occupied sections of the Central Line and servitude between Langa, Philippi and Khayelitsha Stations.

The City of Cape Town, the Western Cape Department of Human Settlements, Department of Transport, Department of Public Works and Infrastructure, PRASA, the National Department of Human Settlements and the Housing Development Agency (HDA) resolved that state-owned vacant land located within a 5km and 15km radius from the affected areas should be identified for the relocation of informal settlements in the rail reserve in Langa, Philippi and Khayelitsha.

This will ensure that central line becomes operational and functional. The damaged rail infrastructure in the central line would be repaired, and a perimeter wall erected, to make provision for a 10m clearance from centre of railway line. This wall will safeguard and protect the infrastructure and ensure safe operation of commuter rail services in the line.

To create adequate space for the rail infrastructure in the central line, the informal areas namely, Langa (1254), Philippi (1904) and Khayelitsha (260) are proposed to be relocated to the acquired land parcels, Remainder of Farm 786 and Remainder of Farm 790 – Cape RD,

Langa Station		
Street Address	12 Brinton St, Langa, Cape Town, 7506	
Number of Occupants	Projected	Enumerated (Actual)
	650	1254
Relocation Phase	Phase 1	
Relocation Site	Rem of Cape Farm 786 and 790	

Table 1a: Extent of Invasion – Langa Station

Philippi Station		
Street Address	Browns Farms, Cape Town, 7750	
Number of Occupants	Projected	Desktop Enumeration
	1100	1904
Relocation Phase	Phase 2A	
Relocation Site	Private Land – To be finalised	

Table 1b: Extent of Invasion – Philippi Station

Khayelitsha Station		
Street Address	25 Sulani Dr, Village 3 North, Cape Town, 7784	
Number of Occupants	Projected	Desktop Enumeration
	700	260
Relocation Phase	Phase 2B	
Relocation Site	Private Land – To be finalised	

Table 1c: Extent of Invasion – Khayelitsha Station

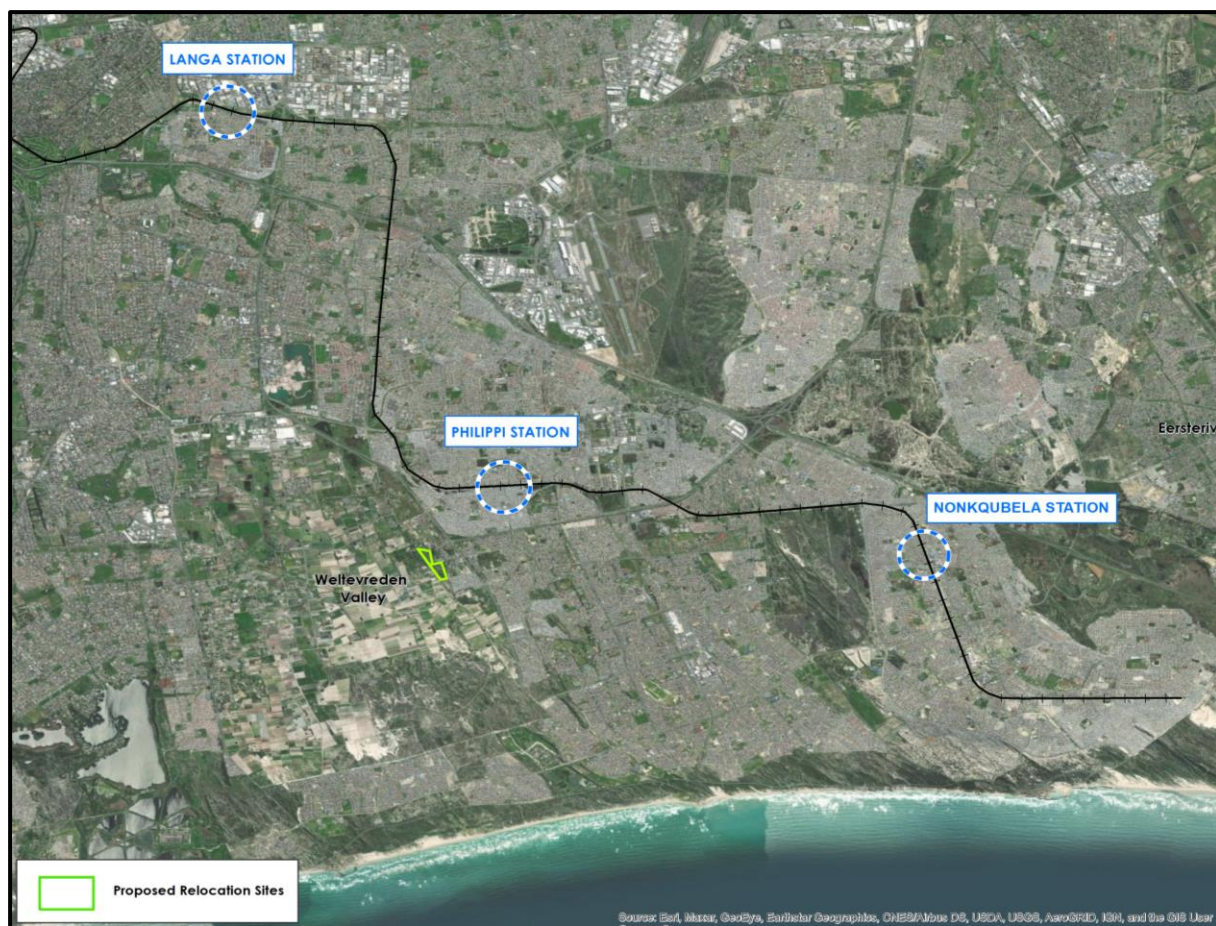


Figure 1: Problem Statement – Invaded PRASA Stations

3. EVICTION ORDER

On the 27th of July 2021, the High Court of South Africa (WC Division) granted an eviction order in favour of the Applicant (PRASA) for the relocation of occupants of the Langa Station to the identified state land parcels, Portion 1 and Remainder of Farm E.R.S.F. No. 644.

Due to the challenges related to land acquisition, IP and SLA not being signed and the lack of funding; the programme for the relocation of occupants of the central line was not implemented successfully. This meant that the court order date of 26 July 2021 was not complied with.

On the 25th of November 2021, PRASA approached the High Court request for a variation on the date of the implementation of the order. The High Court granted the variation, with a new eviction date of 31 July 2022 for the Phase 1: Langa Relocations.

It should be noted that the High Court would have to be approached once more prior to the relocation of the occupants of Langa due to the fact that the current

Court Order makes reference to state land parcels, Portion 1 and Remainder of Farm E.R.S.F. No. 644 as the relocation sites.

The full Eviction Order is attached for ease of reference **(See Attached Annexure 2: Eviction Order)**

4. LAND PARCELS RECOMMENDED FOR RELOCATION PURPOSES

4.1. Property Profile and Status of Land Acquisition

Property Description	Owner	Title Deed No.	Extent (ha)
Remainder of Farm 786	Business Zone 649 CC	T48068/2018	3.95Ha (2,88Ha available)
Remainder of Farm 790	B.A Hugo	T12833/2011	5.8395Ha
TOTAL			9,7895 ha (8,7195 Ha Available)

Table 2: Land Profile

The HDA is in the process of acquiring the subject properties and has signed a Deed of Sale with the various landowners. The landowners have also granted Power of Attorney to the HDA and/or any of its nominees to submit any statutory applications, including the proposed Section 68 request. **(See Attached Annexure 3: Power of Attorneys)**

4.2. Location

4.2.1. Regional Context

The subject properties are located in the Cape Flats District in Cape Town, Philippi. "The Cape Flats District is located in the southern part of the City of Cape Town metropolitan area and covers approximately 13 200 ha (132 km²). It located in a significant part of the Cape Flats, and is bounded by the M5 in the west, N2 freeway to the north, Lansdowne Road and Weltevreden Road in the east and the False Bay coastline to the south". (Cape Flats District Plan technical report)



Figure 2: Regional Locality – Rem 786 and Rem 790

The subject properties are located on a radius of approximately 9km from the Langa Station

4.2.2. Local Context

The subject properties are located within the 'wedged' in between the Jakes Gerwel Drive/M7 (previously known as Vanguard Drive) to the east and Weltevreden Road to the west in Philippi, Cape Town. To the west of the site, across the Weltevreden Road, is the Philippi Horticulture Area (PHA), a protected horticultural and environmentally sensitive area responsible for food security in Cape Town. To the east of the sites is Vanguard Drive (Jakes Gerwel Drive), and Mitchell's Plain Township, Weltevreden Valley and Brown Farm to the north. The study area falls within an area determined as the Weltevreden Road Wedge Area (WRWA).



Figure 3: Local Context – Rem 786 and Rem 790

4.3. Zoning

The subject properties are currently zoned Agricultural.

4.4. Land Uses

Remainder of Farm 786

The property is predominantly vacant and consists of two informal structures of which one is temporarily used for residential purposes.



Figure 4a: Site Photos – Farm 786

Remainder of Farm 790

The subject property is currently used for various activities of which include residential, pottery production, poultry (chicken) production and sale as well as for religious and telecommunication purposes. The property is predominantly vacant and covered with alien vegetation.



Figure 4b: Site Photos – Farm 790

4.5. Infrastructure

4.5.1. Bulk Services (Water, Sanitation and Electricity)

There is bulk water in close proximity to the subject property.

There is bulk electricity infrastructure in close proximity to the site

There is lack of bulk sewer infrastructure immediate to the site.

4.5.2. Transport

The subject properties are located between the Jakes Gerwel Drive/M7 (previously known as Vanguard Drive) to the east and Weltevreden Road to the west in Philippi, Cape Town. Jakes Gerwel Drive is the main public transport route for both bus and minibus taxis.

4.5.3. Social infrastructure

The subject properties are located in close proximity to established communities and settlements such as Mitchells Plain, which are full serviced in terms of social facilities and amenities.

5. PROPOSED DECLARATION OF THE SUBJECT PROPERTIES

5.1. Section 68 of Municipal Planning Bylaws, 2015

It is proposed that the City declare the subject land parcels, Remainder of Farm 786 and Remainder of Farm 790 – Cape RD, as Emergency Housing Sites and suspend the zoning applicable to the land parcels for the maximum permissible period of 90 days to allow the land to be used for emergency housing as per the provisions of Section 68 of the Municipal Planning By-Laws, 2015.

Section 68 of the City of Cape Town Municipal Planning By-Laws, 2015, states that;

“68 Emergency housing

(1) In this section, unless the context indicates otherwise, ‘emergency housing’ means temporary housing required for **households whose homes are uninhabitable** as a result of a disaster situation caused by rain, flood, wind, fire, earthquake, accident or **other circumstance sufficient in nature and scale to result in widespread homelessness and where the damage or threat to the homes cannot be rectified without temporary relocation and the households cannot be rehoused on site during the rectification.**

(2) If the City identifies a need for the establishment of emergency housing on land which is not zoned for the purpose, the City may approve the commencement of a process to declare the land to be an emergency housing site.

(3) The City may approve the commencement of a process to declare the land to be an emergency housing site only if it is satisfied that basic water and sanitation services can be provided to the site and with the consent of owner of the land if the City is not the owner of the land.

(4) The City must advertise its intention to establish an emergency housing site in accordance with the requirements of the Municipal Systems Act and any applicable City policy.

(5) The notice must contain at least the following information-

(a) a description of the land and the physical address of the land;

(b) the reason for declaring the land to be an emergency housing site;

(c) that the City intends to suspend the zoning applicable to the land for a period of 90 days to allow the land to be used for emergency housing which would otherwise be in contravention of the development management scheme;

- (d) details of where and when particulars of the matter are available for inspection;
- (e) an invitation to members of the public to lodge with the City written comment or objection with reasons;
- (f) details of the procedure for that person to submit written comment and the date by when it must be lodged (which may be no less than 10 days after the publication of the notice);
- (g) a statement that no late comment or objection will be considered; and
- (h) a statement that any person who cannot write may come during office hours to a stated place where an authorised official will assist that person by transcribing that person's comment or objection and reasons.
- (6) To the extent necessary, the City must request the Provincial Minister for authorisation in terms of section 60(2) of the Land Use Planning Act to deviate from the provisions of that Act.
- (7) After considering any timeous comments, the City may declare the land to be an emergency housing site and suspend the zoning applicable to the land for a period of up to 90 days to allow the land to be used for emergency housing.
- (8) A declaration contemplated in subsection (7) –
- (a) must be published by the City in the Provincial Gazette within 48 hours;
- (b) means that the use of the land for emergency housing will be regarded as consistent with this By-Law; and
- (c) does not exempt a person using land for emergency housing from their duty to comply with all other applicable law.
- (9) After following a process which complies with the provisions of this section, the City may extend the declaration contemplated in subsection (7) for a further period of up to 90 days."

6. MOTIVATION FOR EMERGENCY

PRASA safe rail operation in the Western Cape has been severely compromised as a result of illegal settlement in the rail reserve and staging yard. The shacks are erected inside the railway reserve and with some of them right on top of the railway tracks which poses a great danger to lives of the occupants. The rail reserve is not zoned for human settlement and there are no services infrastructure to support any settlement in this regard. As a consequence, these people are making illegal electricity connections which is unsafe and poses a risk to electrical fires.

The track environment and the area are heavily polluted by the dumping of domestic and waste human waste given that there are no ablution facilities or any infrastructure for sewerage and drainage system. There is a great exposure to unhygienic conditions and diseases due to disposal of faecal and other waste into the railway track. This poses health and safety hazard to the people occupying area and at negative

impact to the environmental. Here are also young children playing near unsafe illegal electrical connections at great risk of been electrocuted.



Figure 4a & 4b: Site Photos

The below points further outline other direct and indirect impacts and risks associated with the continued occupation of the Central Line by the unlawful occupiers.

6.1. Unpacking the Section 68 of the By-Laws

- (1) In this section, unless the context indicates otherwise, 'emergency housing' means temporary housing required for households whose homes are uninhabitable as a result of a disaster situation caused by rain, flood, wind, fire, earthquake, accident or other circumstance sufficient in nature and scale to result in widespread homelessness and where the damage or threat to the homes cannot be rectified without temporary relocation and the households cannot be rehoused on site during the rectification.

The general definition of "Uninhabitable refers to" (of a place) unsuitable for living in". The current location of the occupants in the central line meets the definition of "Unhabitable" due to their location on the railway line which is specifically reserved for rail services and not suitable for human settlement purposes. The location does not allow for basic services to be provided to the community and more importantly, presents major safety issues mainly because of the high voltage (33kV and 3kV DC) overhead cables on the railway line. There is a 3-meter clearance required from any high voltage overhead cables on the railway line and these illegal structures are within that clearance, posing the risk of electrification once those cables are electrified.

Many of these structures are also located right on-top of the railway tracks, which is supported by ballast stones. The railway tracks and ballast stones are at raised level in alignment with ground level and can cause serious injuries due to the height difference (pose immediate danger to children playing in the area).

(3) The City may approve the commencement of a process to declare the land to be an emergency housing site only if it is satisfied that basic water and sanitation services can be provided to the site and with the consent of owner of the land if the City is not the owner of the land.

The Republic of South Africa is a sovereign Democratic State founded on 3 values. The first Value refers to Human Dignity, The achievement of equality and the advancement of human rights.

In terms of Chapter 7 of the Constitution of the Republic of South Africa 1996, local government must ensure the provision of services to communities in a sustainable manner. The absence of basic services does compromise the basic rights of services and therefore it violates the provisions made by the constitution in terms of Human Dignity and Human Rights.

The current location of the settlement does not have the basic water and sanitation services and the conditions within the railway reserve, does not allow for provision of those basic services. The relocation of these communities would allow for the provision of those basic services.

The relocation of all the illegal informal structures to the subject area as identified and described above will also be in compliance, with the provisions of the constitution referring to Human Dignity and Human Rights by supplying the basic services to the community.

Widespread Homelessness (Referenced Section 68.1)

One of the objectives of this motivation is not to contribute to widespread homelessness. In addition to the latter mention the motivation refers to a subject area as described above for a Temporary Relocation Area (TRA), where all the affected occupants will be relocated to.

PRASA, we has approached the high court and we has obtained an eviction order however the Court Order, as per the PIE Act, does prescribe that an alternative relocation site should be identified which would be utilised for relocation of the occupants, hence this initiative to have all spheres of government to avoid homelessness and already identified a temporary relocation area.

6.2. Background to Area Central

Trains running on the Central lines service areas to the southeast of central Cape Town, at first running on one of two separate routes, briefly re-joining at Langa and then subsequently travelling on one of three lines going to either Kapteinsklop, Khayelitsha and to Bellville via Lavistown. In 2011, it was estimated that approximately 139,815 people utilise the Central Line to commute on a daily basis, as the population of Area

Central grew significantly over the past 10 years the Area Central service will serve significant more commuters.

A large group of people who reside in these areas are unemployed and utilise the trains as their main mode of transportation. Those who do have employment opportunities form part of the low to medium income groups and depend on public transport for their daily commute. The large number of people travelling from this area make rail transport their preferred mode of transportation as it is the most feasible and affordable. According to Wikipedia it is estimated that in 2020, a total of 2.4million people resides in Area Central.

6.3. Imminent threat to human life

The invasion of the central line resulted in an immediate threat to human life as the majority of the invasion occurred on the direct path of the train which posed obvious imminent risk of fatality of the invaders. As a short-term solution to mitigate the risk and imminent danger, PRASA took a decision to halt all train operations on the central line to save human lives. However, the solution can only be temporal due to the other devastating consequences the operational central line has on the city and its population, as outlined in points 6.3 – 6.6 below.

6.4. Economic impact to the WC province

Approximately 60 to 70% of the people that reside in Area Central cannot afford taxi fares and can thus not get to work and have been laid off. This contributes to the increase of unemployment which resulted in families being unable to provide for their daily needs and necessities, thus resulting in a drop in economic activities and unfortunately an increase in theft, domestic violence etc. Some work seekers who are successful in getting employment opportunities face the same challenges i.e., high transport cost therefore they are unable to access economic opportunities. According to a News 24 article on the 21st of Aug 2019 indicated that poor households spend up of 43% of their income on transport.

There is also a large population whose main livelihoods are built around the informal market associated with the train operations. The informal market mainly comprising of informal traders/hawkers are directly linked to train operations and the thresholds and market created by the commuters. In a city with an estimated unemployment rate of approximately 29%, further worsened by the impact of the COVID 19 pandemic, loss of further income opportunities, largely benefiting the unskilled labour force who have not many other opportunities to participate in the economy, no doubt has had a devastating effect on people's livelihoods.

6.4.1. Non-Availability of Rail Passenger Services (Central Line)

The establishment of the illegal informal structures within the rail reserve has resulted in the suspension of the passenger rail services in the central line. The passenger rail services in the central line, service the poorest of the poor communities within the Cape Metropolitan area. Therefore, the non-availability of the rail services has a direct and negative socio-economic impact.

6.4.2. Impact revenue of rail business

As know, Area Central was always the area with the biggest contribution to Metrorail Western Cape fare revenue. Due to the inactive trains on Area Central it's conservatively calculated that Metrorail Western Cape loses R175m per annum. If one takes into account that from 2014 to 2020 the population of this area doubled meaning the R175m can easily be increase to R228m.

6.4.3. Continuing risks vandalism of rail assets due to rail not been operational

As trains are no longer operated on Area Central, there has been an increase in cases of vandalism and stealing of overhead cables, past poles etc and other rail-related infrastructure. As long as trains are not operated, this practice will continue and the cost to get the infrastructure repaired and trains running again will sky-rocket. This will further place the future operationalisation of the central line at risk which as outlined in points 6.1 – 6.5, would have a devastating effect on the city and its population.

6.5. Impact to transport (Increased traffic congestion levels)

Should one assume that since the census was conducted in 2012 the number of people who would choose rail as their preferred mode of commuting would drop by 3% per annum, then Metrorail would still have 110,000 commuters to transport. As the rail services to Area was suspended as a result of theft and vandalism the 110,000 people had to move to other modes of transport to execute their daily commutes. We

assume that 80% of the 110,000 make use of mini-bus (taxi) transport. If one work on the basis that a minibus taxi can transport 14 people at a time this amount to approximately 6,200 taxi trips per day. Thus, the load that our roads carry increased significantly leading to heavy congestion in peak hours. The additional taxi trips also contributed to additional air pollution and damage to the road infrastructure. The risk for people travelling by taxi to and from to get injured or being killed in an accident is significantly higher comparing to traveling by train.

The recent taxi violence incidents in the City of Cape Town, and the direct disruptions it caused to other forms of road-based public transport such as buses and e-hailing services, have also further put the spotlight on the impact of the un-operational PRASA central line. Other commuters who opted to use bus as an alternative to taxis had to risk their lives in doing so just to get to and from places of opportunity.

6.6. Conclusion to Motivation

Being able to operate trains on Area Central will result in an improvement in the quality of life of the residents of the area and the economy of the Western Cape. Metrorail Fare revenue should also increase significantly. Congestion of the roads should decrease and air pollution. Most importantly, relocation of the inhabitants of the central line would alleviate the risk of loss of human life, which subsequently resulted in the halting of all train operations on the line.

7. OTHER STATUTORY REQUIREMENTS

7.1. Environmental Authorisation in terms of the National Environmental Management Act, 107 (Act 107 of 1998 - NEMA)

To satisfy the requirements as set out by NEMA, the Housing Development Agency has lodged a request, in term of Section 30A, for waiver of the requirements as set out in the Act.

A Section 30A in NEMA allows for the issuing of directives by the Department of Environmental Affairs and Development Planning (DEA&DP) in emergency situations.

Section 30A of the National Environmental Management Act, 1998, states that;

- (1) "The competent authority may on its own initiative or on written or oral request from a person, direct a person verbally or in writing to carry out a listed or specified

activity, without obtaining an environmental authorisation contemplated in section 24(2)(a) or (b), in order to prevent or contain an emergency situation or to prevent, contain or mitigate the effects of the emergency situation.”

(7) In this section ‘emergency situation’ means a situation that has arisen suddenly that poses an imminent and serious threat to the environment, human life or property, including a ‘disaster’ as defined in section 1 of the Disaster Management Act, 2002 (Act No. 57 of 2002), but does not include an incident referred to in section 30 of this Act.”

8. PROPOSED RELOCATION

It is proposed that the subject properties, Remainder of Farm 786 and Remainder of Farm 790 – Cape RD be utilised as Emergency Relocation Sites to accommodate the proposed relocation of Phase 1: Langa, with an estimated 1254 occupants.

8.1. Proposed Relocation Layout

A proposed layout plan has been drafted to accommodate between 1500 to 1700 occupants for the central line for immediate relocation. [\(See Annexure 4: Proposed Layout for TRA\)](#)

The following should be noted for the proposed Layout;

- The proposed Layout makes provision for approximately 1700 sites for occupation
- The proposed layout is based on the 3M X 6M Emergency Relocation Kits
- The proposed Relocation Area utilises communal shared facilities in terms of water and sewer.

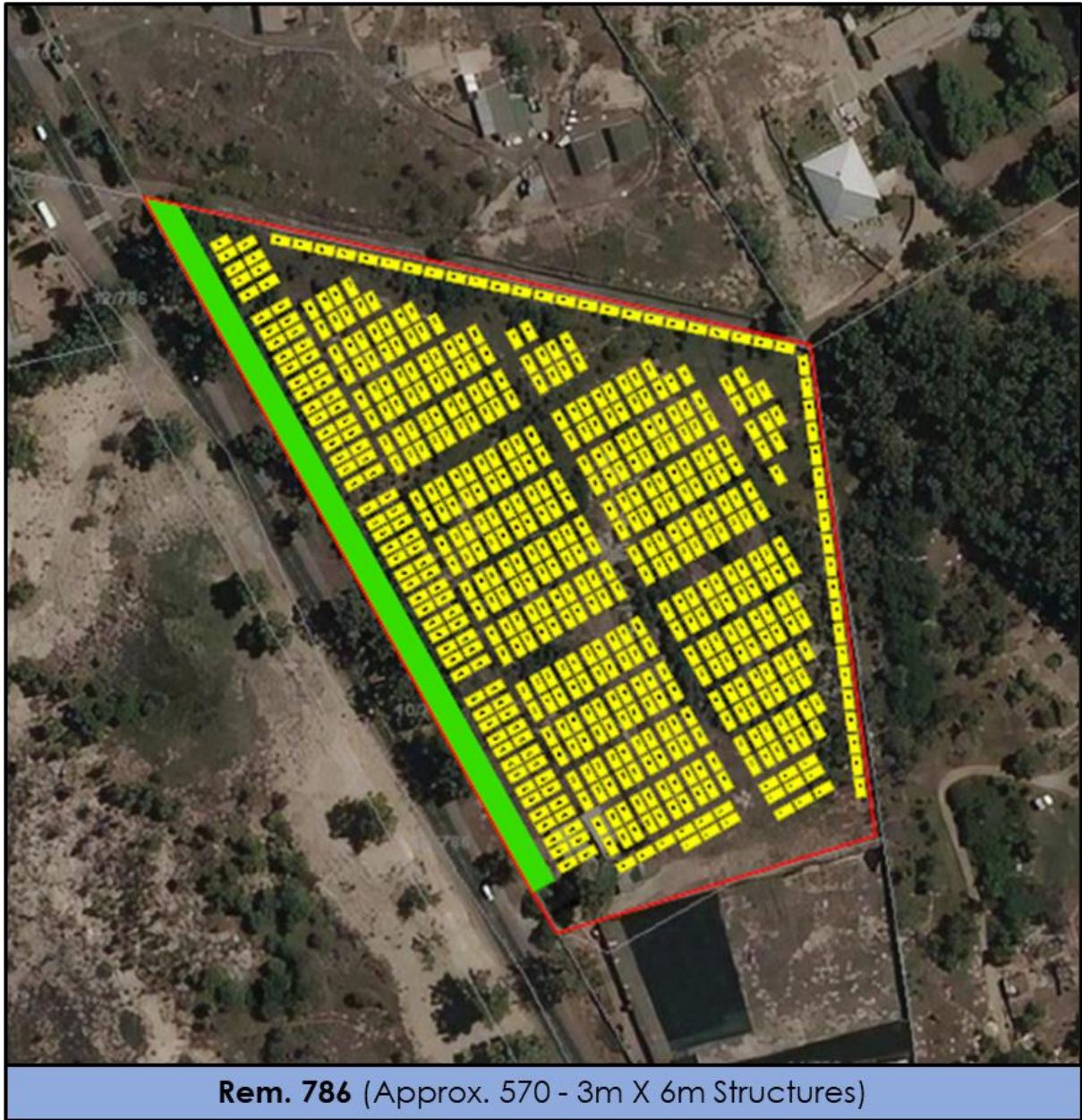


Figure 5a: Proposed Layout for Relocation Area – Rem of Farm 786



Figure 5a: Proposed Layout for Relocation Area – Rem of Farm 790

8.2. Proposed Relocation Area: Provision of Basic Services

Preliminary engagements have been held with the various units and department within the City of Cape Town to establish the bulk infrastructure status and associated capacity. Letter confirming availability of services have been received for water as well as sewer. ([See Attached Annexure 5: Confirmation of Services](#))

8.2.1. Provision of Basic Water

There is bulk water readily available in close proximity to the subject properties along Weltevreden Road.

It is therefore proposed that connection be made to the bulk water supply and provide the settlement with communal standpipes at a ratio of 1:25.

Initial discussion with the City of Cape Town Water and Sanitation Department has been undertaken in order to establish the extent of serviceability of the site with water,

8.2.2. Sanitation

There is severe lack of bulk sewer infrastructure in close proximity to the subject properties.

It is therefore proposed that alternative rudimentary sewer services be provided to the settlements through the use of either:

- Container Toilets; or
- Potable Flush Toilets (PFTs)

It is proposed that a coordinated effort between NDHS, PDHS and CoCT to address overall bulk issues in the Wedge Area, which will aid in unblocking various project in the area as part of the long-term post-relocation programme.

Initial discussion with the City of Cape Town Water and Sanitation Department has been undertaken in order to establish the extent of serviceability of the site with water-borne sewer.

8.2.3. Electricity

The identified land parcels are to be utilised for the relocation of Phase 1: Langa occupants. The current living situation with regards to electricity on the Langa Station is that there is no legal access to electricity.

Electrification of the settlement will follow post relocation Phase. Communication with the relevant authority has been initiated in this regard.

Critical to consider is the location of the subject properties in close proximity to Siqalo Informal Settlement. There Siqalo community currently has no access to electricity. This is a big risk as any proposed prioritisation of electrification of the new settlements with "outside" occupants from Langa is likely to cause unrest in the neighbouring Siqalo Settlement.

It is therefore recommended that the electrification of the new settlement not be prioritized until such time that there are concrete plans for Siqalo.

9. COMMUNITY ENGAGEMENT

In an effort to ensure successful implementation of the Programme for the relocation of the illegal occupants and ensure re-operationalisation of the Central Line, the Housing Development Agency has undertaken a comprehensive community engagement exercise to ensure buy-in from the community.

On the 27 August 2021, a community stakeholder engagement was held at PRASA Area offices in Langa with (PRASA, HDA, Community Leadership of Siyahhlala (Langa), Ward Councillors, Cape Metro Development Council (CMDC), SANCO, NRRTT, and

other community forums as an introductory meeting for HDA to provide progress on the proposed relocation programme plan. There is buy-in from the Siyahhlala community leadership to be relocated to identified land parcels.

HDA commenced with the enumeration exercise in Langa on Monday 30 August 2021 to Friday 03 September 2021 with the support of the Community leadership, accompanied by PRASA security to identify the total number of structures to be relocated and to further engage the broader community during the enumeration exercise. A total of 1090 structures was identified and enumerated, with the additional 180 being occupants under the powerline. There has been positive reception of the proposed relocation from the broader community and the critical buy-in from the community leadership has been assured.

10. LONG-TERM / PERMANENT SOLUTION

In the various Provincial and PRASA Steering Committees that have been held on the PRASA Central Line Relocation Programme; there has been general consensus from the City of Cape Town and Provincial Department of Human Settlement that any proposed long-term solution for the occupants of the Central Line would not be supported as it would be viewed as “Que-Jumping”.

11. CONCLUSION AND RECOMMENDATION

11.1. Conclusion

As comprehensively outlined in this report; The illegal invasion presented an imminent danger of loss of human life to the occupants of the Central Line as many of which have settled on the direct path of the train, which resulted to PRASA having to halt all train operations on the line on a short-term basis. However, the closure of the line cannot afford to be further than a short term solution, as the illegal invasion and subsequent prolonged occupation of the PRASA Central Line has had a devastating impact on the City and its commuters, resulting in loss of livelihoods to many who either rely on the trains for their daily commute to work or rely on the commuter traffic in the various station for their informal and formal trading. This has also led to a significant loss of revenue by the Passenger Rail Agency of South Africa, and continued closure of the line means continuation to the already extensive damage to critical rail infrastructure.

A court order has been granted for the eviction of the illegal occupants of the Langa, Philippi and Khayelitsha Central Lines.

Preliminary community engagements have been undertaken to ensure critical buy-in; and there has been positive feedback with regards to the proposed relocation site.

Due to the emergency nature of the situation, and the timeframes associated with the granted eviction order, there are no alternatives but the successful execution of the programme.

11.2. Recommendations

It is recommended that;

- I. The City of Cape Town, **APPROVE** the declaration of the subject land parcels, Remainder of Farm 786 and Remainder of Farm 790 – Cape, to be emergency housing sites and suspend the zoning applicable to the land parcels for the maximum permissible period of 90 days, to allow the land to be used for emergency housing purposes for the relocation of occupants of the PRASA central line in the Langa, Philippi and Khayelitsha stations; as per the provisions of Section 68 of the Municipal Planning By-Laws, 2015.