

Public comment - September 2023				
Medium of feedback	Input No.	Theme	What are the key challenges that Cape Town CBD faces?	Do you think an LSDF for Cape Town CBD can address these challenges? How?
Website feedback	1	Mobility	Limited pedestrian and bicycle infrastructure.	Parking lots should be converted to public squares and roads need to be pedestrianized. Parking should be moved to outside the city centre and public transport should be expanded.
	2	Urban Development	Many empty buildings and plots of land which bring down whole areas.	Undeveloped and Underutilized buildings should be prioritise and incentivized or penalized in order to utilise land for housing or businesses or mixed use nodes.
	3	Precinct Management	Homelessness and aggressive beggers. Public drug abuse.	Bigger police presence required in the city to limit drug use and other crimes.
	4	Public realm	Public lighting	Better street lighting to encourage a night time economy.
	5	Housing	Affordable housing.	Lack of inclusive housing.
Website feedback	6	Public realm	Too many cars and parking spaces	parking spaces should be replaced with wider pavements to improve pedestrian environment; Riebeek / Heritage square should absolutely not be a car park - this should be a green public open space.
	7	Public realm	Lack of greenery,	green spaces and street furniture - more trees should be planted along pavements and an emphasis on creating public green spaces
	8	Public realm	Narrow and unwelcoming pavements:	the bump-outs have massively improved the pedestrian environment but this should be further improved to create wider pavements which are paved instead of tarred; More generally pavement should be paved instead of tarred with the classic red pavers; this makes for a far more pleasant pedestrian environment. Missing pavers should be regularly replaced and maintained as well.
	9	Public realm	Need more pedestrianised spaces	Roads in the CBD should be pedestrianised or part pedestrianised - obvious examples include upper Long Street and upper Adderley Street; - Cycling lanes should be protected with barriers which prevent cars from entering them and double parking in them. Look at the feasibility of removing car lanes in some roads to be replaced with wider pavements - a shift in focus to the pedestrian as opposed to the car.
	10	Mobility	Parking management	Roads where taxis and cars double park (eg. Adderley Street) should have barriers to prevent this happening.

	11	Precinct Management	Additional security	The City should provide special funding to the CCID so more security can be deployed around the CBD both day and night. Walking around the CBD should feel no different to the Waterfront for example, the amount of security in the Waterfront makes the Waterfront feel like a much safer environment more generally. Firmly deal with aggressive begging and associated homeless by-law contraventions.
	12	Mobility	Public transport and travel demand management	Look at the feasibility of introducing trams into the CBD to alleviate traffic and discourage cars; Look at the feasibility of a congestion charge zone within the CBD to alleviate traffic and discourage cars.
	13	Urban Development	Land use management, facilitation of intensification	Relax tall building policy height limits for parts of the CBD
	14	Mobility	Urban restructuring	Foreshore Freeway needs a solution which addresses the traffic problem, encourages private sector investment, incorporates large green spaces and welcoming pedestrian environments linking the CBD with the Waterfront
Website feedback	15	Precinct Management	Safety Perception	Improve on night-time safety perception of the CBD - Specially "off-road" demarcated Mini-Bus Taxi stops/zones in CBD, to improve traffic-flow; The City could benefit from parking marshals working later hours such 8/9pm, as to discourage vagrants from working as "car guards" and to create the feeling of more safer and orderly CBD at night We need foot patrols of LE (Law Enforcement) in CBD - Foot-patrols by LE in cities worldwide is common and this city lacks visible officers walking and interacting in our CBD. Also, pedestrianised zones must get improved and brighter night-time lighting!!
	16	Precinct Management	No liquor licenses to be issued for pedestrianised links: keep these links family friendly	I suggest that Sub-Council 16 do not approve new liquor license applications for Clubs / Bars in pedestrianised zones, as with some areas near Adderley, the bars take over the pavements and generally speaking the patrons are drunk (in the middle of the day) and cause anti-social behaviour, therefore many pedestrians just avoid the area and zone.

17	Housing	Limited permanent residents (little families & households permanently living in CBD)	<p>Zones should be reserved specifically for residential developments that cater for families or larger 2/3-bed apartments. Almost all new developments cater only for students, short-term holidays lets or single occupants. We need more families in the CBD that stimulate small-business economies such as bakeries deli's, butchers and so forth. Think New York City.</p> <p>The historic city centre offers great opportunity for developers to convert existing commercial buildings into residential apartments, as the older buildings offer better footprints and therefore the historic centre should be considered as the "residential & family zone" of the CBD.</p>
18	Public realm	Lighting at night: The CoCT should look at the CBD from an evening perspective - Lighting in the CBD is dreadful. It is a comment I have seen on many forums.	<p>The lighting can be described as "gloomy, dead, unwelcoming, scary, dark, unsafe, sad". There is not enough lighting and the current "white" light is just sad.. and pedestrianised zones such as St Georges mall is very dark. Improved lighting, specifically in pedestrianised zones and links;</p> <p>The City should also formulate a lighting guide/policy for buildings and how they provide exterior street level lighting.</p>
19	Mobility	Badly designed transport hub	<p>The transport hub (The Central Station), in its current form, cuts off parts of the CBD.</p>
20	Public realm	Badly designed pedestrian links between East-West and North-South due to Foreshore & the mentality that cars have precedence. (?)	<p>A pedestrian link needs to be created across Buitengracht from Bree to Bo-Kaap in the vicinity of Wale St. The only current link is at Waterkant St or further away at Dock.</p> <p>I will note that I am very happy to see the proposals for: 1) The pedestrianisation of Longmarket St and seeing it as a link between East & West. I think visitors and locals will welcome this.</p> <p>That the Strand & Adderley intersection can get some attention. The current design completely excludes the logic of how pedestrians would use our streets.</p> <p>Raising the pedestrian-crossing on Strand & St Georges.</p>
21	Mobility	Taxi management	<p>The City needs to provide and dedicate areas for MBT to stop, as in roads such as Adderley or Strand, the Taxis obstruct the road as they have no place to stop or park for their commuters. I suggest a survey be conducted to look at roads which could benefit from a demarcated MBT zone</p>
22	Urban Development	LSDF guidance	<p>Proposing solutions that translate into policy through properly researched and considered design</p>

Website feedback	23	Precinct Management	Accommodation of busking and performing arts within the CBD public spaces	Possibly introduce "busking" or performing arts zones
Website feedback	24	Urban Development	Empty offices and expensive rates	No, they can't (an LSDF) but airbnb offices and apartments and make a cape town visa for nomad workers
	25	Housing	Affordable housing	Affordable Housing opportunities
Website feedback	26	Urban Development	Deterioration of the built environment condition	To be honest, from my knowledge and experience, I have notice that the CBD is deteriorating in the sense of the whole of the CBD has been neglected over a long time. It is not pleasurable anymore. The buildings are so tattered and torn and haven't been maintained for decades it looks like Ukraine at the present moment.
	27	Precinct Management	Vagrancy and informal trading	The vagrants / hawkers on each and every corner makes it look like a township area.
	28	Mobility	Taxi management	Taxi forming small little taxi ranks on every busy corner they can find eg. corner of Adderley str & Strand str / The exit of the Golden Acre leading to the bus stop and much more.
	29	Mobility	Cape Town Station condition	The current train station, I am not sure if they are renovating there but it is in total darkness....the media screen that was there which showed commuters their different destination is missing and damaged, it looks as if a bomb was dropped there.
	30	Public realm	Pedestrian environment	It is clearly unsafe and miserable walking through town. You can't enjoy the history and beauty of Cape Town anymore
	31	Economic growth	Tourism development	If I was a tourist coming from another country to Cape Town, I would have been dissatisfied. Take example the Red open tour bus that goes through the CBD.....imagine what goes through those tourist minds. The rest of the world is so far ahead of us for eg. New York that has massive digital advertising boards in the middle of the CBD....Tokyo / Japan with there massive display.
Website feedback	32	Mobility	Need more pedestrianised spaces	I've been spent time in New York City and Washington DC in the US over the past few years. I've been pleasantly surprised at the prioritisation of cycling and pedestrian use. I had been in these cities in the 90's and thought it would be impossible to shift the focus from cars. The cities still have lots of cars but the cycling, scooters, and pedestrian spaces have been weaved in really nicely. Given the size of the CBD, Cape Town seems ripe to become a bike and walk friendly city.

	33	Mobility	Taxi management	Additionally, given the continued wide-spread use of the local taxis, the city should ensure ample pick up areas for taxis and then enforce these firmly. While I know all love to hate on the taxis, they rarely have dedicated pick up spots available and thus they feel that they can stop anywhere.
Meeting minutes	34	Spatial planning	Boundary delineation	The exclusion of the southern boundary of the CBD (up to Buitensingel and left towards Mount Nelson Hotel) as well as the extension of Long Street into Kloof Street is questioned. Considering that, Kloof Street node has picked up in development and is one of the more noteworthy local nodes in the CBD.
	35	Urban Development	Over-regulation of heritage buildings	Heritage buildings are off putting for developers to take up ownership and develop. The regulations are too limiting. There needs to be a compromise where a 'win win' is established e.g. Madame Zingara building.
Meeting minutes	36	Spatial planning	Boundary delineation	The definition of Cape Town CBD differs depending on who you speak to. There is no universally accepted boundary for the core CBD. The plan needs to define the CBD based on what it includes and excludes. How will this document affect the areas that are included and if this would be fair towards those that are excluded. 'Influence is relevant to area of influence' and this definition will have a great impact when it comes to areas with different characters.
	37	Urban Development	Land use management, residential use	There are some clashing views when it comes to residential development and entertainment establishments in terms of land use. Certain waivers should be linked to some land uses in certain precincts acknowledging issues such as noise from entertainments (San Francisco has an example).
	38	Precinct Management	Land use enforcement	Conversions of restaurants to 'nigh clubs' through the insertion of a DJ booth in order to increase patronage and business turnover has seen an increase post Covid.
	39	Urban Development	Leveraging opportunity to catalyze development	"No-mans land" is an opportunity area for a greenfield development that allows for trial and error in order to explore the CBD in a positive way (noting the District 6 exclusions). This is an area to try something new.

	40	Economic growth	Outdoor advertising	The CBD has an opportunity to have its own outdoor advertising zone, which can be used as an income generator. There is a need to have a designated space for advertising as a means to reduce pollution. There is a study by Debbie Evans on outdoor advertising that can be looked at.
	41	Economic growth	Night-time economy	The CCID is undertaking a night time economy study with EDP (Ald. Vos) and UCT. Some of the land uses of the night economy (apart from nightclubs and restaurants) include transport, businesses (International call centres and agencies), entertainment, and public facilities (lighting and ablution)
Meeting minutes	42	Mobility	Traffic management in surrounding suburbs	Traffic management in and out of the suburbs surrounding the CBD is problematic. Bottlenecks have increased, how can this be reduced? there is a need to upgrade the entrances and exits from residential areas and that City line departments need to work cohesively when making decisions on development and how it influences roads, infrastructure etc.
	43	Mobility	Public transport and travel demand management	An alternative public transport system is necessary in order to supplement the inner city transport needs otherwise; the removal of transport will be problematic.
	44	Mobility	Parking management	The city needs to respond to this (travel demand management) through a well thought out parking strategy, considering public vs private parking across the CBD.
Meeting minutes	45	Urban Development	Land use management	It is important to look at regulations and infrastructure when changing the character of an area, zoning vs land use. Individual applications are being granted to develop and yet go against the rules put down by the City. What is the point of having land use regulations if they can be deviated from? This is also a contributing factor to the lack in attendance in some public engagements.
	46	Communication	Accessibility of material provided to the public	The adverts put in the public domain are very technical for the general public and lead to them losing interest on the information being communicated. The public is uninformed in terms of where the City communicates its roles. This information needs to be easily accessible.
	47	Communication	Public engagement	There is a need to have precinct-based engagements in order to break the information down in smaller segments for people to understand. A way of doing public participation differently.

Email	48	Urban Development	Intensification	Special focus on the East City Precinct. The concentration of buildings above height limit of 60m should not be considered only for Foreshore precinct. We believe the Adderley street is the Pinnacle of the CBD and should also get consideration for higher buildings to make projects there viable.
	49	Mobility	Reduced space for cars	Removing more cars out of the centre of the CBD must be encouraged and slowing down traffic. 4 lanes of Strand street needs to be calmed/reduced to make that area more pedestrian and bicycle friendly
	50	Mobility	Improved rail functionality	The proper, safe functioning of the trains is imperative to make the city accessible all the time for everyone (and remove more cars)
	51	Public realm	Public lighting	Smart Street lighting project with the Private sector to improve the city security smartly
Comment form	52	Housing	Homelessness	Insufficient shelter space; lack of privacy within shelters; Culture not respectful, bringing about a feeling of lack of dignity. Emphasis on "a key, a bed, a kassie"
	53	Mobility	Public/tourism transport	Reinstating the old tram line or part thereof would be a good idea.
	54	Environment	N/A	An LSDF won't fix issues in the CBD
	55	Mobility	Improved access	Transport into the CBD
	56	Housing	Affordable housing	Residential intensification. Bringing in more affordable housing for people who want to live closer to work. The LSDF should make sure residents of the city are first priority in this planning and should benefit the most. When the people benefit we all benefit.
	57	Precinct Management	Public ablutions	Ablution facilities for the homeless. Woodstock/Salt River had a facility in days gone by. These should be replicated.
	58	Mobility	Parking management	Parking space needed (for the library)
	59	Precinct Management	Social development	Free skills development space (for education purposes)
	60	Precinct Management	Drug abuse	Drugs and users of drugs
Public meeting	61	Housing	Homelessness	Make cheaper housing available
	62	Housing	The CBD and the importance of affordable housing via the inclusionary housing policy. This needs greater emphasis as it is vital to achieving integration.	The public land holdings need to be made use of for strategic land uses instead of parking lots. The LSDF should identify these strategic sites. the emerging storyline of the LSDF is to achieve an inclusive city.

Email	63	Communication	Request for further engagement	the V&A Waterfront (V&AW) is in support of the City of Cape Town's CBD Recovery Programme. the V&AW indicated its availability for ongoing workshops to discuss possible strategies and interventions to enable the transformation and recovery of the Cape Town CBD; we confirm this availability and look forward to such discussions.
	64	Mobility	Transport infrastructure	It is widely acknowledged that there is a need to tackle the transport challenges facing the Cape Town CBD and surrounding suburbs, and it is the view of the V&A that there could be other transport interventions that are not dependent on changing the configuration of the freeway system. The V&A encourages a public transport-led approach to travel demand management that supports a range of City policies and plans.
	65	Mobility	Cycling	Somerset Road is part of the Fan Walk implemented for the 2010 FIFA World Cup, and sections include an existing shared class 2 cycling route, which provides access to grade 1 separated facilities at Green Point Park and the Sea Point Promenade along the Atlantic Seaboard. The V&A supports an improved NMT connection along the Somerset Road corridor in support of the City's proposed Gateway precinct development and other developments in the area, with NMT serving as both a feeder to public transport and as a primary mobility mode.
	66	Mobility	Public transport planning	The report states on page 32 that "Public transport services within the CBD are not likely to be increased above existing service levels". The V&A strongly advocates for a greater focus on improving public transport to support planned development in the central city. The V&A is committed to improving access to public transport and is actively engaged with MyCiTi regarding the improvement of service levels.
	67	Mobility	Support for walkability	Increased ridership also depends on rail capacity improvements and on improved walkability. In this regard, the V&A supports the acknowledgement that complete streets would be desirable, as noted on page 32: "The LSDF should facilitate spatial restructuring of the CBD to maximise walkability, with complete streetscapes for all modes of transport."

	68	Spatial delineation	De Waterkant/Gateway Precinct	<p>Figure 35: Synthesised opportunities and constraints on page 119 indicates the V&A Gateway and Cape Town Station as “key existing anchors”, and the Strand Street Quarry and Lion Battery as “opportunity for future anchor development”. Given the apparent differences between these sites, it would be helpful if the criteria used to identify a “key existing anchor” and “future anchor development” could be elaborated in the report.</p> <p>Figure 35 identifies the opportunity for a new pedestrian connection from Somerset Road across the existing MyCiTi bus depot site, below the elevated portion of Helen Suzman Boulevard, and towards the V&AW’s Canal District (‘V&A Gateway’). The V&A supports the creation of a safe non-motorised (NMT) corridor connecting Somerset Road with Battery Park within the Canal District, and an enhanced environment for walkability and other forms of personal non-motorised mobility.</p>
	69	Spatial delineation	Convention District/Foreshore East Precincts	<p>The V&A agrees that the large tract of unutilised land below and adjacent to the Foreshore Freeway creates discontinuity in the urban fabric, making the space less permeable and inhospitable to pedestrians, and that alternatives for this environment should be explored. One of the opportunities and informants for this precinct outlined on page 124 of the report is an “opportunity for enhanced CBD public amenity by implementing the Foreshore Freeways transport solution”. It is unclear as to what this solution entails, or how this conclusion was reached. It is assumed that more detailed analysis and interrogation of this solution will be explored in conjunction with stakeholders. The V&A notes the opportunity to reinforce an NMT public link into the Waterfront Silo Precinct and Cruise Liner Terminal in the Port of Cape Town. The V&A has investigated various options and suggests further engagement between the City and V&A to discuss alignment of this route.</p>
Public meeting	70	Policy	Development economics	<p>Policy considering land value/development cost. Some incentive principles will be critical in this regard.</p>
Public meeting	71	Mobility	Pedestrianisation, greening and removal of parking	<p>I'd like to see a focus on pedestrianisation, greening and removal of parking bays. (Parts of Adderley, Long and Bree would hugely benefit from pedestrianisation either fully or part removal of lanes)</p>

Website feedback	72	Public realm	Mid-City - Church Square improvement	I kindly request the following to be included for the final draft: Mid-City Precinct: 1. Greening of Church Square and more green spaces for residents with dogs. This does not have to be large Squares or Piazzas, but little green patches here and there. Church Square is a big concrete block with little reason to interact with the space currently. I like the idea of extending it over Spin Street. 2. Addition of a tree or fountain on Church Square in memory of the the old tree that stood here where slaves were traded.
	73	Mobility	Cycle lanes	3. We need cycle lanes running East<->West (from D6 to Bo-Kaap) and not just North/South.
	74	Public realm	Public lighting	4. Improved night-time lighting!! Go to any city worldwide and it is lit up for the enjoyment of pedestrians. Our city centre is dark and gloomy at night. Formulate policies for buildings to include street level lighting or start by improving lighting on pedestrian links such as St. George's etc
	75	Mobility	Taxi management	5. Integrate Mini-But Taxi stops/zones in our mid-city streets. Similar to Loading Zones / Bus stops which will provide safer access for commuters, as the Taxis currently obstruct traffic flow when uplifting passengers, especially on Adderley & Strand Streets.
	76	Housing	Encouragement of family units, mixed accommodation	6. We need policy encouraging family units in the Mid-City. Think New York, Barcelona etc. Regulate short-stays & Airbnbs. The only way to have a sustainable CBD micro-economy is with permanent residents and families living in the city centre. We need mixed accommodation for different classes.
	77	Mobility	Parking management	7. Extend the parking Marshall working hours to evening time in "hot-spots" in the city centre to discourage "car-guarding"
	78	Mobility	Pedestrianisation interventions	8. A BIG THUMBS UP (approval) for the proposed pedestrian link from D6 to Bo-Kaap via Longmarket Street! This is needed!! 9. A BIG THUMBS UP (approval) for the proposed redesign of pedestrian crossings on corner Adderley & Strand streets.
	79	Precinct Management	Informal trade	10. Better curation of Greenmarket Square / St. George's Mall.

Internal Comment - September 2023

No.	Department	Theme	What are the key challenges that Cape Town CBD faces?	Do you think an LSDF for Cape Town CBD can address these challenges? How?
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1	Area Economic Development	Precinct Management	Opportunities to support informal traders with storage facilities	<p>We are currently facing a huge storage problem in the CBD, which has affected many informal traders, and we would appreciate any assistance on this. We are looking for either existing unused city buildings or open spaces that can be developed for storage.</p> <p>The total number is approximately around 650 traders. There are currently about 3 big storage facilities in the CBD (all privately arranged by traders) – one on Loop Street, which accommodates about 200 traders from Green Market Square, St. Georges Mall, and Grand Parade. Another facility is at CNR Longmarket & St Georges, which accommodates about 100 traders from Green Market Square and Grand Parade. The third storage facility is at cnr Strand & Adderley, which accommodates about 150 traders. This storage facility is however closing and this is exacerbating the matter.</p> <p>We are trying to identify available options - we are open to leasing (subject to cost-benefit analysis) and reservations, or even constructing a new storage facility. The main challenge is identifying potential land or buildings that can be explored further. This is where need your assistance as part of your analysis and proposals for the LSDF.</p>
2	Future Planning & Resilience	Investment	Investment framework	<p>It's one thing to have an Implementation Strategy, but the investment framework is another animal that should be given specific attention. I'd propose that this work would precede and inform the implementation and would include funding streams, partnerships across sectors (province, private, finance, developers etc.). We won't be able to do it on our own and setting a mechanism up for partnerships for implementation will be key. Particularly for some of the larger parts e.g. Foreshore.</p>

3	Future Planning & Resilience	Infrastructure	Infrastructure strategy	An infrastructure study was conducted by Province in 2011/2012. This work was never adopted by the City and should be dusted off and updated. Implementation will be informed by infrastructure availability. This is over and above the obvious transport and mobility work – which I strongly suggest is worked up with a detailed public realm strategy that includes informants e.g. heat mapping, stormwater/groundwater and public facilities’ availability. If we integrated stormwater management into the public realm, it can be used for watering the landscape elements in addition to – non-potable uses e.g. toilet flushing. We need to be thinking like this to ensure the business continuity of the CBD in times of drought.
4	Future Planning & Resilience	Institutional arrangements	Growth coalition	The name we came up with has been pirated by E&I, but the idea is still a good one (in my opinion). The recent exhibition you guys hosted was great and there is a need to building trusting relationships that can be guided by older, wiser folks. This approach has worked in other projects – up to a point, key is getting the right people involved.
5	Events department	Institutional arrangements	Request for briefing	The Events Department, as the custodian of the City’s Events Strategy, and as an interested and affected party and a key regulatory role-player (Events and Film), is keen to participate in the LSDF design process to help to transform the CBD into a more liveable, inclusive and resilient space and to ensure its long-term prosperity. The CBD Transition/LSDF Team is requested to do a brief presentation on the LSDF design process to the Events Department Management Team. This will allow the Events Department to constructively engage in the LSDF process.
6	Office of the Mayor	Economic growth	Cape Town CBD as a brand	There is a need for a higher-level vision for the CBD. Question about a broad CBD vision vs a precinct-based vision. rather than looking at the LSDF as being made up of 9 precincts, to think about it as a whole: in our future vision, where is the heart of the CBD, where are the other important structuring nodes, and how are those nodes connected to one another in a walkable City. That exercise should result in the identification of precincts centred around key nodes/structuring elements (rather than the other way around) but, more importantly, inform an implementation plan chapter to activate those nodes and connecting corridors more effectively.

7	Policy & Strategy	Policy	Policy approval status	Draft land use policies such as the Foreshore Gateway Precinct plan of 2021 and CBD Urban Design Concept and Guidelines of 2022 – from my understanding these are not land use policies but rather plans and guidelines (as they have not been approved by Council as formal policies)
8	Policy & Strategy	Policy	Policy approval status	Emerging guidelines, such as the one on inclusionary housing” – Just checking is this the inclusionary housing work that the Human Settlements department is busy with (i.e. an Inclusionary Housing or Affordable Housing Policy)?
9	Enterprise & Investment	Mobility	Excessive congestion	Major challenges consist of excessive congestion: At the entrance to the V&A and the Cruise terminal which impact on departure delays, etc.
10	Enterprise & Investment	Mobility	Lack of tourist parking	The parking challenges along Table mountain road for visitors to Table mountain and the lack of a comprehensive transport plan to link Lions head to the lower cable car station and the CBD by public transport.
11	Enterprise & Investment	Mobility	Tourist transport	The lack of rail or dedicated bus/tourist coach routes to the hinterland and the deep South (Simonstown, etc.) to get tourists to our main attractions during early morning peaks (tourists have to wait in hotels for traffic flow to improve before departing for example to Cape Point)
12	Enterprise & Investment	Mobility	Propose making Duncan Road publically accessible	The under-utilisation of the harbour road running from V&A towards Paarden island and the west coast road that could carry a segregated (separated?) traffic flow from the CBD to the Paarden island entrance of the harbour and alleviate the bottle neck at lower Church and Koeberg interchange;
13	Enterprise & Investment	Mobility	Failure of cycling routes	The absolute failure of cycling routes (eg. Blaauberg/CBD) to be converted to bus, coach and motor cycle routes whilst abolishing the CBD cycle routes which take up value road surface space and serve hardly any cycling activity (eg. In front of Golden Acre and everywhere else).

14	Enterprise & Investment	Mobility	Tourist coach staging	A place to park coaches after dropping tourists off at the main attractions and Grand parade is urgently needed. Coach bays are not implemented and major hotels/tour operators struggle to get visitors from door to door.
15	Enterprise & Investment	Economic growth	Growing cruise ship arrivals	Your figures for Cruise Ship arrivals are inaccurate , pls see attached confidential information . In order to unlock Culemborg and harbour area, a duct or bridge will be needed to cross the N1 into/out of CBD, we can't have cargo vehicles cross at level interchanges to get from Culemborg /Woodstock to the harbour (cause of major accidents in the past).
16	Enterprise & Investment	Policy	Tourism vs excessive noise	The mixed use of the CBD and the attempt to create a "sleep" city in the CBD is failing due to excessive noise from vehicles, clubs, events, marches ,etc. . A fully implemented noise reduction policy is needed so that tourists and locals can at least have quiet times from 22:00 onwards to ensure a pleasant stay in the CBD. The V&A is a good example of how to implement this. Furthermore, a policy that prohibit "beach Road" noise from say midnight, will go a long way to ensure that the Nomad and Business tourists stay on the beach front. Rowdy crowds and individuals cause tourists and locals/investors not to have a good time in the CBD and invest elsewhere.
17	Enterprise & Investment	Precinct Management	Law enforcement to boost tourism development	Build on the current successes of the Tourism Law Enforcement unit and the increased visible Policing in the CBD (MAIN INTERVENTION) and address the homeless/vagrant challenge in the CBD to create an attractive area to live, work, play, invest, visit, study.
18	Water & Sanitation	Infrastructure	Infrastructure demand	I would want to understand the planning for the CBD better so that we as engineering services can ensure better/more accurate planning
19	Bulk Water	Infrastructure	Infrastructure demand	please address the growth Demand for meeting future demand for water supply