

Date: 10 September 2024

We are calling the collective agency or working group the South Peninsula Partnership (SPP) as a working title. This may change as we develop the concept.

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## Executive Summary

This proposal outlines the formation of the **South Peninsula Partnership (SPP)**, a collaborative initiative aimed at driving the urban development of the Southern Cape Peninsula area – realising a shared community vision for its future. It is inspired by successful models like the Cape Town Partnership, The Greater Tygerberg Partnership and Jozi My Jozi. This initiative seeks to bring together diverse stakeholders to foster urban spatial development, economic growth, greatly improved public safety, and social development.

The working group originates from three towns: Muizenberg, Fish Hoek and Simon's Town. Each has their own separate initiatives and unique character. The working group has formed an informal partnership to benefit from collaboration: tackle shared challenges, aggregating resources and relationships for mutual projects and drive ecotourism in the 'blue corridor' (this term is described in more detail further on in the document).

**Partnership Status:** Contemplated

**Legal Entity:** Unconstituted

**Income:** TBD

**Age:** 2 months

**Image:** the South Peninsula and Cape Peninsula shown in the context of the whole Cape Town area<sup>1</sup>



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<sup>1</sup> <https://www.capetown.travel/wp-content/uploads/Peninsula-Map-2023-Final.pdf>  
<https://www.capetown.travel/wp-content/uploads/Visitors-Guide-Map-Insert-Back-Grandwest-2024-1.pdf>

# Preamble - Why Muizenberg, Fish Hoek and Simon's Town?

**Fish Hoek Future | FHF** (est. 2019) comprises of [Margy Nicol](#) (Professional Facilitator), [Marc Yates](#) (FH BID Chair), James Ricketts (FHVRR; FHF portfolio), [Ossie Consalves](#) (Retired CCT Southern District Manager) and [Zac Jefferson](#) (local architect). FHF was established to identify and highlight strategic development and improvement in Fish Hoek. Our focus is to identify developmental issues that degrade the Fish Hoek environment and experience, to curate solutions, and steer them into results. Efforts continue to be consultative, coordinated and engaged with local community groups.

**Muizenberg |** Simon Roberts chairs the Muizenberg Improvement District (MID - est. 2001) and has established the **MIDs Urban Design and Planning Committee** - working on a proposal for the redevelopment of key locations in the SRA boundaries. Simon's also been working on community mapping (ala Asset Based Community Development) of the greater Muizenberg area with a number of local NGOs and civics. Conceptual designs for medium scale development of the Muizenberg beachfront and other key locations have been prepared, this programme started in 2023, labelled "Muizenberg 2050".

**Simon's Town |** Alexandra Jongens is one of the key drivers of the steering committee looking to establish the **Simon's Town CID**. She also sits on the exco of the **Simon's Town Civic Association**.

The map on the right shows the southern peninsula at large, and highlights five potential zones of focus.

- i) The **Eastern shoreline** - from Muizenberg down to Simon town (the "blue corridor")
- ii) The **Southern shoreline** / perimeter.
- iii) The **Western shoreline**, from Scarborough up to Noordhoek.
- iv) The **Interior Core**, including Red Hill, Ocean view, Masiphumele, Capri and Sun Valley.
- v) the **Greater Muizenberg Area**, including Surfer's Corner, Zandvlei, Vrygrond



## Vision (the Why)

To cultivate and preserve a unified, prosperous, and resilient South Peninsula that celebrates its cultural and environmental heritage while embracing sustainable growth and urban development.

There are significant natural assets in the area, and the South Peninsula serves an existing role as a *key tourist destination within Cape Town*.

The South Peninsula Partnership (SPP) intends to focus on the eastern coastline areas of Muizenberg, Fish Hoek and Simon's Town, initially, including each node and spatial connection along the coastal railway edge. This 15km shared coastline corridor between the three towns creates a unique opportunity for focused collaboration, unlocking the potential of the 'blue corridor'. A further phase of the SPP is to expand to the western coastline (Scarborough, Kommetjie, Noordhoek then ending at Hout Bay).

In one line: The SPP aims to realise the **potential** of each **town and nodes in between** and link them together through **accessible transport**, known as the scenic, coastal **Blue Corridor**.

## Opportunities and Issues Informing the Proposal

We highlight the common issues and opportunities facing each town specifically, and the Blue Corridor in general. Then we provide some specifics around the three towns..

This is summarised in this matrix:

Issues / Opportunities → ← Areas	Civic Volunteer Dec.	Homelessness	Spatial Dev. Potential	Tourism Headroom	Govt. Building Issues	"Slow Life" Culture	Trainline / PRASA	Rapid Property Dev	Architectural Heritage	Apartheid Spat. Dev	Fire Risk	Baboons	Further Issues TBC
Vrygrond / Capricorn	✓									✓			?
Muizenberg	✓	✓	✓	✓	✓	✓	✓	✓	✓				?
Kalk Bay	✓	✓		✓	✓	✓	✓		✓		✓		?
Fish Hoek	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	?
Simon's Town	✓	✓	✓	✓	✓	✓	✓	?	✓		✓	✓	?
Red Hill	✓									✓	✓	?	?
Noordhoek	✓					✓		?			✓	?	?
Kommetjie	✓					✓		?			✓	?	?
Masiphumelele	✓	?	?	?	?	?	?	?		✓	?	?	?
Ocean View	✓	?	?	?	?	?	?	?		✓	✓	✓	?

TBC	✓	?	?	?	?	?	?	?	?	?	?	?	?
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## Common Opportunities & Issues

1. **Active citizenry decline** - a number of existing civic organisations which would typically serve the area struggle due to increasing economic pressure on individuals and families (consider the move towards double income households, for example). This results in more pressure on local ward councillors within sub-council 19, and increasing levels of frustration with service delivery and representation.
2. **Public Transport:** The Southern Line of the railway (PRASA) traverses the area. There are a total of approximately 8 stations, mostly heritage buildings, in the Blue Corridor. The transport service levels are poor (inconsistency due to infrastructure challenges e.g. sand on the line, resulting in high levels of traffic congestion). Non-motorised transit (NMT) routes are limited with small sections along Main Road being NMT friendly. Potential to enhance the Southern rail route into a desirable commute, with some luxury and experiential benefits in utilising rail from the CBD or Waterfront to Simonstown to be explored.

A Tramline doubling up for NMT from Fish Hoek to Simonstown is being researched. The railway infrastructure that visually impacts the coastline, would be removed, giving direct access to the coastline from the road or tram, stimulating investment and development. A continuous Blue Corridor NMT promenade from Muizenberg to Simonstown is also envisaged, adding to the coastal lifestyle experience.

3. **Social Development** - growing and shared concerns around homelessness, is a symptom of spatial and economic inequality. Developing a regional approach to social development could maximise the limited resources available and provide a more strategic approach to addressing gaps in the supportive ecosystem. In addition, the structural effects of Apartheid still permeate the South Peninsula, notably with the underdeveloped settlements of Red Hill and Masiphumele. After 30 years of freedom, this aspect of our history needs serious attention directed at ensuring a thriving and safe community.
4. **City / Local Govt owned assets** are not serving the local spatial environment, or stimulating the local economy. They are either closed, underutilised or only serving a limited visitor population.
5. **National Govt** assets are not supporting the local economy (e.g. Boulders and Cape Point do not pay levies to Simon's Town or area based maintenance) yet the high visitor numbers cause a burden on local infrastructure.
6. **Economically** - the Southern Peninsula areas are all **tourist destinations** and a significant portion of local GDP finds its source in tourist spending. Tourism marketing investment (e.g. destination marketing) is skewed towards the CBD while the Peninsula, which has three of the top five tourism assets, is currently being marketed as a half day / one day trip.
7. **Architectural Heritage** - the area as a whole has a significant number of heritage buildings which are often perceived more as a burden than an opportunity. Respect for and continuity of architecture along the Eastern seaboard is to be supported for enhanced ecotourism value.
8. **Blue Ocean Life / Slow Life / Family life** - False Bay is a marine reserve with active environmental conservation and research interest - think "My Octopus teacher". Attraction to the area can be found in the quality of life, community and a sense of pedestrianism, living "closer to nature", and the family lifestyle along with an abundance of schools and outdoor sport activity.

9. **Natural Heritage** - the ocean, the mountain range and the local fauna/flora are all shared.
10. Each town is at different stages of creating a **cohesive vision** for urban spatial development. These independent efforts could benefit from collaborating with a focus on a strategic vision such as the Blue Corridor.

## Nodal-specific Opportunities and Issues

### Muizenberg

- Has one of the City's most popular beaches, but only 20% of its potential frontage is used, due to crime levels and perceived lack of safety.
- We have one of the best maintained vleis – Zandvlei – but the surrounding amenities are lacking and not enough of the spaces are free to use.
- Is a significant tourist attraction in the culture and artistic area that is Muizenberg, yet 4KM away, neighbours live in squalor. The Muizenberg SAPS station has some of the worst stats in the country in terms of GBV and violent crime.
- Has potential to develop the area, increasing the levels and spread of income, creating jobs, providing mixed income housing for residents and generally supporting the City of Cape Town's strategic objectives to be a "City of Hope".
- Muizenberg is an ideal "escape from the City, within the City", and there is growing popularity for the area that locals worry could result in gentrification, further driving the wedge between the haves and the have nots.
- Spatially, Muizenberg can act as the "gateway to the Blue Corridor".

### Fish Hoek

FHF initiated a community consultation process in 2021, resulting in a number of realisations and topics

- The local organisations and constituents have been fragmented for a long time, yet have the potential to work together, and with the collective effort of broader representation in the South Peninsula, this can only be enhanced.
- Natural assets attract a sporting and outdoor lifestyle, however locals and visitors pass through FH as the 'Main road' (high street) is off-putting to travellers.
- Crime and grime is being managed but the street and night life is perceived as rough and does not offer a safe & quality nightlife. The Blue Corridor represents an opportunity to attract and retain a middle class demographic rather than just 'passing through' as visitors.
  - o Safest, most family friendly beach along the South Peninsula with limited frontage development to date, due to leasehold limitations, which are in the process of being changed: ref [Galley Auction](#). Also to note ocean sports attractions from the Trek Fishermen, to the best surfski club nationally [FHBSC](#) and life saving champions [FHSLC](#), to surfing, and windsurfing sports plus the scenic Jagers Walk to Sunny Cove.

- o The [lower Silvermine Wetlands](#) with walking and hiking trails on either side of the valley including [Brakkloof to Elsie's Peak](#). and [Trappieskop Valley - Spes Bona Valley](#)
- Urban transport centre for South Peninsula as an opportunity to develop a [sheltered and modern railway station](#), providing protection from the elements, dignity and safety for all commuters, through access to [Railway Retail and Placemaking](#) and transport options including non-motorised transport (NMT). View FHF's CCT [Submission](#) (Dec 2023) regarding Transit Oriented Development (TOD) spatial design of Urban Mobility in consultation with [Kyle Shirley](#). FHF has been promoting and researching the 'end of the line' terminal in FH and the conversion of the remaining rail to a tram.
- Excellent public and private schools and the coastal town lifestyle attract families to buy into the area, which is more affordable than neighbouring towns. However, in spite of semi-gration and improved resident LSM, locals travel to spend their money either at Vallyland or neighbouring suburb shopping centres, i.e. Harbour Bay, Long Beach and Sun Valley. Transformative urban design along the central business district and high street, respecting tourist, business and resident desires will attract investment opportunities and restore Fish Hoek into an attractive destination.
- FH has regressed during the last 30-40 years and is considered an 'unattractive town', in the otherwise scenic Eastern seaboard. The entire beachfront (Erf 10669) is CCT leasehold land which only recently became available for development through the [Fish Hoek Galley Auction](#). This is the catalyst to attract investment and spark development of the beachfront.

## Simon's Town

- The tourism economy revolves primarily around day trippers. There is potential for local economic development if a higher percentage of visitors stay at least one night in the area.
- Simon's Town has some of the best beaches and diving sites, borders the Table Mountain National park, however we have major environmental challenges that put the town's economy at risk (such as baboon management and the foreseeable penguin extinction by 2035.). Civic organisations are limited in effective action. A robust collaboration with different levels of government involvement is key.
- Simon's Town has a unique architectural character comprising a range of heritage buildings and navy infrastructure. Local and national government assets, in particular, are not being maintained and are becoming problem buildings (such as providing squatting opportunities for the homeless population and becoming permanent sleeping places for baboons).
- Simon's Town is a honeytrap for rough sleepers with not enough supportive institutions and no regional supportive approach to the challenge. The high visitor numbers during the day provide easy economic opportunities; there is one shelter (Happy Valley) which is at capacity resulting in many people sleeping in public spaces and setting up informal shelters with little to no enforcement of anti-social behaviour. A strong regional approach working in partnership with our neighbouring towns to maximise resources.

## How will this live with other civics?

The obvious question that one might have when reading this proposal, is how this entity would work with and alongside other civic organisations. Examples of these include: Residents' associations, neighbourhood watches, special rates areas (SRAs) (CIDs), NGOs, and other special interest groups such as historical societies, conservation associations, et cetera.

In general, it may help to think of SPP as an “ Organisation to Organisation” sort of entity, as opposed to a “ Organisation to Individual” sort of entity. In traditional business language, this would be a B2B business as opposed to a B2C business.

In appendix A, we summarise the opportunities for synergies and collaboration with each of these different types of entities. A full workshop on this specific topic, with the generation of the necessary communication aids and diagrams is necessary to avoid creating confusion with stakeholders.

## **What outcomes will we pursue? (priorities)**

This is the draft set of outcomes that the team feels we can and should pursue. Further workshopping is required.

1. Blue transport corridor: functional railway line, railway stations, NMT route and attractive carriage format (CBD-Simonstown high-end commuting option, Tram);
2. Unlock eco-tourism and development - harness the existing volume of tourists to benefit the local, small businesses on the Peninsula and promote localisation.
3. Social development- using the safe space / progressive methodology (inclusive, cooperative, championed by NGOs like U-Turn, MES). Determining a regional approach to social development.
4. Establish placemaking partnerships with CIDs & Civics to ensure vibrant public spaces, especially along the blue transport corridor to start. Over time areas of focus can expand beyond this.
5. Develop a unified urban spatial development framework for the Blue Corridor
- 6.
7. Survey residents across the area to determine quality of life (QoL) factors which might be enhanced through economic development programs. (Preventing people from getting onto the street).
- 8.
9. Identify projects, timelines, budgets and implementation strategy for the short, medium and long term to 2050.

## **Working Group**

This is the current working group, we're still forming as a team.



# Open Questions

For Review ▾

1. How do we ensure that we bake in the best possible values from the start, into the organisation? I.e. to avoid it getting hijacked and losing the heart and intention we seem to all be on the same page about now?
2. How do we ensure that we understand and represent the nuanced needs of the people within the area? (i.e. working bottom up instead of top down).
3. How will we measure success? Should we plan for a monitoring and evaluation stage / component to the work? What metrics?
4. At what point do we nail down the name, brand, website and scope? (Too soon and it might be wrong and narrow / too long and we don't get people excited and create any "market salience")
5. How **broad** do we cast the net in terms of our field of concern? Food security? Recycling? Quality of life, employment, etc.?



## Partnership Action Plan

1. Finalise proposal draft Done ▾
2. Present to industry experts (such as Andrew Borraine) Done ▾
3. Perform a cursory approach / programme risk assessment (all) In Progress ▾
4. Working group team building Scheduled ▾
5. Mapping of the stakeholder environment (including authorising and mobilising sectors (walk the route) Not Started ▾
6. Complete NGO / Civic Org. survey & stakeholder mapping (directory formed) Not Started ▾
7. Draft the phase 1 / 18-36 months implementation including key attainable outcomes, expense estimates Not Started ▾
8. Develop Brand concept and Website (phase 1 - working placeholder) Not Started ▾
9. Press-release and invitation for input and volunteers Not Started ▾
10. Present to Far South Peninsula Civic Forum (Chair: Bas) Not Started ▾
11. Formalisation of working group (which will become the board) Not Started ▾
12. Write up funding proposals / identify sources Not Started ▾
13. Secure funding and/or develop revenue streams Not Started ▾
14. Decide on and Incorporate the entity (NPC/NPO/etc.), finalise the plan for the first 12-36 months of implementation. Not Started ▾

## Appendix A - Civic Organisation Matrix

Org. Type	Remark
<b>Residents Associations</b>	<p>Anecdotally, residents associations struggle for volunteer time and energy. It seems that this sort of civic involvement is going out of fashion, as society becomes more fast paced, digitally connected, and economic pressures mean people have less margin from which to contribute to their society.</p> <p>The partnership could assist in supporting these organisations to reinvent themselves, and the services they offer to their members. Some form of membership and involvement in a meaningful way should remain an option.</p> <p>Examples: MLRA, FHVRRA, NRRRA, STCA, 10 in total.</p>
<b>Special Ratings Areas / CIDs</b>	<p>SRAs could avail of strategic services such as establishment services, consulting and HR services, placemaking services.</p> <p>Examples: MID, KBSJSRA, SKCID, STCID, 4 in total.</p>
<b>Neighbourhood Watches</b>	<p>NHWs could be capacitated with the supplementary service from the partnership.</p> <p>Coming alongside community policing forums, to help local communities establish and run neighbourhood watches to good effect.</p> <p>25</p>
<b>Community Policing Forums</b>	<p>Struggling community policing forums could be added by consulting support and potentially even semi paid volunteers.</p> <p>examples: 4 Fish Hoek CPF, Muizenberg CPF, ?</p>
<b>NGOs</b>	<p>NGOs would be segmented, with needs identified per cluster and solutions developed accordingly in the form of networks of communication and adjunctive services.</p> <p>It is anticipated that the social development sector of NGOs would be the initial primary focus, looking at the lead measures which result in homelessness, and then assisting in NGOs to form a net of services and information sharing across the region to ensure that the most vulnerable are supported in holistic and sustainable ways.</p>
<b>Business Associations</b>	<p>Lightweight support through quarterly business networking breakfasts, area marketing and other supplementary services could be offered.</p> <p>Examples: Simon's town, Muizenberg, Fish Hoek</p>
<b>Historical and Environmental Conservation associations</b>	<p>Pending survey before we determine what these organisations need.</p> <p>Examples: Zandvlei Trust, Muiz Heritage, <a href="#">full listing</a> Heritage WC, full listing City of <a href="#">Cape Town CBO list</a>.</p>
<b>Other Sectors</b>	<p>Based on more thorough research, and then informed by a needs survey, we may include groups like: Arts and Culture, Designated Vulnerable Groups, Education, Faith-Based Organisations, Sports, Youth, etc..</p> <p>These would likely be in a very minor, supportive way, as these are very diverse groups. However, the overarching theme of improving the quality of the lived experience for locals should be the "true north" we keep to.</p>

## Appendix B - Decisions we can defer

### For Review ▾

- Organisational structure
- Governance
- Funding structure
- Incubated within an existing partnership or SPV
  - As a programme under GTP
  - Spin off of “Better.Together” - would need to be placemaking focused with the impact being revitalization (public space renewal); job reaction and economic development.

## Appendix C - Risk Assessment

### In Progress ▾

Further risk assessment workshops should be done early to avoid failure.

Risk	Mitigation
Alienating local ward councillors by “going over their heads”.	
Getting push back from existing civics who might see this as “overshadowing” them.	
Incomplete representation of stakeholders on the working group of the partnership.	
Territorialism from smaller areas, creating a sense of competition.	

## Appendix D - Network

These are the existing organisations that we know of, which we might want to connect with and potentially partner with, or learn from.

Organisations
<ul style="list-style-type: none"><li>• Green Cape</li><li>• Blue Cape</li><li>• <a href="https://kaiseredp.com/project-examples/">https://kaiseredp.com/project-examples/</a></li><li>• <a href="https://dstlry.com/facilitation/">https://dstlry.com/facilitation/</a></li><li>• <a href="https://dschoolafrika.uct.ac.za">https://dschoolafrika.uct.ac.za</a></li><li>• <a href="https://reospartners.com">https://reospartners.com</a></li><li>• <a href="https://wcedp.co.za/edp-programmes-spatial-transformation/">https://wcedp.co.za/edp-programmes-spatial-transformation/</a></li><li>• <a href="https://amava.org">https://amava.org</a></li><li>• <a href="https://youngurbanists.co.za/">https://youngurbanists.co.za/</a></li></ul>