

Little Mowbray Rosebank City Improvement District

Community Consultation Meeting:

15 July 2015: 19:00-21:00: Rhodes High School, Mowbray

1. Registration

Property owners attending were marked off on the address register. A total of 137 Property owners registered attendance (44 from Rosebank and 93 from Little Mowbray) at the meeting.

2. Welcome by Marc Truss (meeting chairperson)

3. Presentation:

Members of the LMRID Steering Committee made the following presentations (the presentation will be made available for download on the web site: www.lmrid.capetown):

- a) Marc Gammon presented on What SRAs/ CIDs are, how they work, advantages and disadvantages.
- b) Rae Wolpe presented the LMRID geographic boundary, the results of the community perception survey and the LMRID Vision.
- c) Simon Birch presented the LMRID business plan including the proposed services, budget , and costs.
- d) Marc Gammon presented a list of comments concerns which have been expressed to-date and responses to these.

4. Discussion: Questions and Answers

The floor was opened for comments and questions. On the whole, appreciation to the Steering Committee for getting the initiative to this stage was expressed as well as support for the LMRID as an important and needed initiative. The following questions and answers were discussed:

1. Brent Dyssel (Little Mowbray): LMRID is a good initiative. Is there any scope for traffic calming measures to be included (e.g. Durban Road) and broaden the scope of LMRID? If changes are made how long will it take to enact those?

Answer: Once the LMRID Business Plan is approved at the AGM it will be implemented (this will be in the second half of 2016). Each financial year, a new Business Plan and budget is developed. New proposed initiatives have to inform the budget before approval at AGM. In addition, LMRID will be able to form partnerships where businesses can be encouraged to financially contribute to extra initiatives. SRA's can certainly undertake traffic calming measures so long as these are (a) included in an implementation plan, and (b) approved by the City / traffic department. The Bypass road along the railway line in Claremont, and the entire bus and taxi interchange there was funded entirely by the Claremont SRA.

2. Sarah (Rosebank): Setting up a Non-Profit Company incurs legal fees and registration costs etc. Can people make tax deductible contributions to it? Does seed capital cover these kinds of costs? There is no provision for a physical office. What assets are included? Will need phones.

Answers: No, one cannot make tax deductible contributions to the Non-Profit Company. LMRID will use a security control centre and this will include phones. LMRID wants to keep running costs to a minimum. If additional office space is needed, cost-effective options will be identified.

3. Janet (Little Mowbray): Why was the proposed geographic area and boundaries chosen? Can the boundaries change in future?

Answers: Rosebank and Little Mowbray are both well organized areas with active community structures which makes it much easier to organize and facilitate community participation and support for an initiative like LMRID. If a bigger area was included, it would include a lot of tenanted/ rental properties and finding owners could be tricky which would increase the risk of not obtaining the required 60% support vote from property owners. If the area between GSCID and LMRID got organized that would be good as well in future.

It is possible to change the boundaries in future once the LMRID is established. There are clear procedures which would need to be followed. The current LMRID boundaries appear to be a natural area with sufficient rates/ revenue base.

4. Jane (Little Mowbray): What % of households are exempt from the LMRID levy?

Answer: One can identify this % by analyzing the area's property database but we don't have the exact number at hand. The % will be quite low. Anybody getting relief will be identified and picked up in the City's financial system and will get 100% exemption from LMRID levy.

5. John (Little Mowbray): LMRID is a good initiative: Are the two patrol vehicles in place of the bicycle patrol?

Answer: LMRID could decide to provide additional security over and above the two 24 hour patrol vehicles. LMRID provided security can't provide response on a private property and can only deal with response in roads/ pavements/ public area. It may make sense for people to switch armed response service providers to the same service provider providing security for LMRID once the LMRID Board has appointed its patrol security provider, but that is an individual choice. LMRID could potentially negotiate a lower armed response cost with this service provider based on a minimum number of subscribers being achieved. The two LMRID patrol vehicles will be contactable by phone.

6. Peter Kramer (Rosebank): Most people subscribe to ADT so if have Securitas patrol vehicle would there not be a coordination problem if we have different service providers?

Answer: Generally all CID service providers make it easier to prevent crime and they start to work together with same objective of preventing crime. Service providers provide holistic approach and look after each other. CIDS provide a top up to existing services not a replacement. So coordination will not be a problem.

7. Unknown: One patrol van per area will not provide sufficient service. The bicycle patrol do a good job and consideration needs to be given to also retaining them.

Answer: One challenge with bicycle patrol is in rainy weather that causes variation in bicycle patrols which you don't get with patrol vehicles. Ten years ago main crime was theft from cars

but now crime is from people in vehicles who can't be caught by bicycles. It is possible to retain a bicycle patrol as part of the LMRID if that makes sense and the Committee will investigate this further.

8. Sue (Little Mowbray): The LMRID Business plan does not appear to contain salaries so there are no employees. So SRA administration will happen via a contract for R3000/ month. So who will see that service providers are monitored to deliver? It is difficult for steering committee working on a voluntary basis to monitor service providers.

Answer: If there is a control room and can outsource monitoring re automated reporting etc., fundraising is done by the City. Monitoring need not be that different than being chair of the Neighbourhood Watch and responding to queries as these are raised by the community. Bigger CIDS would employ a manager but this may not be necessary if we outsource to relevant service providers. Community members must still log C3 queries and follow them up for service delivery issues with the City of Cape Town.

9. Jill Lanham (Rosebank): What happens if you find an error in the business plan, for example the Friends of the Rosebank and Mowbray Greenbelt (FROG) is not mentioned (a new Non-Profit-Company and which has done a huge amount of good) and needs to be?

Answer: The LMRID Business Plan on the web site can be amended to clarify or correct facts, but if changes have financial impacts then there must be a new community meeting to start the voting process all over again. If anyone has proposed changes to the business plan please submit comments (ideally using info@lmrid.capetown or via the Steering Committee). FROG will be added to the business plan.

10. Allan: Is the required vote 60% of property owners, or 60% of those who vote? The presentation did not discuss other SRAs in existence. What about lessons learned, rates they are paying, what has been successful etc.?

Answers: We need 60% of the total number of eligible properties to vote in support (those that are exempt from paying rates do not vote) (some property owners own more than one property so their vote would cover more than one property).

Eddie Scott from the City of Cape Town clarified: There are currently 33 SRAs/ CIDs operating in Cape Town, with the first ones established in 1999/2000 with 3 year term which later changed to a 5 year term a few years ago. Not one SRA has dissolved, some have renewed their term for the 4th time. Success breeds success so today have over 100% rates payment ratio where there is an SRA, rest of the City is around 95%.

SRAS have spent, from their start to the end of the 2015/16 financial year, just under R1.1 billion. Of this, arrears run at under R15 million. Each SRA is unique, so difficult to compare them. If Council does approve LMRID, then it is recommended that property owners become a member of the company, vote and become a director if relevant. The SRA Board is accountable to property owners and duly mandated tenants. Cape Town CID budget is just short of R50 mil p. a and smaller ones are about R400,000 p.a. budget. So the proposed LMRID budget of just over R1.7 mil. Is sufficient to provide meaningful services.

11. Unknown (Little Mowbray): If in 3-5 years time, LMRID does not work and the company is dissolved then does additional LMRID levy fall away?

Answer: Yes.

12. Rose (Little Mowbray): How do you get votes to the LMRID Steering Committee and get all property owners to vote? It is important for the neighbourhood block coordinators to help to obtain contact details for all property owners so the voting form can be sent to them.

13. Paul (Little Mowbray): Security is the biggest part of the LMRID budget. Can you make sure the business plan is clear on the motivation for how we arrived at 2 patrol vehicles as the best solution. The Bicycle patrol is effective. Not sure if patrol vans are best solution. Need detailed explanation in the business plan here.

Answer: This is not a final decision (cars vs. bicycles) and needs to be investigated in more detail over the next few months. Identified problems with bicycles (in broad terms) are:

- They get given a route through the "baton points" and thus are predictable to criminals - once the bicycle has gone past you know he won't be back for at least half an hour - cars directed in real-time from a control room are much less predictable;
 - If you see suspicious behaviour in the area and you phone the control centre, it will take a good while before the bicycle gets there (if at all), while cars are much more "responsive" to reported concerns;
 - Criminals these days are in cars, and they exit an area rapidly. You can't chase "the crowbar gang" on a bicycle; and
 - In rainy weather the bicycle patroler typically has his head down and he's peddling to get round all the baton points.
14. Closing comment: It is good that the community is getting increasingly organized. This can lead to great things and taking control of a range of issues and services (e.g. fibre internet).

5. Closing:

Jonathan Hobday closed the meeting and thanked all community residents for attending, the City of Cape Town officials for attending, the Steering Committee for all their hard work, the Printing Press for contributing free and subsidized printing of documents, and Rhodes High School for making the venue available.

NB: ALL PROPERTY OWNERS/ PROXIES ARE ENCOURAGE TO SUBMIT THEIR CONSENT FORMS AS SOON AS POSSIBLE (DOWNLOAD FROM <http://lmid.capetown/wp-content/uploads/2015/06/LMRID-Consent-form-final.pdf> or go to www.lmid.capetown and press Documents tab)