



BRETT HERRON

What I've Done Since 2009 — The Short Version



Every line below is independently verifiable — see the full Public Record document for sources.

EARLY ADVOCACY

As a new councillor in 2009, Brett pushed through a motion to extend basic municipal services to backyard dwellers — tenants living in structures on other people's properties, who until then had no direct claim on City services and depended entirely on their landlords. The City agreed to start delivering services to them directly. It's a small, procedural win by the standards of a headline-driven news cycle, but it's the earliest evidence of the pattern behind everything that followed: **start with who's excluded**.

Source: IOL/Cape Argus, 4 Sept 2018.



WARD COUNCILLOR FOR WARD 57

Brett served simultaneously as the directly elected Ward Councillor for Ward 57 (Devil's Peak, District Six, Gardens, Observatory, Woodstock, Salt River, Mowbray) from 2011 to 2016, alongside my citywide transport portfolio. He ran an annual ward-allocation budget (grown to R700,000) on traffic calming, park upgrades, job-creating park attendant posts, skills training, and community projects. Partway through his term, he printed and physically distributed a hard-copy mid-term report to every household in the ward.

Sources: daward57.wordpress.com, "Ward Projects" (my own contemporaneous ward-allocation reports; the mid-term report's existence and distribution are my own account).

PUBLIC TRANSPORT

- Brett took charge of MyCiTi as Mayoral Committee Member for Transport (2011) and led its expansion into Blouberg, Table View, Atlantis, Melkbosstrand, Milnerton, Century City, and the Atlantic Seaboard to Hout Bay.
- He introduced the N2 Express as a short-term intervention to bring Khayelitsha and Mitchells Plain into the rapid transit network years ahead of their scheduled Phase 2 rollout — confirmed in the City's own 2012 Business Plan and announced publicly under his name that October.

- MyCiTi's automated fare system won the international Mastercard award in 2014 for the best bank-based fare project in the world.
- MyCiTi remains the country's best-performing Bus Rapid Transit system today — 42% of all BRT trips nationally, ridership up 68% since 2021.

Sources: Wikipedia; City of Cape Town 2012 MyCiTi Business Plan; Cape Times, 9 Oct 2012; Boule & van Ryneveld (MAPS Programme, 2015); IOL/Weekend Argus, 16 May 2026.



STOPPING THE WINELANDS TOLL ROAD

Brett led the City's decade-long legal fight against SANRAL's plan to toll the N1 and N2 through the Winelands. He won an interim interdict in 2013, the High Court ruling largely in the City's favour in 2015, and a Supreme Court of Appeal dismissal of SANRAL's appeal in 2016 — upheld at the Constitutional Court. The toll road was never built.

Sources: EWN, ITWeb, Engineering News, Polity.org.za — court rulings 2013–2016



PUTTING WOMEN INTO ROAD REPAIR CREWS

Brett ran the TDA's Women-at-Work Programme, training and deploying all-women road repair teams into a field almost entirely staffed by men. By April 2018, the City had its 13th all-women team, recruiting women aged 24 to 40 — many of them sole breadwinners — from areas of high unemployment like Atlantis, training them to fix potholes and clear storm-water infrastructure. One graduate, Kashiefa Beck, went on to permanent employment at the City's Heideveld depot.

Sources: Cape Argus/pressreader, 23 April 2018 and 27 Aug 2018.



CLOSING BLIKKIESDORP: THE ACSA SYMPHONY WAY PROJECT

Brett advanced a project with ACSA to close the Blikkiesdorp temporary relocation camp and relocate residents, together with Freedom Farm and Malawi Camp, into roughly 3,200 permanent BNG housing units on Symphony Way. In September 2017, he launched a skills-training partnership with False Bay TVET College and ACSA funding (R5 million), training Blikkiesdorp residents toward a National Certificate in Community House Building and bricklaying — skills intended to let residents help build the very homes they'd live in. The project broke ground and continued after 2018, but has been repeatedly delayed since, including by construction-mafia extortion; as of 2026, residents still describe unfulfilled housing promises.

Sources: Democratic Alliance (da.org.za), 28 Sept 2017; PMG committee records; IOL/Cape Argus, 20 Jan 2023; EWN, 8 March 2024; Cape Argus, 7 July 2026.



AFFORDABLE HOUSING



- As MMC for Transport and Urban Development from 2017, Brett identified well-located inner-city public land — Salt River Market, Woodstock Hospital, and others — for affordable housing, breaking away from decades of peripheral-only development.
- Under his watch, the City exceeded its annual housing delivery target for the first time since its formation in 2000 — by 62%, confirmed in the DA's own published statement at the time.
- He resigned from the DA and Council in November 2018 after the party blocked the Salt River Market disposal and moved the housing plan backward.

Sources: GroundUp, 6 Oct 2017; Democratic Alliance, 24 July 2018; Wikipedia; News24, 1 Nov 2018.

DRAFTING AN INCLUSIONARY HOUSING POLICY

Brett pursued a second housing tool alongside the public-land initiative: an inclusionary housing policy requiring private developers to contribute affordable units in exchange for development rights. He produced a detailed concept document grounded in international best practice (with input from the Lincoln Institute of Land Policy), got Mayoral Committee approval in September 2018, and obtained a formal legal opinion from Advocate Karrisha Pillay confirming the policy was constitutionally competent and advisable. The policy was never finalised — his resignation two months later stalled the process, and it was never adopted afterward. The idea resurfaced provincially: the Western Cape Government adopted its own Inclusionary Housing Policy Framework in 2022.

Sources: GroundUp, 6 Oct 2017 and 11 Sept 2018; IOL/Cape Times, 19 Sept 2018; City of Cape Town/TDA Concept Document, 24 Aug 2018; Karrisha Pillay legal opinion, 5 Oct 2018 (primary sources, provided by Herron); Scheba, Housing Policy Debate, 2024; South African Government News Agency, 4 Nov 2022.



THE FORESHORE FREEWAY PRECINCT

Brett launched a bold, innovative Request for Proposals asking the private sector to solve one of Cape Town's most visible unfinished projects: the elevated highway bridges left incomplete since the 1970s. The model was self-funded — developers would get rights to develop City-owned land beneath and around the bridges in exchange for completing the highway and building affordable housing alongside market-rate units, at no direct cost to ratepayers. Bidders' proposals were put on public exhibition, an unusually open process for a project of this scale, and the results were genuinely exciting. After a two-year process, Mitchell Du Plessis Associates was named the

qualifying bidder in February 2018, with a proposal including at least 450 affordable units. The City Manager cancelled the RFP in July 2018, citing legal concerns about the evaluation criteria and a weaker economic outlook; Brett disputes that account and maintain the criteria were not vague — the cancellation followed political pressure, not a genuine procedural defect. The bridges remain unfinished today, and the DA is now reportedly considering a similar mechanism to revive the project.

Sources: CapeTown ETC, 13 Feb 2018; Cape Town CCID (public exhibition); Daily Maverick, 18 July 2018; News24, 18 July 2018; Weekend Argus, 4 July 2026 (disputing account).





THE RAIL ENFORCEMENT UNIT

Brett convened a rail crisis summit in February 2018 with PRASA, the Western Cape Government, and business leaders after arson and vandalism attacks had destroyed 149 Metro-rail carriages since 2015. Out of that summit came the Rail Enforcement Unit — 100 armed law enforcement officers deployed onto Cape Town's trains, jointly funded (R16 million each) by the City's Transport Development Authority, the Western Cape Government, and PRASA, for a total of R47.9 million. Officially launched in October 2018 with the Premier and the national Transport Minister in attendance, the unit split its focus 60% on passenger safety and 40% on protecting rail infrastructure — a direct, funded response to a rail-crime crisis, not a talking point.

Sources: IOL/Cape Argus, 24 May 2018; Daily Maverick, 27 June 2018; News24, 30 July 2018; TimesLIVE, 29 Oct 2018; GroundUp, 30 Oct 2018; Western Cape Government (d7.westerncape.gov.za), joint statements.

GOOD

GOOD

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BUILDING GOOD

- Brett co-founded the GOOD party with Patricia de Lille in December 2018; he was appointed founding Secretary-General in January 2019, and re-elected unopposed in 2023.
- Brett was elected to the Western Cape Provincial Parliament (2019) and the National Assembly (2022–2024).

Sources: Wikipedia; IOL/Cape Argus, 13 Nov 2023.



HOLDING GOVERNMENT TO ACCOUNT

- Brett served on Parliament's Section 194 Ad Hoc Committee, which led to the removal of Public Protector Busisiwe Mkhwebane in September 2023.
- He pushed the complaint that led the Public Protector to find, in 2021, that a Western Cape MEC had misled the legislature about why Cape Town's inner-city housing projects were cancelled.
- He referred the City's Strandfontein homeless camp spending for SIU investigation in 2020; the SIU found R42.3 million in irregular expenditure in 2022.

Sources: TimesLIVE, 28 July 2023; IOL/Cape Argus, 23 April 2021; IOL/Cape Times, 20 Aug 2020; For Good, 25 Jan 2022.



PUSHING FOR UNFINISHED TRC PROSECUTIONS

Brett has been part of a sustained, multi-year advocacy for completing the roughly 300 apartheid-era cases the TRC referred for prosecution but which were never pursued. In May 2024, a formal parliamentary question he put to the Minister of Justice produced an official response revealing the NPA was aware of only 159 of those cases, with just 21 finalised. He has pressed specific cases including the Imam Haron inquest reopening (2023), and challenged former presidents over the state's failure to prosecute (2025). This is a record of advocacy and oversight, not of outcomes achieved — the underlying prosecutions remain largely unresolved.

Sources: IOL/The Star, 9 Nov 2022; Politicsweb, May 2024 and 2023; Politicsweb, 9 Oct 2023; Polity.org.za, 28 July 2025.

CHAMPIONING A BASIC INCOME GRANT

Brett has fronted GOOD's proposal for a R999-a-month Basic Income Grant since 2021 — across the Provincial Parliament, the National Assembly, and back again — arguing it as a constitutional obligation, not a handout. While not yet enacted nationally, the advocacy is the record, not a claim of the policy having passed.

Source: News24, 26 June 2023



A LEGACY THAT OUTLASTED THE OFFICE

The principle he pushed in 2017 — that well-located public land should be used for affordable housing, not just land on the periphery — didn't end with his resignation. It became the central legal question in the Constitutional Court's 2026 Tafelberg ruling, which found that where a home is located is central to whether it counts as constitutionally adequate housing at all. Ndifuna Ukwazi, reacting to that judgment, used almost the same language he used in office nearly a decade earlier — independent evidence the framing outlived him, not his own claim about his legacy.

Sources: IOL, 5 July 2026; African News Agency, 3 July 2026; Cape Town Etc/allAfrica.com, July 2026.



"Spatial justice" itself made the same journey — from a phrase he used to describe his own housing policy into language used across the political spectrum, including by a DA-aligned provincial statement that used the identical framework to criticise his own record. That's the clearest sign the idea became shared currency rather than a partisan slogan he alone claimed.

Source: Western Cape Government, 18 Sept 2023.



Seventeen years.

Public transport. Affordable housing. A toll road stopped. A party built. Governments held to account.

JUDGE THE RECORD.