CAPE TOWN 2025: URBAN FORM AND INFRASTRUCTURE

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1. Planning Perspectives

2. Presentation Focus
   - public facilities and spaces,
   - public transport, and
   - housing.

3. Cape Town Today – BAU

4. The Nature Of The Good City – SD

5. Key Strategies – in pursuit of the good city
PLANNING PERSPECTIVE

• Central Arguments:
  - Current day planning is driven by quantities and menu planning – modernism and apartheid had a great deal to do with this.

  - For various reasons we’re not getting ahead of the problems and challenges that the city and urbanisation patterns present – more and more poverty is assuming an urban character.

  - We have to find the meaning, purpose and role of the city from a qualitative, value-based perspective (a common vision and moral regeneration or consciousness).

  - Urban and green laws and policies provide the mandate for a value-based approach to planning.
BUSINESS AS USUAL: PUBLIC FACILITIES / SPACE

• The need for public space / facilities to structure urban form and reinforce other urban activities is still a battle in planning / design

• Getting meaningful public space on the urban agenda is still a struggle, despite the Dignified Urban Spaces Programme

• The argument is often that there are no human and financial resources to provide, maintain and manage public facilities / spaces

• People do not identify with or ‘own’ public spaces

Philippi, Lansdowne Road market, 2002

Philippi, Lansdowne Road public space project, 2004
BUSINESS AS USUAL: TRANSPORT

- The traditional transport model is still applied today although inappropriate and outdated against the different movement patterns and transport modes across the city.

- 36% of people use walking as their main mode on a daily basis, and many in the MSE use other NMT modes such as horses and carts for work purposes.

- Road-based transport (the car in particular) is still prioritised above PT and NMT.

- Rail and taxis are unsafe and in bad shape while car usage has increased by 50% between 1990 and 1999 – the more road space we provide, the more we encourage the increased use of private transport.
BUSINESS AS USUAL: HOUSING

• Presently, 265 000 of 800 000 households need adequate housing

• In-migration, population growth and household splitting result in an influx of 38 525 persons per annum

• Housing is still happening on cheap land on the periphery of the city – adding to sprawl, the one house one plot aspiration and increasing polarisation

• The need to cater for a range of housing needs, types and tenure options is only addressed in a limited way in the N2 Gateway Housing Programme

• Densities are still relatively low, and if addressed, are presented in terms of numbers not positive spatial structure and urban form – more hostels, instead of homes in a positive environment
THE NATURE OF THE GOOD CITY

• A socially just city where justice, food, shelter and so on are distributed fairly and where peoples’ most basic needs are heard and understood to raise capabilities to maximum levels

• A creative city where open-mindedness is promoted and the potential of human resources is mobilised

• A city-ecology approach to planning where ecological processes and systems are protected and conserved as a means of structuring urban form

• An integrated compact city where access and proximity to essential goods and services, information and people is possible especially for people who move on foot

• A diverse democratic city where a broad range of people with overlapping interests, cultures and activities come together in the spaces and places that promote public interest, public debate and public life

• The ultimate city where fear of crime and violence and turf protection is eliminated in the public realm and space is appropriated across public boundaries
KEY STRATEGIES

- **(Re) Location:** to areas of opportunity, networks and confidence (the inner city, Bellville, Claremont) to create asset value especially for the urban poor – high density and infill in traditionally white areas (Blaauwberg)

- **Reclamation:**
  - Peripheral city spaces should be reclaimed and set aside for agriculture / as productive spaces to prevent sprawl and to regenerate a smaller scale agricultural economy / distribution
  - Redistribution of public land assets through restitution and high density urban development should be vigorously pursued
  - Reclaiming underutilised assets (the street, road reserves, significant public places)
THE GOOD CITY: PUBLIC AND NM TRANSPORT

• Restructured Public Transport
  - Prioritising public transport and NMT requires major shifts in mindsets from a technocratic (engineering) approach to a social-anthropological approach
  - Investment in public and non-motorised transport should be focused on urban corridors
  - An urban corridor represents a broad band of mixed use activity around one or more continuous transport routes, carrying high volumes of traffic on a stop-start rhythm, with opportunities associated to concentrations of people and activity
  - Public investment needs to be focused on the provision of buses / taxis / feeder services that are efficient and affordable and provide access across the city through a system of corridors

• NMT – an urban necessity
  - An urban NMT network to promote access and low cost mobility can be facilitated:
    - As linkage to road and rail based public transport of a higher order
    - As providing access to public facilities, amenities, institutions and work at a sub-metropolitan scale
    - As providing localised access and linkage within neighbourhoods to key facilities
    - Public and NM Transport should contribute to city restructuring and focused investment

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• Bangiso – Tandazo, Khayelitsha is a vital NMT link that was upgraded to serve high volumes of pedestrian movement, support informal activity and provide social space

• The capital value of the project was R1m
SUSTAINABLE SETTLEMENTS AND CITY MAKING

• Re-emphasising public facilities and open spaces

Open space as:
- necessary natural resources
- resources and livelihood-generating spaces
- urban spaces in which citizens can find viable places to manufacture and trade

Public facilities and spaces as:
- spaces of cultural difference and contestation / integration
- facilitating economic integration
- addressing the inequitable distribution of opportunities
- providing basic levels of access and convenience for all citizens

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INTEGRATED SETTLEMENTS – JOE SLOVO PARK

KEY ELEMENTS:

- Landscape and green network
- Public place, building form and scale relative to the existing Langa
- Hierarchy and movement framework
- Urban blocks
- Development parcels and plots
- Mix of land uses
IN PURSUIT OF THE GOOD CITY

- The urban elements and strategies require support from different role players to work together towards a common value-based vision.

- As professionals, city managers, bureaucrats, policy makers, city planners, designers ……… we must undertake and realise our mandate in terms of current public policy and legislation to achieve an inclusive, integrated, equitable and sustainable city.

- Policy, ideology and practice / implementation must cohere to shift the everyday quality of life for the majority of Cape Town’s citizens.

‘We are a time-binding species whose inescapable task in a fundamentally urbanised world is to forge pathways towards a future that is worth struggling for’ (Friedmann 2000: 471).

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