Workshop Summary

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Contents

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1. Demographics

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Age

- Mostly 20-30

Distribution of People's Ages

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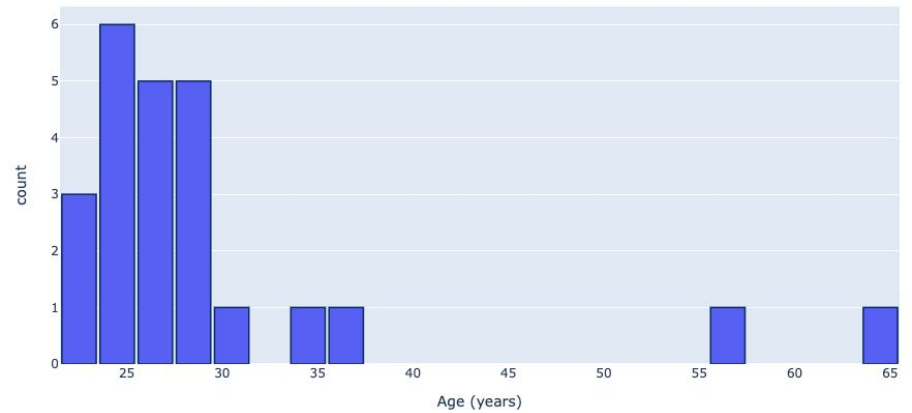
Gender

Distribution of Genders

- Slightly more women

Female
Male

45.2%   54.8%

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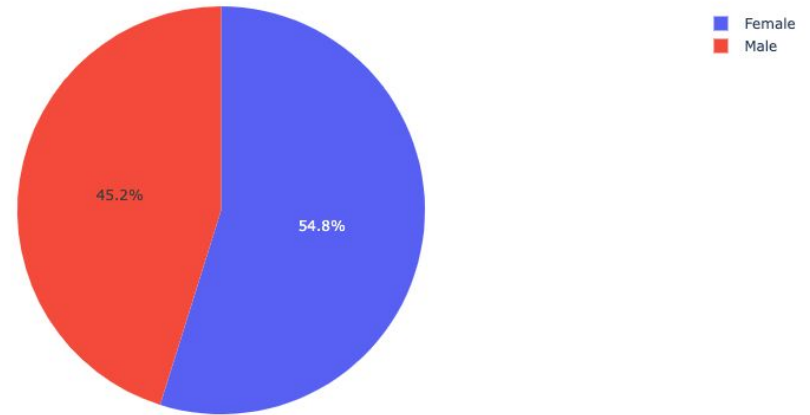
Disciplines

1. Urbanism
2. Architecture
3. Research
4. Sustainability
5. Civil engineering

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Distribution of disciplines

Urbanism — 22.6%
Architecture — 19.4%
Research — 12.9%
Sustainability — 9.68%
Civil engineering — 6.45%
Landscape Architecture — 6.45%
Transport — 6.45%
Unknown — 6.45%
Consulting — 3.23%
Journalism — 3.23%
Politics — 3.23%
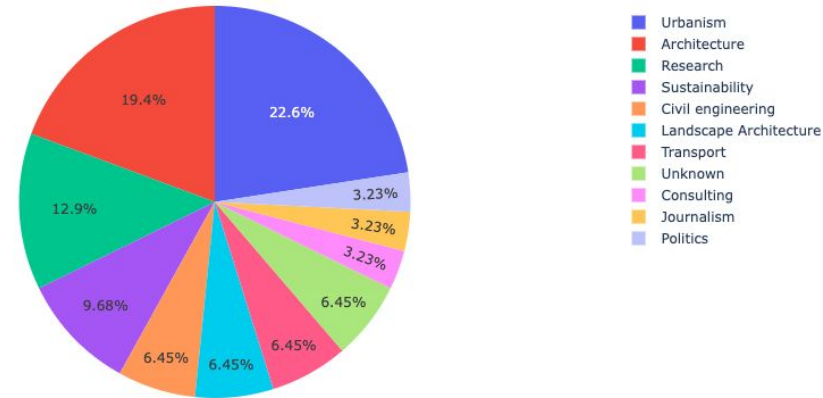
2. Introduction

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Presentation

Poll 1: what dimensions do urban inequalities cover?

☑ 48 responses   👥 22 participants

Exposure to risk   Healthcare   Nature access   Crime

Traffic (wasted time on commuting)

Mentality   GBV   Tuition fees - education   Retail space

Resilience   Tenure   integrity   Water access

Safety   Social   **Food security**   Topography   Mobility

Gender   Services   **Employment**   Water   Safe public spaces

Health   Schooling   Waste management services   Public health

Resources access   Safe spaces   Knowledge sources

Recreational Facilities   Drain on remuneration

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Poll 2: Key components affecting a person's accessibility?

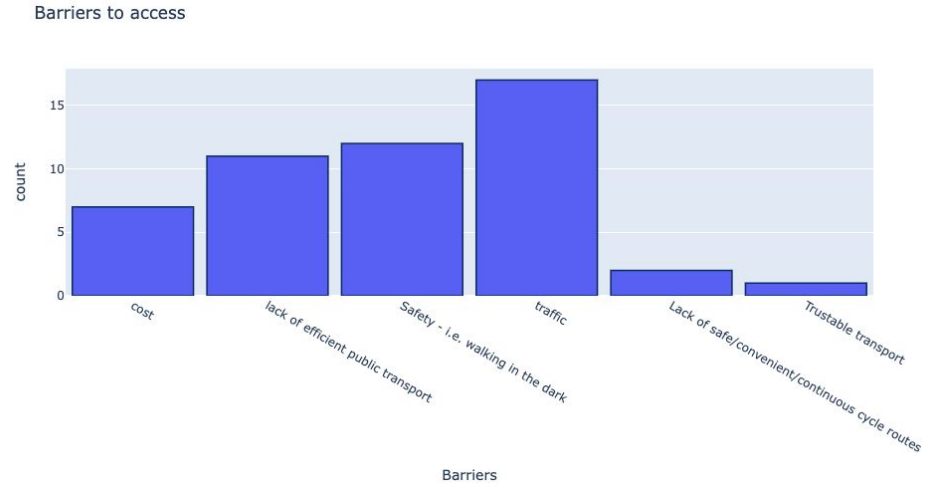1. Socio-economic factors
2. Spatial planning
3. Car-centric planning
4. Education/information
5. Infrastructure

Things that effect access

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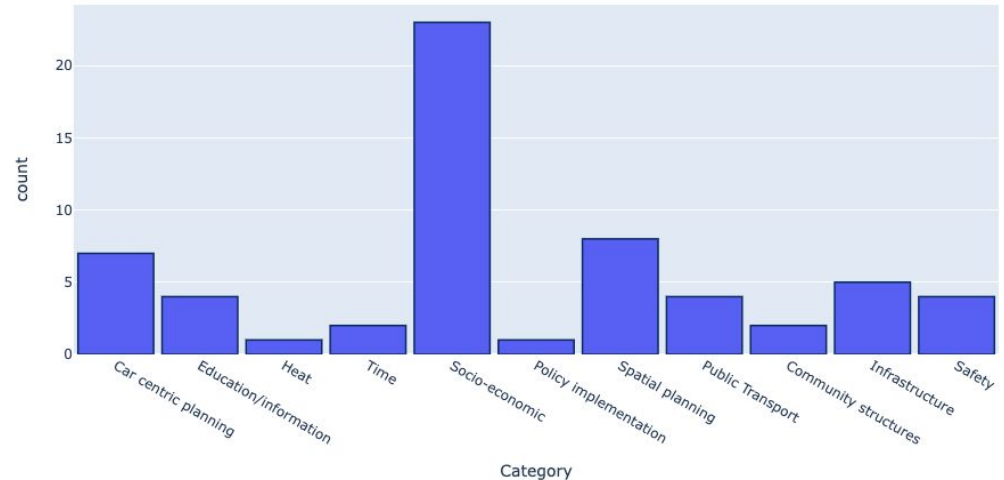
Poll 3: Personal barriers to access

1. Traffic
2. Safety
3. Lack of transport
4. Cost
5. Lack of cycle routes

Barriers to access

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3. Groups

There were 5 groups and this represents a summary of their responses.

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Questions asked to discuss:

1) What are barriers to access in Cape Town and group them.

2) Who are the stakeholders who affect future urban development in Cape Town and what is the hierarchy of stakeholders in relation to each other?

3) What are 5 strategies to overcome barriers to access in Cape Town and can you group them thinking about how likely they are to come to fruition and by the stakeholders involves.

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Group A

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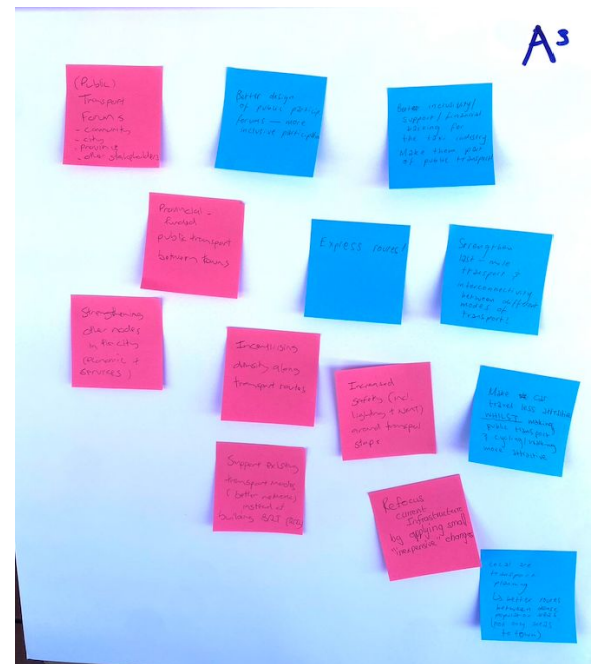
Group A

Group A

Barriers

- **Safety** when walking (crime – empty fields of District 6)
- **Safety** when cycling (other modes, i.e taxi)
- **Interconnections** (bus, train and taxi)
- Bad driving of the taxis
- Viability of public transport

Stakeholders

- National Government
- National Treasury
- Provincial Gov
- City of Cape Town
- PRASA
- Taxi Industry
- City Planners
- Property developers
- E-hailing
- Very top heavy

Strategies

- **Cycling and walking** more attractive
- Car travel less attractive
- **Express routes**
- **Secondary nodes**, Khayelitsha and Bellville (less one direction travel)
- Dialogue informal and formal
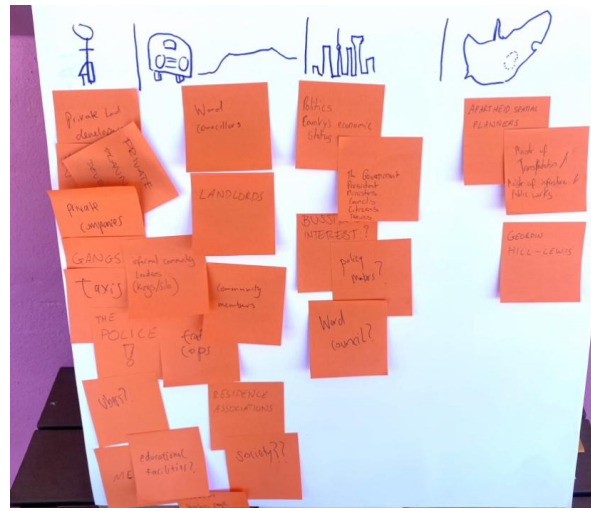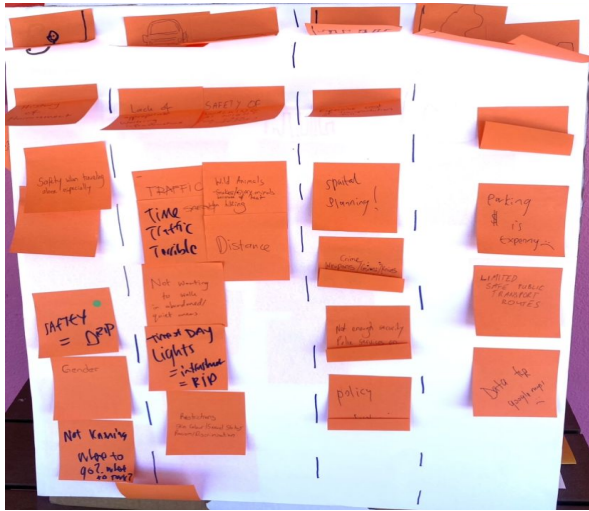- **Subsidisation of the taxi industry** to incentivise better driving

Secondary nodes

Existing CBD

Belleville

Khayelitsha

Secondary node
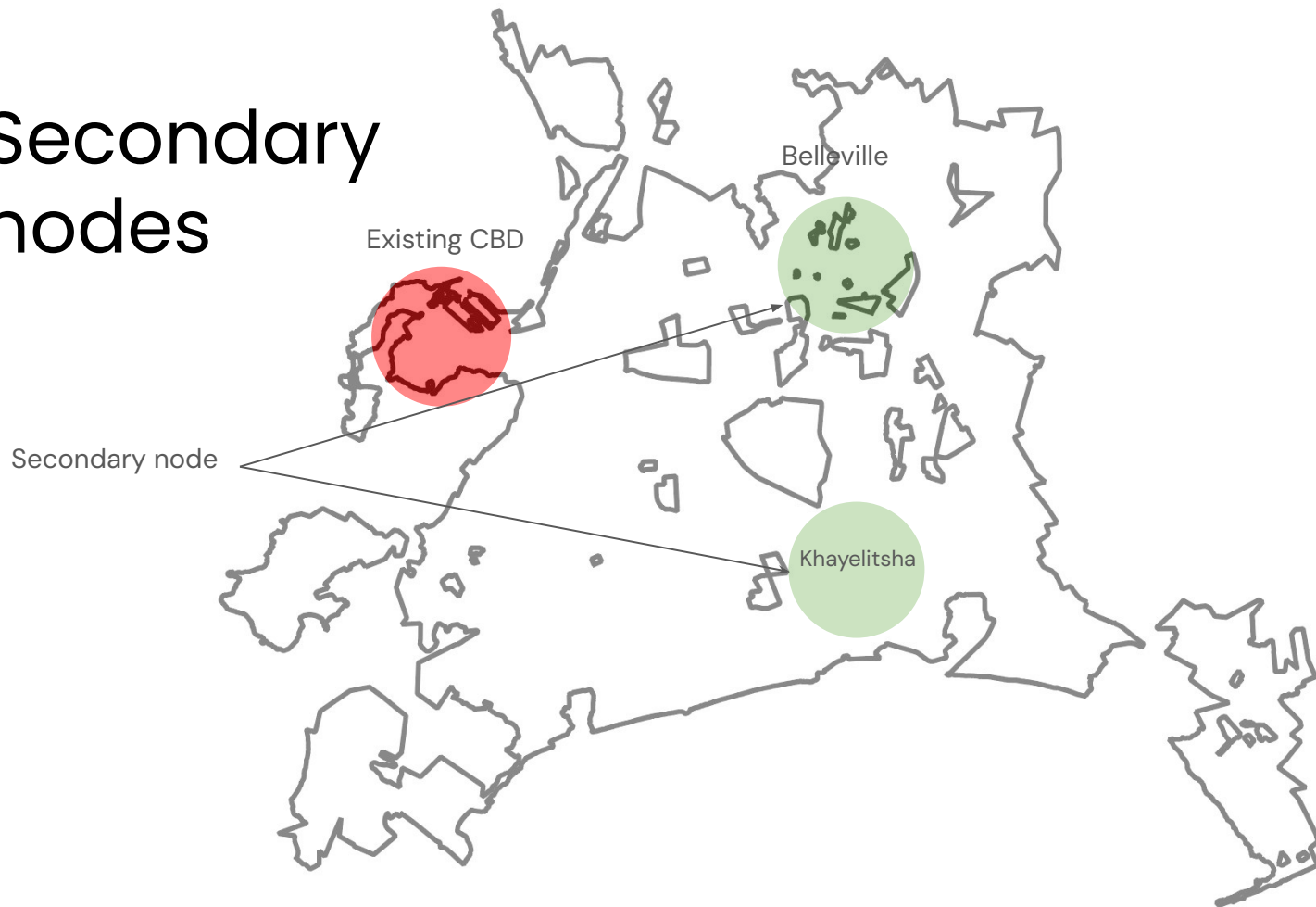
Group B

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Group B

Group B

Barriers

- Sexual harassment,
- Gender,
- not knowing where to go,
- walking at night,
- time to travel,
- paying for parking,
- Limited safe public transport routes

Stakeholders

- private companies,
- private developers,
- multinational corporations
- Gangs,
- Ubers,
- Taxis,
- Police – below taxis
- right at the bottom is: the individual.
- ward councilors
- landlords,
- community leaders,
- tenants

Solutions

Infrastructure

- Old infrastructure
- Railway
- Wider sidewalks

Politics

- Political will to make right kind of change
- Respect for different genders
- Community engagement

Safety + Health

- Active Policing
- Streetlights

Urban Planning

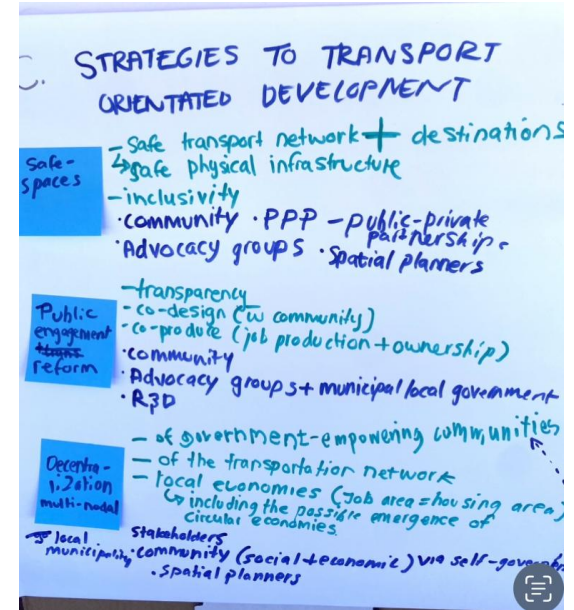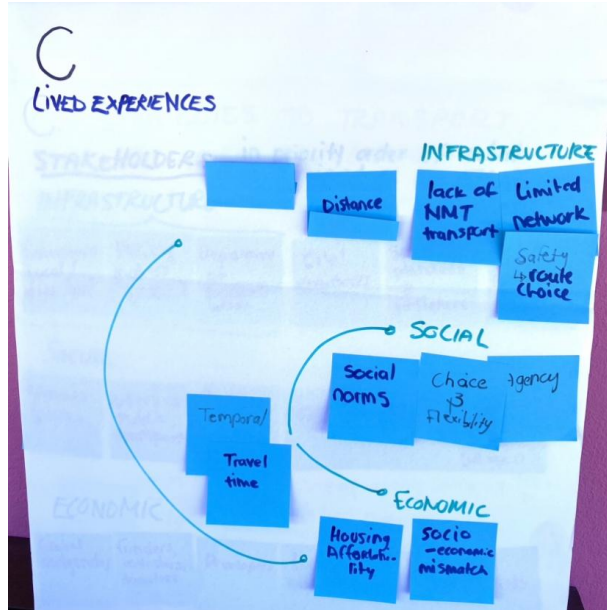- Zoning (informality)
- Living closer to work
- Affordable Housing

Tech & Innovation

- Free wifi
- Loop app

Group C

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Group C

Left board — LIVED EXPERIENCES

C. LIVED EXPERIENCES

INFRASTRUCTURE
- Distance
- lack of NMT transport
- Limited network
- Safety + route choice

SOCIAL
- Social norms
- Choice & Flexibility
- Agency
- Temporal
- Travel time

ECONOMIC
- Housing Affordability
- Socio-economic mismatch

Middle board — STRATEGIES TO TRANSPORT

C. STRATEGIES TO TRANSPORT

STAKEHOLDERS — in priority order of what is percieved as EXISTING systems

INFRASTRUCTURE
- Government Local / municipal
- Policy makers (STUCK)
- Department of Transportation
- Civil engineers
- Spatial planners & Designers
- Service providers

SOCIAL
- Advocacy groups
- Users of Public transport
- Public (Accountability for them)
- Community
- Social workers
- intergenerational engagement (all ages)

ECONOMIC
- Global agendas
- Funders, Investors, donators
- Developers
- Land owners
- employers
- tourists

Right board — STRATEGIES TO TRANSPORT ORIENTATED DEVELOPMENT

C. STRATEGIES TO TRANSPORT ORIENTATED DEVELOPMENT

Safe-spaces
- Safe transport network + destinations
- Safe physical infrastructure
- inclusivity
- community · PPP - public-private partnership ·
- Advocacy groups · Spatial planners

Public engagement + reform
- transparency
- co-design (w community)
- co-produce (job production + ownership)
- community
- Advocacy groups + municipal/local government
- R3D

Decentralization multi-nodal
- of government-empowering communities
- of the transportation network
- local economies (job area = housing area) including the possible emergence of circular economies

Stakeholders
- local municipality · community (social + economic) via self-governance
- Spatial planners

Group C

Barriers

- Multidisciplinary dialogues
- Having a Persona in Mind
- Public Transport
- Infrastructure and Connection Between Systems
- Social Challenge and Combating Social Norms
- Agency "the right to the city and reclaiming that right"
- Economical housing affordability, socio economic mismatch

Stakeholders

- **Infrastructural**
  Government, Policy Makers, Engineers and Planners, Service Providers
- **Social**
  Users, Community
- **Economical**
  Global agendas, Core of political decisions, tourism aspects included, International Influence and Funders
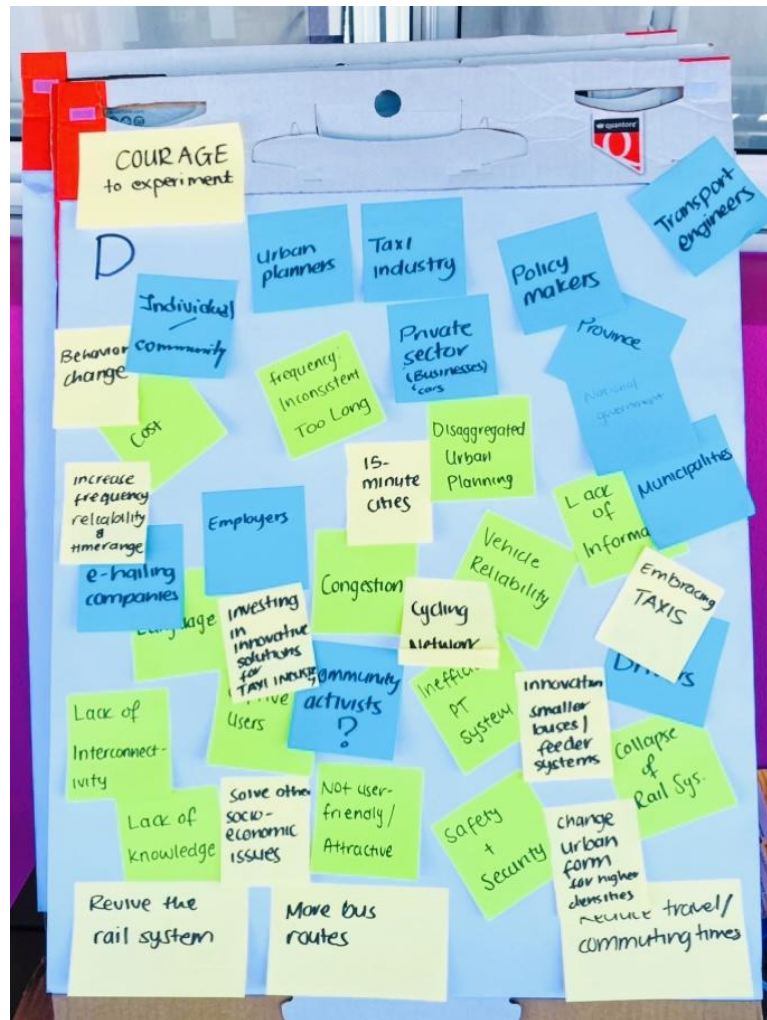
Strategies

- Tactical Urbanism, Safe Spaces, Destinations and Communities

- Best Practice: Reforms, Public Engagement Reforms, Transparency, Research and Development

Group D

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Group D

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Group D

Barriers

- Personal Links
- Language is different eg. Cost for me vs. Cost for the city
- Lack of Knowledge vs. Lack of Information

Stakeholders

- Community Activists
- Decision makers
- Experience of Employees of public transportation
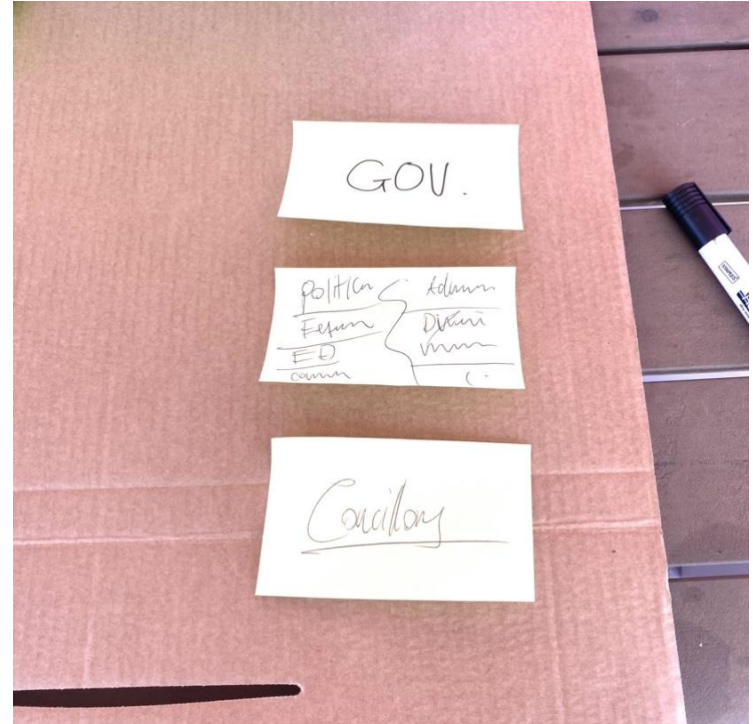- Role of the taxi industry

Strategies

- Systems: rail, bus routes, cycling, taxis (embrace)
- Behavioural changes - identification
- Courage in Demonstration
- Connection in feeder systems eg. bus to rail
- 15 minute cities do not have to be from A to B routes

Group E

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Group E

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Group E

Barriers

- Cycling in Cape Town
- Safety from other Road Users
- Temporal, Dependant on Time of Day
- Jammies, Golden Arrow, Taxis
- Public vs. Private Categorising Barriers into time, cost, discrimination, safety

Stakeholders

- What affects our experience?
- Who provides our service ?
- Who creates these spaces ?
- Society, Us as Users
- Jammies, Golden Arrow, Taxis

Strategies

- How can we encourage younger communities into politics
- Offering communities platforms to stand up for themselves
- Systems in place to give agency back to the people
- More public transport over private
- Knowledge and politics through community projects
- Equipping Instrumental Change

"What is the South African dream? **What is our dream?** We are a young democracy since 1994. We have had 7 democratic national elections, not 70, 700, 7. So we are a young democracy… I think of young people and what is that dream and how does that manifest into the built environment because **the built environment ultimately determines our behavior.**"

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"We spoke about all the barriers from capability, safety in the bus, in the taxi, walking towards the taxi, last first mile as well as reliability. We don't have a **proper transport government entity**. So we lack **a holistic perspective** of infrastructure, access, how to pay, formal public transportation and also what that means from having to have cash. So Loop for example, is a payments for public transportation solution. But indeed, what's the bigger conversation, having **an agnostic payment solution**?

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