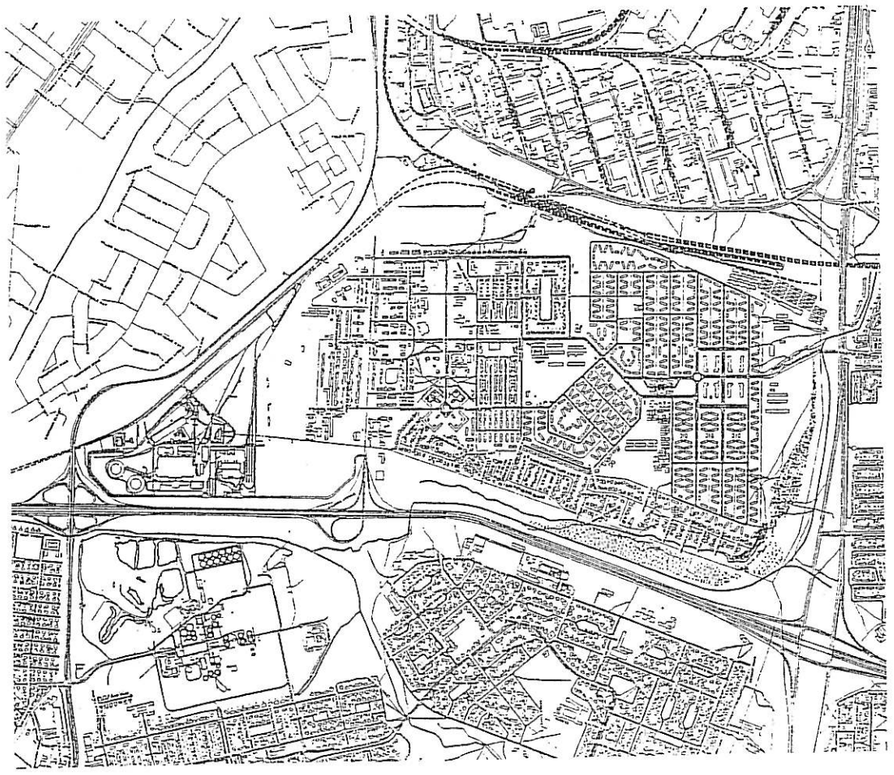
draft
July 1999

CITY OF CAPE TOWN
LANGA
SPATIAL DEVELOPMENT FRAMEWORK



JULY 1999
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CHAPTER 1: INTRODUCTION

1.1 Background to the Planning Process

Four Local Area Spatial Development Frameworks have been undertaken in the period of March 1999 to July 1999 and broadly cover the areas of Hanover Park, Manenberg, Guguletu, Nyanga and Langa.

Furthermore, the study areas identified fall within focus areas which have been identified in larger planning processes, namely that of the Municipal Spatial Development Framework (Muni-SDF) and the Wetton-Lansdowne-Philippi Corridor Project, and within the Zones of Poverty identified by the City. Work at the local area level is needed to obtain a further level of detailed planning, using these broader planning processes as informants.

These areas have been prioritised because, historically, they have been severely neglected. Very little, if any, strategic public investment has been allocated to these areas, and the need for the more equitable distribution of public resources is hampered by the absence of a planning framework. For this reason, a spatial development framework that creates a context for strategic intervention is essential. A spatial development framework to guide decision-making regarding private investment is also a strategic tool.

It is the intention that a similar planning process be extended to other areas in the City following the completion of these four frameworks, so that eventually all key areas, where municipal investment should be focused, are covered by similar spatial development frameworks.

The planning process has been divided into two stages. Stage One, will provide a Local Area Spatial Development Framework (LA-SDF) needed to guide the planning of more detailed projects in each area. Stage Two, which will be completed by October 1999, will provide an Implementation Plan for a schedule of prioritised projects to be undertaken by the public sector.

This document outlines the outcome of Stage One of the planning process.

1.2 Aims of the Local Area Spatial Development Framework

The Local Area Spatial Development Frameworks aim to provide a decision-making tool, used to guide the detailed planning, development and management of priority areas in an holistic, integrated and co-ordinated manner.

The Framework is not considered to be an entirely new product, but rather a consolidation of existing planning initiatives undertaken in the past, as well as providing a set of more detailed proposals needed to take the process forward to the stage of strategic project identification.

What is new however, is the argument and principles underpinning the LA-SDF, identified by the Municipal Spatial Development Framework as part of the Integrated Development Plan process, which each Local Authority is required to undertake.

Stage One of the Framework must:

- Apply the principles of the Muni-SDF on a local level and thereby:
  - Give direction to decision making from a spatial point of view.
  - Supply a spatial argument for the rationalisation and alternative/ more intensive use of land.
  - Identify focus areas and priority projects public investment in the area
  - Determine the scale and level of services to be provided in these focus areas
- Apply the objectives identified in the Wetton-Lansdowne-Philippi Corridor process in terms of targets set for public transport, economic development, municipal services infrastructure provision, housing and other sectors.
- Provisionally identify possible projects and other municipal interventions to improve the quality of life in these areas and promote the principles and aims of the broader planning processes discussed above.

Stage Two of the Framework will:

- Develop projects in more conceptual detail.
- Set in place an Implementation Plan.
- Set in place a Financial Plan for implementation.
- Recommend institutional arrangements for the implementation of these projects.

1.3 Langa study area

Langa is the oldest African township in Cape Town, the first structures having been built in the early 1920's. This township is about 300 hectares in extent and is situated about ten kilometres away from the Cape Town CBD. The history of the place, as a dormitory township for Black migrant workers, reflects the evolution of the presence of Africans in urban areas in South Africa. The locality of the study area is shown on **Figure 1.**

Langa's physical characteristics such as the location at the (then) edge of the city, near the industrial plants of Epping, bounded by the railway line and freeways, and having poor standards of facilities, are all typical of the South African townships that were developed to accommodate the Black labour force in the cities in a controlled manner. Because of the demands for low-

income accommodation outside the city centre, the city growth has 'absorbed' Langa into the urban fabric and it is now situated on one of the most strategic parts of the city. Access into and outside the township is limited to the two points that lead into the freeways as well as the railway station.

Today these strict structural controls have made Langa's community and commercial facilities to be focused inwards, and to serve the local population only. In comparison to most other low income residential areas in Cape Town, people in Langa have better access and convenience to the metropolitan services, retail and employment facilities. The nearest employment facilities require at least ten minute vehicular travel: to Epping, walking takes about half an hour; to Parow Industria and Cape Town CBD travelling by public transportation takes about 15 minutes; to Bellville it takes about 20 minutes, etc.

1.4 Methodology- including inputs into this process; this process as part of a larger planning process

The Langa Spatial Development Framework process is a culmination of different processes which, over the past few years, were undertaken in order to guide and co-ordinate future developments in Langa. The Olympic Bid process also initiated work that would co-ordinate Olympic projects in Langa. A product of those processes was the 1997 Urban Development and Transportation Concept Report. This report was undertake in an inclusive process with the aim of developing the Langa Bus and taxi terminus. Although a transportation report, this report had a very useful contextual analysis as well as an attempt at a broader development framework. Work from that document was useful in coming up with this report.

The Wetton-Lansdowne-Phillipi Corridor process has also influenced the work that has produced this framework. All the principles and goals that the city has applied in the corridor process have been incorporated in such a way that, as one of the zones of poverty, Langa's development is consistent with other zones of poverty which are mainly situated in the proposed corridor.

The Municipal Spatial Development Framework process has also contributed in co-ordinating the various initiatives that seek to guide development at a city scale. This framework for the city as a whole has set out principles to be applied in all developments of the various local areas. Langa's process has been adjusted in order to meet the seven strategic priorities of the city as a whole, which the Muni-SDF has been applying.

It is evident therefore, that a lot of work has been done before the study came to be formally started in April - although for different purposes. The consultants and the Council planners have incorporated most of this work and relied on the previous public encounters for local community input. At this stage of the plan, it was sought to use the available information for undertaking the work and further intensive public participation will be entered into once the broad framework is in place.

CHAPTER 2: PLANNING CONTEXT: THIS PROCESS IN RELATION TO THE PLANNING PROCESS

2.1 The City's Seven Strategic Priorities

As part of the restructuring of the City of Cape Town's local area of jurisdiction, the City has set seven strategic priorities for the next three to five years to ensure that there is a real, visible improvement in the delivery of services and facilities to the residents. These priorities are to put in place:

- a framework for the integration of the city, in the form of a Municipal Spatial Development Framework (Muni-SDF), which integrates municipal operations, such as infrastructure, housing, facilities and economic development strategies and which also identifies major projects that act as catalysts to bring segregated areas together.

- an equity and redistribution strategy, building on the services audit, that defines the minimum essential basic service levels all citizens should have, prioritising essential services and outlining a financially viable strategy to achieve this. This would also include a basic services provision strategy and a strategy for the maintenance of Council assets.

- a strategy to target zones of poverty and/or social disintegration, which identifies these zones, and aims to create an enabling environment and to restore/ build formal governance in them. This strategy will include a community development package of services/ facilities and local area planning.

- a housing strategy, setting out Council's role vis a vis other players in housing, and addressing issues relating to existing and new housing, and the homeless.

- an economic development and job creation strategy, clearly defining Council's role vis a vis other role players, including the private sector and other government agencies.

- a strategy to enhance and promote community safety and address crime prevention in the City together with other role players.

- the identification of special high impact projects which will play an important role in achieving the City's goals. These could include projects which are integrative, increase equity, have high visibility, increase the rates base, target poverty and/or support economic growth, for example, the Wetton-Lansdowne Philippi Corridor, the Rates and Valuations Project and the Convention Centre.

2.2 The Muni-SDF

The Muni-SDF forms the spatial component of the City's Integrated Planning and Management Process, based on a principled argument that calls for a spatial approach to land and urban management that will seriously begin to improve the lives of those most in need. Although this framework has a spatial focus, it is strongly informed by sectoral issues and studies, and informs similar layers of work for specific sectors, including housing, health, welfare and economic development. The Muni-SDF, as a broad plan for the City, cannot deal adequately with more detailed issues that need to be investigated at the local level. Local area planning work therefore needs to be done to follow through with the argument, principles, and structural and sectoral proposals presented by the Muni-SDF. These four local area planning initiatives form an integral part of the Implementation Strategy for the Muni-SDF, and are shown on **Figure 2.**

2.3 Zones of Poverty

Six zones have been identified as priority areas to be targeted in terms of planning and service delivery; i.e. Langa, Kewtown (Athlone), Manenberg/ Hanover Park/ Guguletu, Crossroads/ Nyanga/ Phillipi, parts of Mitchells Plain and Woodstock/ Salt River, as indicated on **Figure 3.** They have been identified using key indicators of poverty and social disintegration. The present LA-SDF's address three of these.

The contention is that Council needs to reconceptualise its service provision in these areas. These areas suffer from a crisis of confidence not only from investors, but on the part of residents themselves and service providers. Confidence can be restored through an integrated approach, enabling residents and service providers in the area to understand and interpret their environments so that they are able to reclaim the public environment and control over it, and transform this environment by keeping what works within it, and changing the negative. This could then attract resources into the area, and partnerships.

The long term vision is that there will be urban regeneration in these areas as a result of public and community investment, and the private sector and community response to this, to become more fully integrated into the City.

2.4 Other planning initiatives already completed in the area

Other than the planning initiatives outlined in paragraph 1.4 above, there have been no local area planning studies or structure plans for Langa.

Certain proposals in terms of the CMC's metropolitan transportation plan, "Moving Ahead", will impact on the study area, in particular the proposed upgrading of Vanguard Drive. Preliminary proposals in this regard have recently been prepared by Stewart Scott Incorporated, Consulting Engineers, for the CMC, and are discussed in more detail in Chapter 7 of this report.

CHAPTER 3 : SPATIAL DEVELOPMENT PRINCIPLES

The principles set out below aim to inform the basic premise and argument by which a set of policies, together with a related set of proposals, are based. Policies serve as an overall statement of intent, to give direction and provide the basis for making decisions concerning development and management, whereas proposals are specific steps, whereby the principals and policies become a reality. These broad principles will also assist in the future to make decisions around issues which have not been directly addressed in the Spatial Development Framework. The spatial principles from the Muni-SDF which apply to Langa are illustrated on **Figure 4.**

3.1 Natural Resources

- The land with the best intrinsic natural attributes should be left as nature and open space.
- A positive relationship and interaction between the natural and urban environment should be maintained. This relates to a range of issues, including the uses to which open space is put, the way buildings respond to open space, the manner and extent to which open space and utility functions (e.g. stormwater management) is integrated, etc.
- The surface stormwater and detention system should be integrated as far as possible with open spaces such as sports fields and places for grazing livestock.
- The open space system and its parts should be consciously designed as an essential part of the area, to enhance the quality of and confidence in places, rather than being treated as "leftover" space.
- Spatially, the City's natural resource base is manifest in a green system, made up of large and small ecological and landscape features, parks, sports fields, landscaped street, etc. Two types of space-making actions relate to this system:
  - conservation and resource management actions
  - creation actions.
- Open space should as far as possible be treated as a coherent and continuous system. The linkages between protected elements of the natural resource base, different open space types and public facilities and spaces to form a continuous green web across the urban landscape. Public planting should always reinforce this web.
- Every investment in open space and planting should be planned and designed to fulfil as wide a range of functions as possible, from climate amelioration, to productive and place-making functions.

3.2 The Movement System

- The movement system determines the pattern of accessibility in the community, varying from places which are exposed to may people to those less exposed. This varied accessibility pattern creates a pattern of opportunity to which individuals and entrepreneurs respond. This

TABLE BAY

ATLANTIC OCEAN

GREEN POINT

CBD

CULEMBORG

SALT RIVER

WINGFIELD

LANGA

MOWBRAY

ATHLONE

TABLE MOUNTAIN

CLAREMONT

HANOVER PARK

MANENBERG NYANGA

NYANGA

GUGULETU

WETTON

MANENBERG

HANOVER PHILIPPI

PHILIPPI HORTICULTURE

STOCK RD SITE

KHAYELITSHA

MITCHELLS PLEIN

FALSE BAY

MUNICIPAL BOUNDARY

DIAGRAM OF EQUITY CONCEPT

KEY

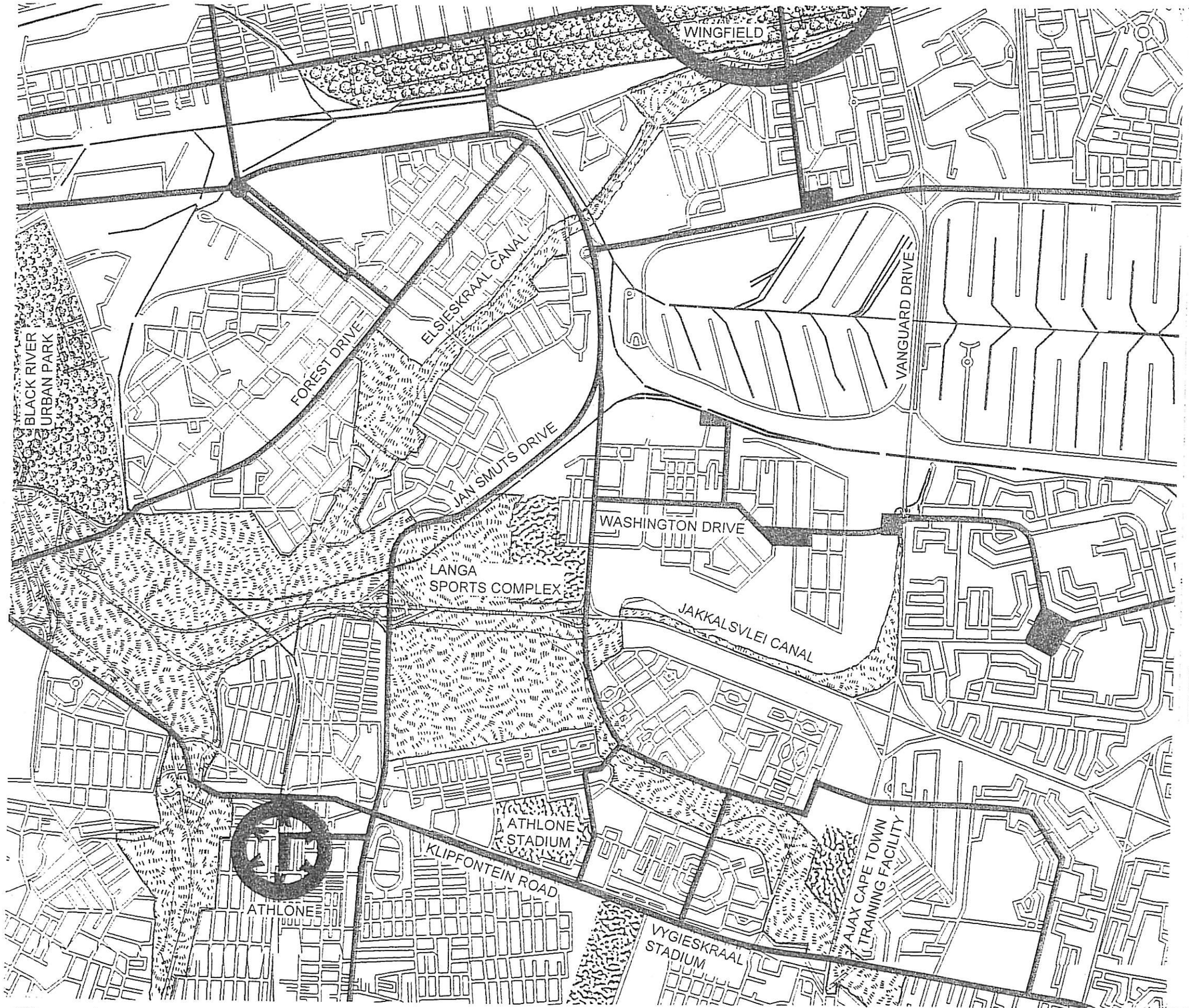
- MULTI FUNCTIONAL CENTRE — NEW / EXISTING
- INTERCHANGE — NEW / EXISTING
- MULTI FUNCTIONAL URBAN PARK
- (MIXED USE) INTENSIFICATION
- PRIMARY CONTINUOUS INTEGRATING ROUTES
- SECONDARY CONTINUOUS INTEGRATING ROUTES
- PARK & SPORTS COMPLEX — PUBLIC RECREATION AREA
- PROTECTED ECOLOGICAL AREAS — BUFFER
- PROTECTED AGRICULTURAL AREAS
- INTENSIVE RESIDENTIAL INFILL
- RIVERS CANALS & WATER BODIES
- BUFFER TO HORTICULTURAL AREA

CITY OF CAPE TOWN

MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK

FIGURE 2

BROAD URBAN DESIGN PRINCIPLES (FROM THE MUNI-SDF) APPLIED TO LANGA



LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Continuous intergrating routes
- New multi-functional centres
- New interchanges
- Protected ecological areas
- Multi-functional urban park
- Park and Sports Complex

N

FIGURE 4

pattern of opportunity is the fundamental determinant of equity and integration in the city.

- It is primarily in the spaces within which movement occurs (streets, public transport interchanges, etc.) That the public life of the community takes place.
- The need to integrate different modes of movement, so that these operate in support of each other rather than in competition for the same passengers on the same routes.
- The need to create access to access. The most equitable movement system is one which allows travellers to switch between modes of travel and direction quickly and easily. This opens up urban areas.
- The need to maximise the potential of generative points: the points and places where large numbers of people pass through during the day.
- The need to promote continuities of movement, thereby integrating different parts of the city. Existing and proposed movement networks must be used to integrate the local areas with their surrounding envelope of uses.
- The need to use more continuous routes to order the provision of social and economic facilities, thereby making them as accessible as possible to an optimal public transport system. Public transport should be promoted above all other forms of transport.
- The need to reduce the barrier effect of large movement infrastructure.

3.3 The Interchange and the Kit of Parts: The Urban Centre

- Interchange points represent places of major urban opportunity. Accordingly, they should not be conceived of as simply as movement-related places, but as urban centres associated with a "kit of parts" appropriate to its level in the hierarchy of interchange and urban centre. A leading element in the kit is the provision of an interrelated set of community facilities. These, with creative design and landscaping, help to give confidence to private sector investors.

- The full kit of parts includes:
  - a designed interchange
  - a major public space, or "people's place", which accommodates a market, educational facilities, a library
  - a pension pay-out, health facilities (a clinic, day hospital or regional hospital)
  - sports facilities and a park
  - opportunities for commercial and manufacturing activities (always including opportunities for small-scale operators)
  - a fine grained network of streets, scaled to the pedestrian and reinforced by high quality landscaping
  - higher density, publicly driven housing.

3.4 Public Facilities

- Public facilities and spaces are the places where people engage formally and informally in the collective life of the city. While being important for all, they are particularly critical in the lives of the poor, where the individual housing unit cannot accommodate the full range of any individual or family's needs. In an environment of resource constraints, a focus on the communal facilities and places of urban life can assist the largest number of people.

- **Locational Principles:**

  - **Exposure**

Facilities should be exposed to the greatest degree of possible, to make them highly accessible, as opposed to being embedded in local areas. This involves associating them with points and lines of greatest accessibility in a hierarchically consistent way.

  - **Reinforcement/ Clustering**

Facilities should be clustered, to increase convenience of use.

  - **Fewer but better**

In situations where resources are too scarce to accommodate all requirements, it is preferable to have fewer but better facilities. These last two principles open up the possibility for rationalisation and the reclamation of land, particularly in relation to school and sports fields.

  - **Associate with public space**

Where possible public facilities should be located on public spaces (where these exist) or the creation of new public space should be part of the construction of the facility.

  - **Accommodating heterogeneity and homogeneity**

More general facilities should gravitate towards the most accessible points and lines and should be used in an integrative way. More group specific activities, while still seeking accessible locations, should find those locations proximate to the groups they serve. Further, the institutions and facilities of different groups should be located in a similar way structurally. In this way, no group is deemed more or less important than the other.

- **Design Principles:**

  - **Innovation**

Different sets of needs (for example, the need for the hygienic accommodation and slaughtering of livestock, and the need for communal bathhouses and laundries in places where not every household has water) are emerging and need to be accommodated.

- **Sharing**

The sharing of facilities between user groups should be promoted to the greatest degree possible.

- **Multi-functionality**

Wherever possible, generic space types (such as fields and halls) should be made with a generality that enables them to be used for as many functions as possible, even though they may not accommodate any one function optimally.

- **Bounded Space**

Buildings and other elements such as walls and trees should consciously be used to bound or define public space.

- **Active public face**

Public facilities should orientate their most active edges (usually entrances) onto a public space rather than being encircled by walls or fences which present a blank face to the public environment.

- **Landscaping**

Landscaping should be considered an essential, budgeted component of the infrastructure to support any social facility.

3.5 Public Spaces

Locational Principles:

- Investment in the creation or improvement of public space should:
  - always reinforce public spatial structure and public activities
  - be located so that legibility of public space is improved
  - be strategically focused at accessible points in the city's spatial structure, such as at interchanges, along public transport routes and as part of clusters of social facilities and commercial activity.

Design Principles:

- The design of public space should ensure that clear distinctions between public and private space are made.
- Public space - whether linear (a street) or nodal (a square or market) - should be well-defined, have a sense of enclosure and be of a human scale (so that people feel comfortable in it). In this regard, the form, positioning and height of the structures that define it need to be carefully considered.
- Public spaces should as far as possible be multi-functional - housing a wide range of activities, for a range of user groups for as long as possible during the day.
- Public spaces should be robustly made. The materials used should lend a sense of permanence to the place and consider long term maintenance issues.
- Landscaping of public spaces should be designed to improve the environmental quality of the place, visually, functionally and in relation to the climate

3.6 Utility Services

- As far as possible, utility services should work with nature. For example, the stormwater management system should form an integral part of the open space system, including areas for urban agriculture.
- The provision of utility services should reinforce the other elements of structure, rather than leading them. For example, the provision of bulk services should "shadow" important centres, connection routes and public places in order to attract those activities benefiting the majority of people on a daily basis.
- Historically created capacities should be used to the maximum degree possible. This implies pursuing opportunities for infill development and intense redevelopment in areas where capacities exist.
- Services should not be provided in a manner which pre-determine the form of subsequent development (particularly, The continuation of the "one house one plot" approach)
- Where collective services are provided it should be done in terms of the "kit of parts" approach. For example, collective water points should be provided in association with other social facilities and public place improvements).

3.7 Housing

- Housing should not be provided in large agglomerated forms to create ghettos of poverty. There should be a move towards mixed-use development and a multitude of small interventions.
- Intensification of residential fabric should be pursued in appropriate places to support a more efficient public transport system and movement network, better use of land, existing facilities and services, and to "make" abutting streets, public spaces and open space. Housing developments should be closely integrated with the surrounding areas.
- All land associated with a project must be used efficiently and at optimum densities. The net densities of housing projects need to be sufficiently high in order to make the best use of opportunities offered by the location. As a general principle, land close to public transport interchanges and routes should be developed to the highest practical densities. At the same time, the ratio between the net and gross densities must be appropriate.

- Publicly driven/ provided housing, social housing or higher density housing, must be associated with, and contribute to making high quality public space. This is especially important where higher density housing is concerned, where the provision of well equipped, safe and well lit recreation and social spaces is essential.
- Housing projects need to be associated with social and economic opportunities. As far as possible, every initiative to provide a kit of public facilities should include a small housing component to ensure people presence in this public precinct at all times and to ensure that economically disadvantaged people gain the greatest benefit from public resources without being further marginalised, this refers particularly to single-headed households and the aged.
- The productive potential of housing developments should be maximised in their design and layout. This can include space for small scale manufacturing or selling within the structure or space for subsistence or commercial cultivation between buildings.

3.8 Public Investment Decision-Making

- Public investment should be focused in centres and focus areas as identified in the Muni-SDF and more local spatial development frameworks in order to make a consolidated impact on the area.
- Projects should be funded so that an impact is made on public spaces in the most accessible locations.
- Public investment should be strategic, in order to leverage private sector and community investment.
- Basic services within communities should be maintained to avoid the financial pressures of a backlog which creates a spiral of worsening conditions.
- Capital investments should be co-ordinated with operational costs to ensure sustainable investments.

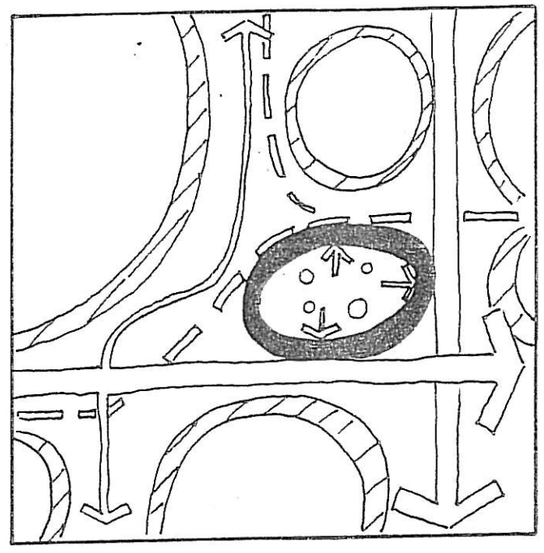
CHAPTER 4 : AUDIT OF THE EXISTING SITUATION : THE LANGA STUDY AREA

4.1 Description Of The Study Area

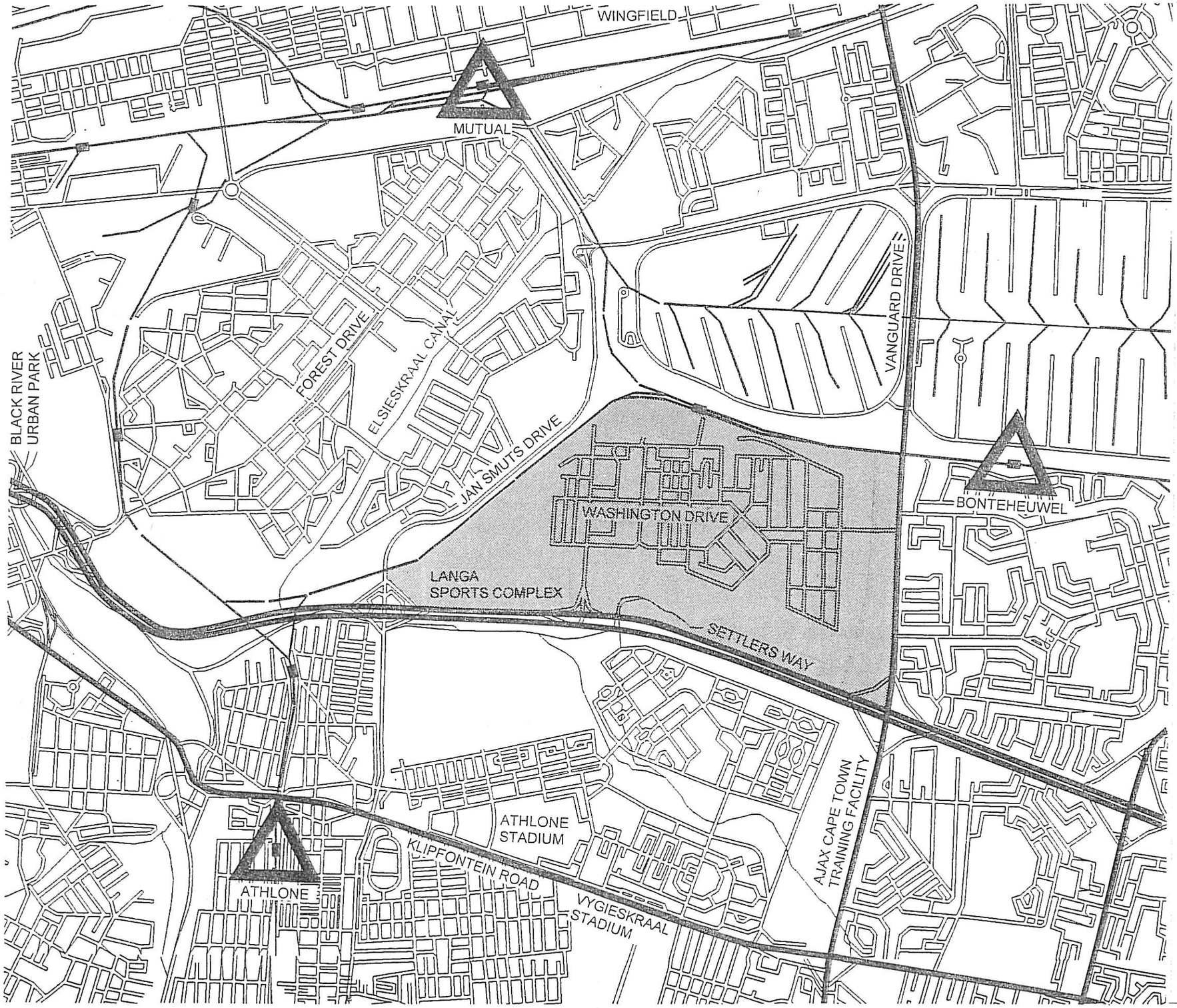
Langa now occupies a central position in the metropolitan area. It is located alongside Settlers Way (N2), approximately midway between Cape Town CBD and the airport, and to the west of Vanguard Drive (N7) approximately midway between the northern and southern extremities of the developed metropolitan area.

Figure 5 illustrates the study area at the local scale, together with the current movement hierarchies and interchanges in the immediate vicinity.

Despite this central position, Langa is a classical example of an inwardly-looking "cell" of development, as described in the Muni-SDF. It is essentially a residential (or "dormitory") suburb, offering little in the way of local employment opportunities. It is surrounded by Epping industrial area to the north, Bonteheuwel to the east, Welcome Estate, Bridgetown and Hazendal to the south, and Pinelands to the north-west. Yet it is isolated from the surrounding communities, cut off from them by the significant barriers of the N2 and N7 to the south and east, and by the suburban railway lines along the remaining sides. It has only two vehicular access points, one each on the N2 and N7, while Langa station on the northern edge provides a pedestrian underpass to Epping. Naturally a number of other informal pedestrian access points have developed over time, across the railway tracks, Jan Smuts Drive, the N2 and the N7, placing residents at risk when they have to leave this "cell" via these informal routes to seek the normal opportunities and activities of urban life.



STUDY AREA, CURRENT MOVEMENT HIERARCHIES AND INTERCHANGES



LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Freeways/Expressways
- Primary arterials
- Rail
- Interchanges
- Study area

N

FIGURE 5

The Athlone power station is located in the western corner of the study area. A largely vacant area of land between the railway line and Gunners Circle in Epping, to the north of Langa, is also considered to be part of the study area because of the development opportunities which it offers.

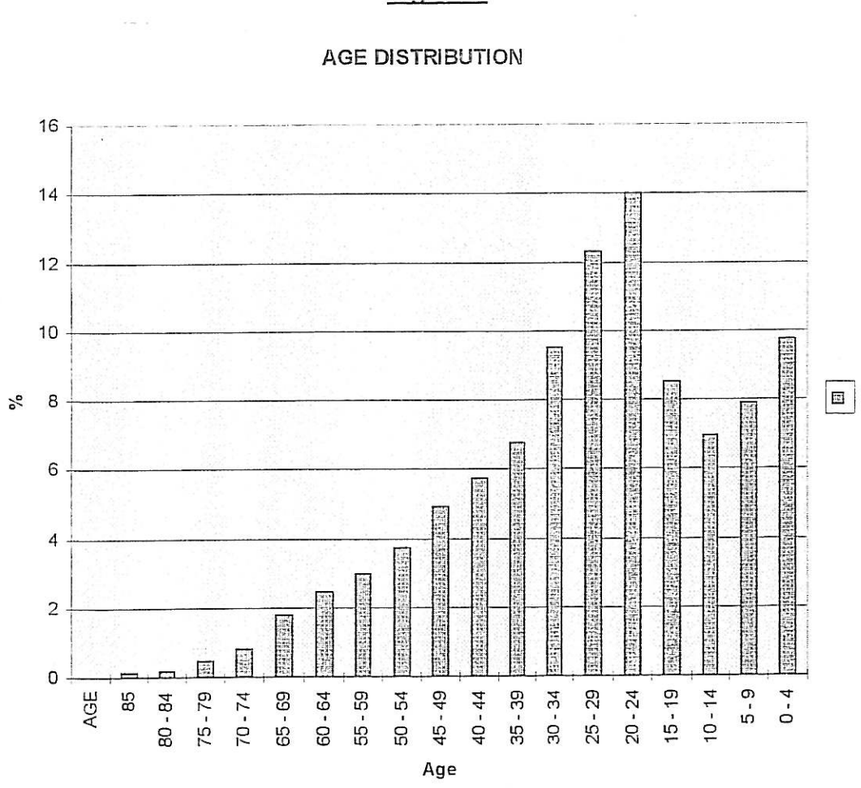
4.2 Characteristics Of The Study Area

4.2.1 Demographics

Preliminary 1996 Census data for Langa have been obtained from Statistics South Africa and are summarised below and in the accompany Tables. Comparable data for the CMA is not yet available, and therefore in analysing the Langa statistics it is not possible to make any "normative" statistical comparisons. However, certain apparent anomalies, compared with "typical" metropolitan population statistics, can be noticed.

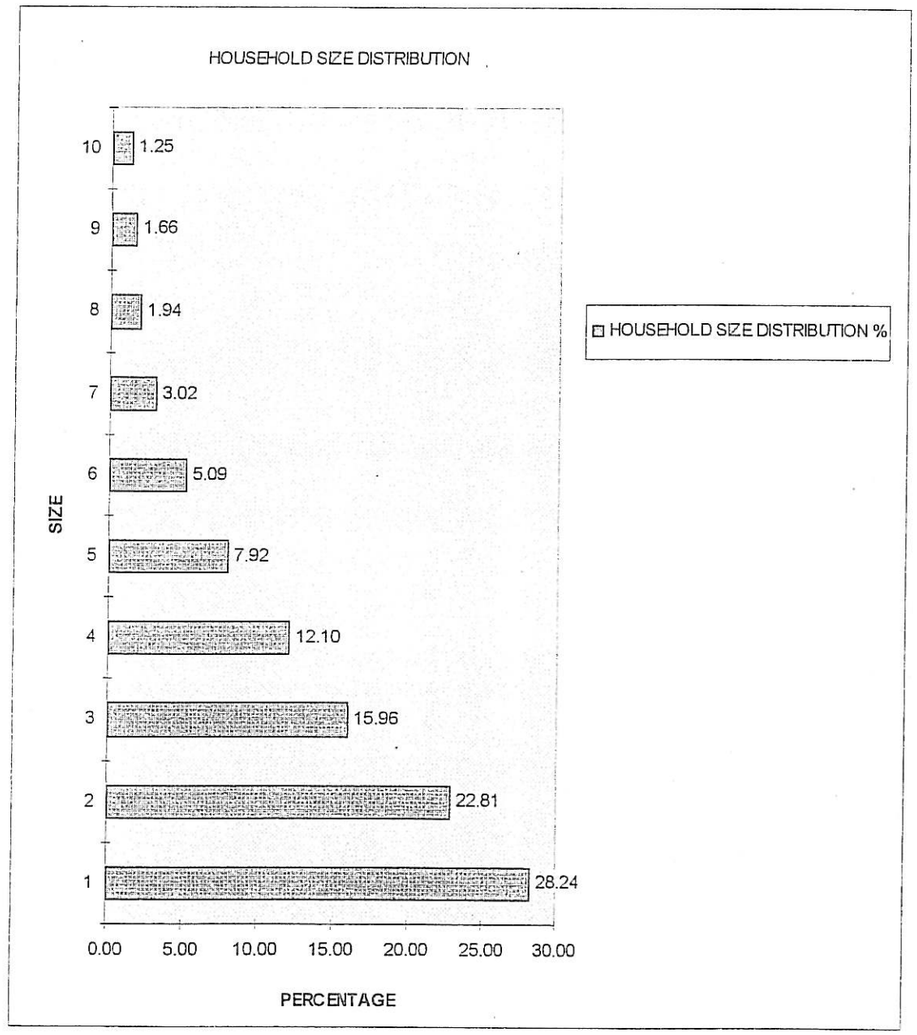
The population of Langa is 46 503, in a total of 14088 households. The age distribution is illustrated in **Figure 6**. The distribution appears to be atypically "skewed", in that the number of persons aged 0-19 makes up 33,15% of the population, while the number aged 20-39 makes up 42,62%. More normative figures for a metropolitan population would probably be 40-45% for the 0-19 age group, and 30-35% for the 20-39 age group.

Figure 6



The household size distribution is illustrated in **Figure 7**. This similarly shows a skewed distribution, with over 50% of households comprising one- and two-person households (effectively childless households). Only 1,25% of households have 10 or more persons, and under 8% are more than 6 persons.

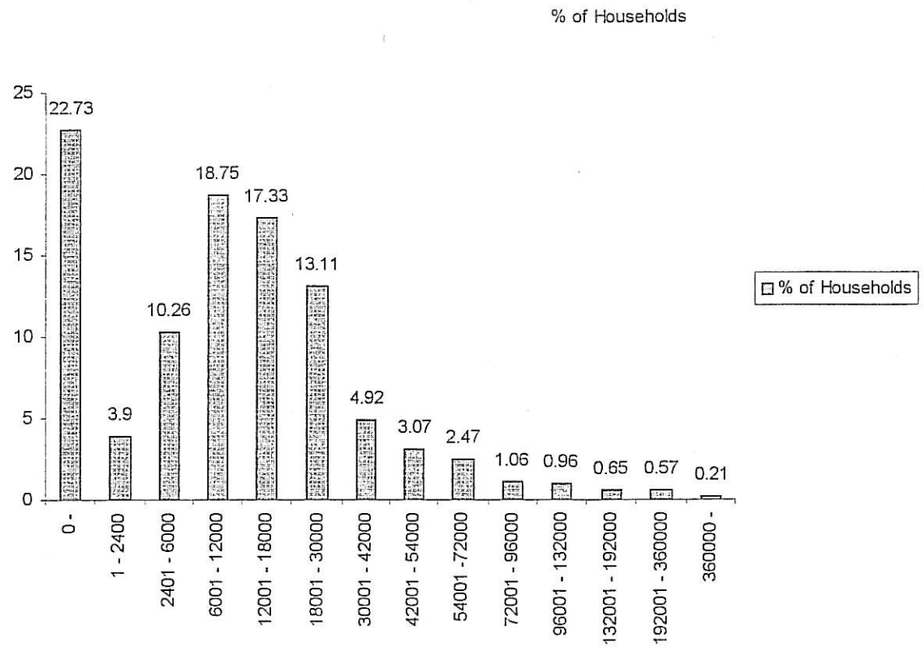
Figure 7



The income distribution is illustrated in **Figure 8**. Some 3202 households (22,7%) are classified as having no income.

Figure 8

HOUSEHOLD INCOME DISTRIBUTION



The available data do not permit a cross-correlation between household size and household income, but it would appear reasonable to assume that many of the smaller (1 and 2 person) households would be work-seekers (i.e. no-income households), and may well have families who have not yet moved to Cape Town but are living in rural areas.

The mean household income in Langa is approximately R1510 per month, but because of the large number of no-income households the median household income is barely more than half that amount, at approximately R850 p.m. (If the no-income households are omitted from the calculations, the comparable figures for "economically active" households are slightly better, with a mean of ± R1960 p.m. and a median of ± R1075 p.m.)

The employment statistics for Langa are summarised in **Tables 1 - 3.**

Table 1: WORK STATUS

	No.	%
Self employed	577	4,1%
Employer	340	2,4%
Employee	11363	80,6%
Works in family business	185	1,3%
Unspecified	1653	11,6%
TOTAL	**14099**	**100%**

Table 2: EMPLOYMENT STATUS

	No.	% of Economically Active Population
Employed	14099	62%
Unemployed, looking for work	8495	38%
Total EAP	**22595**	**100%**
Not Economically Active	10507	
Total	**33102**	

Table 3: OCCUPATION

	No.
Legislators, senior officials and managers	187
Professionals	800
Technicians and associate professionals	356
Clerks	659
Service workers, shop and market sales workers	1767
Skilled agricultural and fishery workers	231
Craft and related trades workers	1472
Plant and machine operators and assemblers	984
Elementary occupations	6644
Occupations NEC or unspecified	999
Total	**14099**

Approximately 14% of employment is found in "white collar" occupations, 32% in skilled and semi-skilled occupations, and 54% in unskilled, elementary or unspecified occupations.

According to the Census data, accommodation is provided in a variety of types of dwellings (**Table 4**). In more general terms, approximately 40% of households live in hostels, while private houses, other formal dwelling units and shacks each house approximately 20% of households.

Table 4: TYPE OF DWELLING

	No.
House on separate stand	2556
Traditional dwelling	58
Flat in block of flats	2770
Town/cluster/semi-detached house	1357
Unit in retirement village	65
House/flat/room in backyard	67
Informal dwelling/shack in backyard	3221
Informal dwelling/shack elsewhere	2312
Room/flat on shared property	1360
Caravan/tent	3
None/homeless	2
Other	0
Unspecified/dummy	317
Total	**14088**

It should be noted that certain aspects of the 1996 Census data are not confirmed by other sources of data based on population surveys (Langa Needs Assessments and surveys under taken for unpublished academic projects).

The total population of Langa was estimated by the CMC in 1995 to be approximately 60 700, i.e. approximately 50% more than the 1996 Census figure. Over 80% of persons living in shacks have been resident in Langa for less than 6 years, and it appears that the number of shacks could have increased considerably since the 1996 Census.

Where the Census found over 50% of households to comprise 1 or 2 persons, the survey found 43% of households to be of 3 or less persons.

Whereas the Census indicates that 38% of the Economically Active Population is unemployed and looking for work, and that 23% of households have no income, a 1998 demographic survey indicated a far lower figure, viz only 14% of all heads of households were unemployed and looking for work. Amongst shack occupants the head of household unemployment rate rises to 27%. Average household income is given as R1360 p.m.

4.2.2 Quality of life

The Langa Needs Assessment points to a relatively poor quality of life, which was confirmed by the demographic survey. The priority needs identified are for housing, employment and cleansing. Although most services are available, and there is acknowledgement of attempts at service improvements, there are still high levels of dissatisfaction because of poor standards and inadequate maintenance. Over 60% of respondents were dissatisfied with the following services:

- Police services
- Shopping facilities
- Drainage
- Playground
- Swimming pool
- Sports facilities
- Health facilities
- Traffic control

There were relatively high levels of satisfaction (more than 60% of respondents) with the following services

- Public transport
- Telephones
- Schools

4.3 Natural Environment

4.3.1 The Natural Environmental

There are virtually no remnants of the natural environment left in Langa. The "green belt"/buffer strips along the N2 and N7 have been totally invaded by squatters. The Jakkalsvlei water course has been canalised, and the original watercourse (where it has not already been filled in) is badly polluted.

The initiation site, between Bhunga Avenue and the Athlone power station remains as a relatively unspoilt grassy open space, although with some pollution from dumping and general litter, and is also used for grazing by cattle and goats.

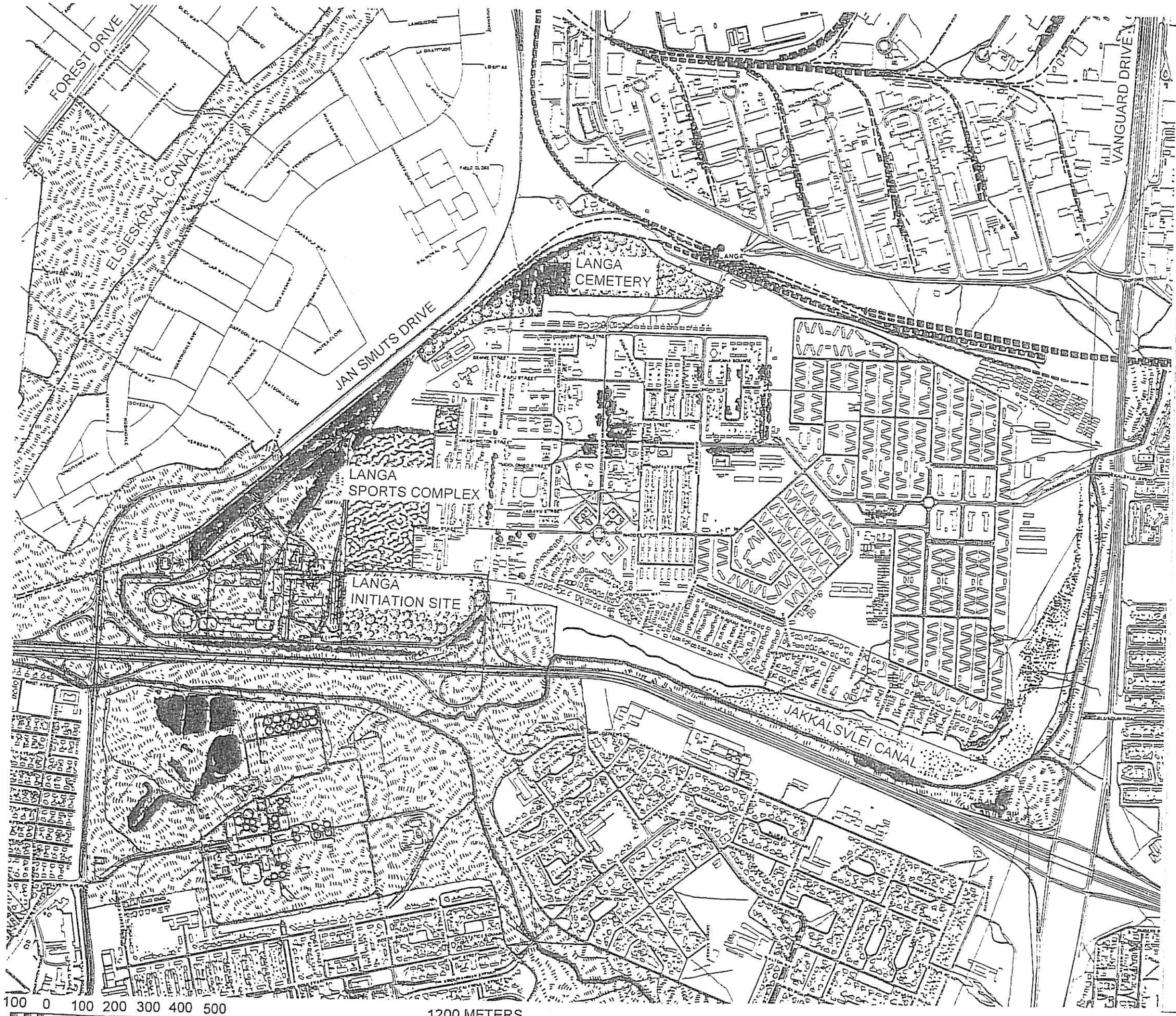
An inaccessible portion of the power station site is well treed, and within Langa itself there are notable groupings and rows of mature trees mainly eucalyptus trees, and a few mature palms) along Washington Street, Lerotholi Avenue and Sandile Avenue and in the western part of the cemetery.

The natural elements are illustrated on Figure 9.

4.3.2 Public Open Space

The most significant public open space is made up of the Langa sports complex, some 11ha in extent, providing cricket, soccer and rugby

NATURAL ELEMENTS



LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Watercourses (rivers, canals,water bodies)
- Metropolitan open space system
- Areas to be protected (cemetery & initiation site)
- Significant trees

N

FIGURE 9

fields. R2 million is currently being spent on improving the drainage of the soccer and rugby fields.

The cemetery also provides a form of public open space along the north-western sector of Langa.

Other than these, there is a total of approximately 72 ha of land which is owned by the Municipality, and which was originally intended for use as parks and public open spaces. Virtually none of this has been meaningfully developed as open space. There are a few exceptions in the form of local parks/playgrounds, notably the recently upgraded park on the south-western corner of Washington Avenue and Lerotholi Avenue. The diagonally opposite corner is also an open space, with a significant grouping of mature trees.

4.3.3 Private Open Space

The only private open space in Langa comprises land owned by the education department and intended for school sports fields. Again, very little of this is developed, while some 8 ha is undeveloped. Most of this is fenced and inaccessible to the public.

4.4 Urban Environment

The land uses in Langa are broadly illustrated on **Figure 10,** and discussed in more detail in the following sections.

4.4.1 The Public Realm

Public facilities

For the purpose of this study, the public facilities in Langa have been categorised into "higher order facilities" (by which is meant facilities which will be used or visited by significant numbers of the population on a daily basis, or which provide services for the community as a whole) and "lower order facilities" which are intended to meet the needs of smaller sectors of the community.

The higher order facilities are shown on **Figure 11.**

- The day hospital will be closed when the new community hospital in Bonteheuwel is opened. This is scheduled for completion by the end of 1999.

The lower order facilities are shown on **Figure 12.**

- Because there is only one clinic in Langa, this may well function as a "higher order" facility

Culturally significant facilities

These include the initiation site and the cemetery.

Education facilities

There are six secondary schools and three primary schools. The high schools attract scholars from other townships, and it is apparent that education is one of the few sectors which is strongly represented in Langa. St Francis School, located near the Bhunga Avenue entrance to the township, is the learning facility of the highest order, offering adult education and skills transfer.

Recreation facilities

The Langa sports complex and swimming pool, at the western edge of Langa, are popular recreation facilities which also attract users from other suburbs. The soon-to-be-opened Olympic hall appears to be incongruously sited on the eastern side of Bhunga Avenue, without direct access from the main road network. This will provide for indoor sports, as does the community hall.

4.4.2 Movement systems

The movement systems are illustrated on **Figure 13.** Langa station and the Washington Square taxi terminus form the two transportation interchanges in Langa. Morning peak hour movements by all modes of transport indicate a total of 10 069 persons leaving Langa, and 4666 arriving. Of these trips, approximately 7050 pass through Langa Station, 5200 pass through Washington Street/N7 intersection, and 2500 through Bhunga Avenue/N2 intersection.

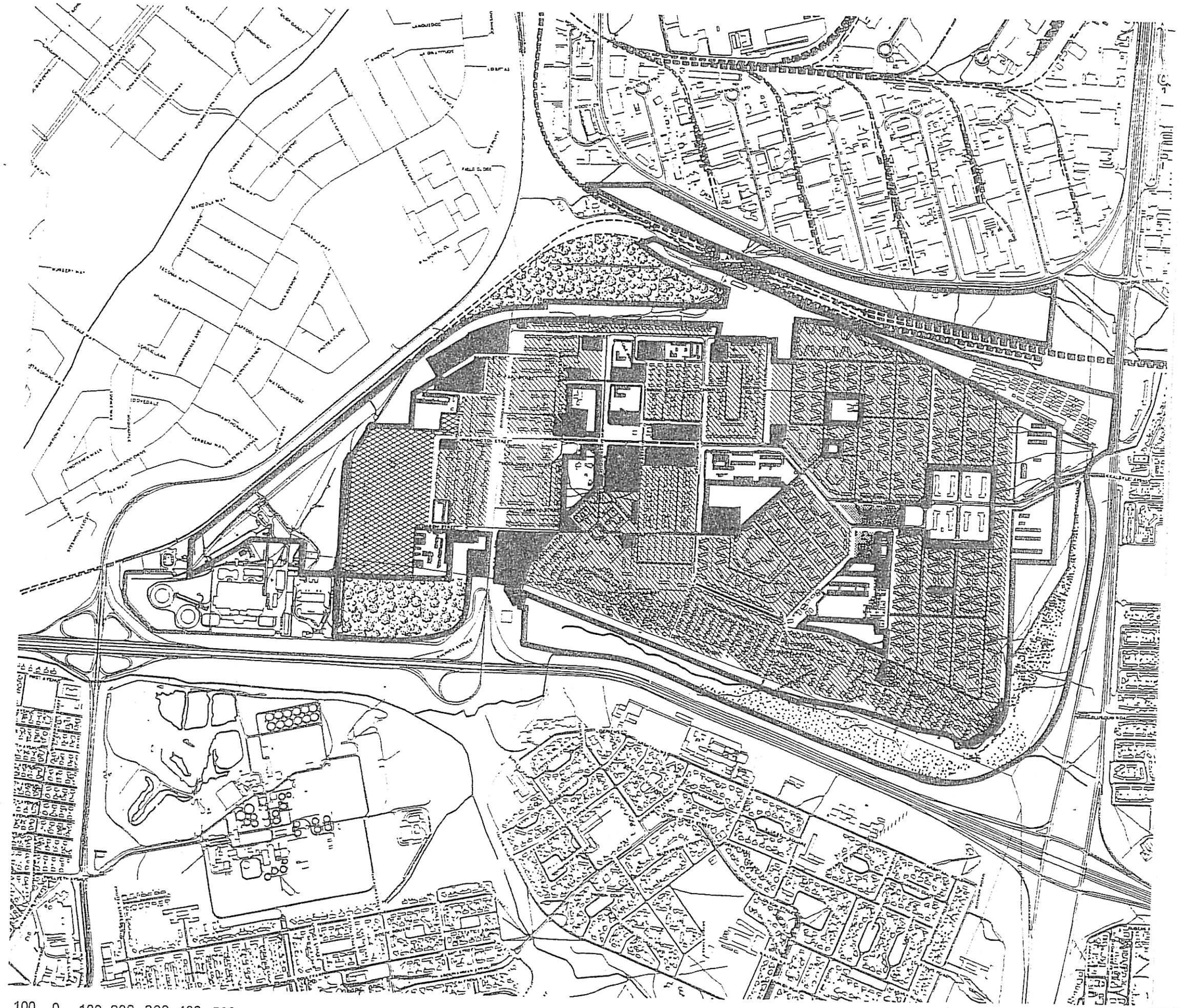
Bhunga Avenue and Washington Street form the primary routes for public and private transport, and also carry large numbers of pedestrian movements, together with strong pedestrian movements between the station and Washington Street. Peak period pedestrian movements are shown on **Figure 14.** However, the main road network is designed for vehicular rather than pedestrian movement, encouraging high vehicle speeds and unsafe pedestrian trips.

4.4.3 Utilities

Most of the formal dwelling areas of Langa are serviced with tarred roads, water, drainage, sewerage and electricity. Other than storm water drainage, the service infrastructure appears to be adequate.

The informal settlements are inadequately serviced, having only communal water points and toilets in the older squatter settlements

EXISTING LAND USE MAP



LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Vacant and underutilized land
- Residential
- Schools
- Community
- Sport and recreation
- Business
- Culturally significant facilities

100 0 100 200 300 400 500 1200 METERS

SCALE 1:12 500

N

FIGURE 10

HIGHER ORDER FACILITIES



LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Hospitals
- Community Centres
- Cultural Centres
- Police Offices
- Schools
- Local Authority Offices
- Libraries

N

100 0 100 200 300 400 500 1200 METERS

SCALE 1:12 500

FIGURE 11

LOWER ORDER FACILITIES



100 0 100 200 300 400 500 1200 METERS

SCALE 1:12 500

LEGEND

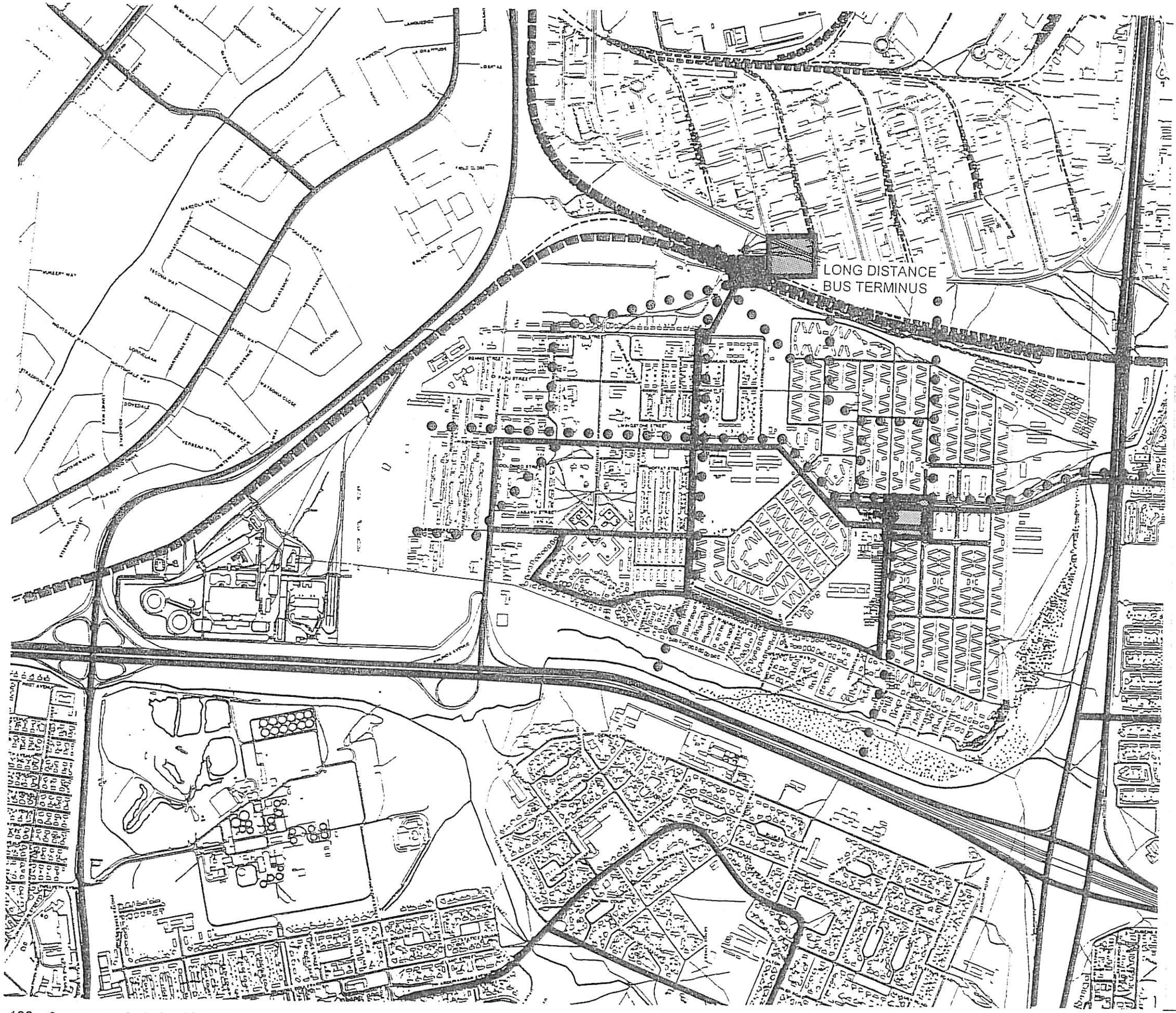
LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Clinics
- Creches
- Bath houses
- Post offices
- Churches

N

FIGURE 12

MOVEMENT



LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Pedestrian routes
- Public transport routes
- Rail
- Stations
- Bus/Taxi interchanges

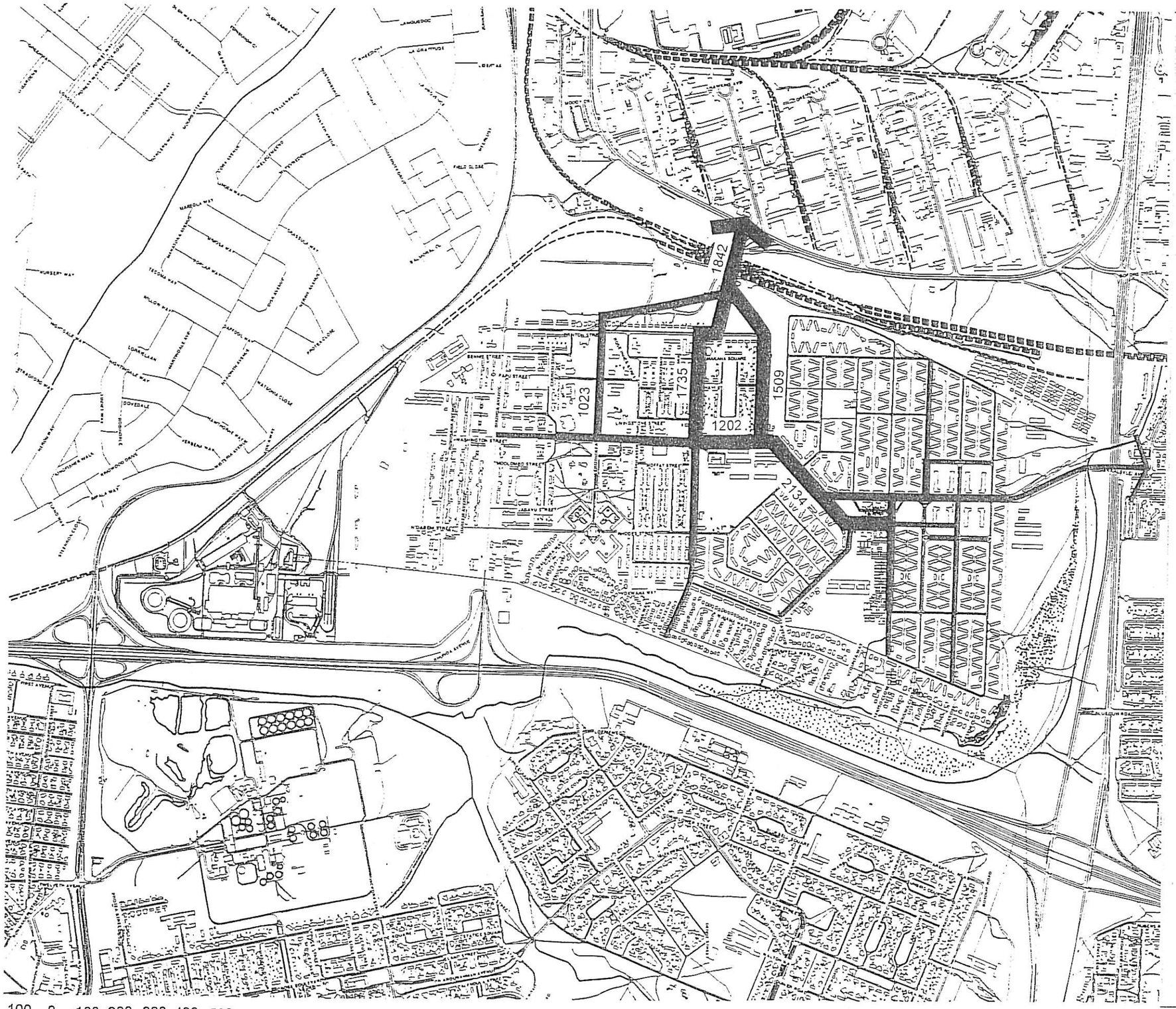
100 0 100 200 300 400 500 1200 METERS

SCALE 1:12 500

N

FIGURE 13

FRIDAY AM PEAK PERIOD PEDESTRIAN MOVEMENT



100 0 100 200 300 400 500 1200 METERS

SCALE 1:12 500

LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- >500 Pedestrians
- 500-1200 Pedestrians
- <1200 Pedestrians

N

FIGURE 14

and no services in the newer settlements area (westwards along the N2). The dense and ad hoc pattern of shacks makes it very difficult to service these areas.

4.4.4 Public developable land

About 72 ha of land owned by the Municipality, mainly intended for playing fields and public open space, is vacant or under-utilised, and much of this can be developed for infill housing or community facilities.

The Education Department holds title to about 7.8 ha of underdeveloped land, also mainly undeveloped sports fields.

The large strip of undeveloped land between the railway line and Gunners Circle is also owned by the Municipality. The eastern portion will accommodate the future Nigeria Way interchange with the N7, but the balance of some 10 - 12 ha offers excellent opportunities for higher density residential and mixed use development. The vacant, underdeveloped land is shown on **Figure 15.**

4.4.5 The Private Realm

Housing

The Langa Needs Assessment indicates that housing availability in Langa is broadly made up of hostels (42% of households), private dwellings (19%), public dwellings (19%) and shacks (20%, including the squatter shacks and backyard shacks). However, the 1996 Census data indicates a dwelling ownership of 9581, with only 4507 households not owning their dwelling.

The quality of housing ranges from good in the single detached private home ownership area to extremely poor in the hostels and shacks. The general locality of different types of housing is illustrated on **Figure 16**.

The hostels upgrade programme is the only housing improvement strategy currently being implemented in Langa. The pilot project and Phase 1 have between completed, significantly improving the standard of accommodation. However, this is a 10 year programme which will meet the needs of 94% of hostel dwellers, without catering for population increase. Land invasion is occurring all the time, and without a strategy which enjoys the full support of the community to both rehouse the squatter community and to control further squatter settlement, the housing problem is likely to remain insoluble.

Formal and Informal business

The locality of businesses in Langa is illustrated on **Figure 17.** Taxi operators form the largest single category of business, operating from the recently completed Washington Square rank. There is some concentration of formal business in the Washington Square precinct, but generally formal businesses are scattered throughout the study area. The form of trade is of a very low scale, predominately dealing in consumer goods, and run by local entrepreneurs. There is one service station, located on Washington Street at the western end of Washington Square precinct.

For a number of reasons, including the low level of disposable incomes, higher order commercial facilities are lacking in Langa. This results in local disposable income being spent outside the township, exacerbating the problems.

The informal sector is, as a result, strongly represented in Langa in the form of street vending. Most of the traders deal in foodstuffs, i.e. cooking of offal, sheep heads, braaing of meat etc. A survey by the Food Control Division of Environmental Health found 93 traders in this category. Dealers in fruit and vegetables amounts to about 45.

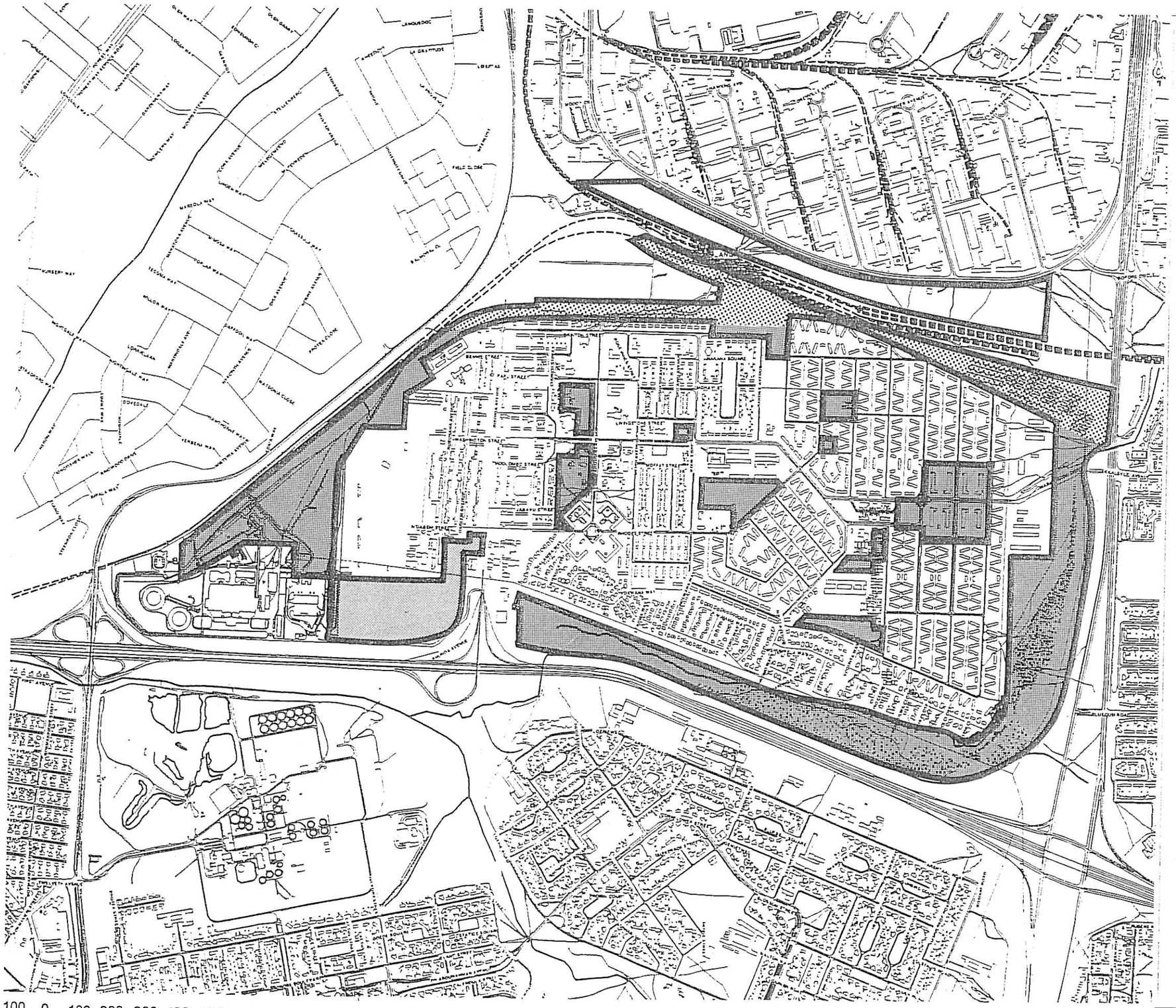
In the non-food category, including sales of cigarettes, clothing, handbags etc, there are about 90 traders. The number of traders increases over weekends and on pension pay out days.

Informal traders cluster at the points of highest pedestrian activity and along the main pedestrian routes. Although trading stands have been provided at Washington Square, these are not fully utilised because of non-inclusiveness in the planning and development of this facility.

Informal trading, particularly in cooked foodstuffs, is seen to be causing environmental health problems:

- the trading sites are lacking in water (although this is sometimes available near by)
- trading is taking place on unpaved areas, and waste water is disposed of in the stormwater drains
- toilet facilities are not always available
- working surfaces are unsuitable, and bulk storage or refrigeration facilities are non-existent
- slaughtering of sheep and chicken takes place in the open, behind the beer hall and in private yards, with inadequate or non-existent cleansing and refuse removal.

VACANT, UNDER-UTILISED AND UNDEVELOPED LAND



100 0 100 200 300 400 500 1200 METERS

SCALE 1:12 500

LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

Vacant, under-utilised and undeveloped land

Intersite land

N

FIGURE 15

HOUSING



LEGEND

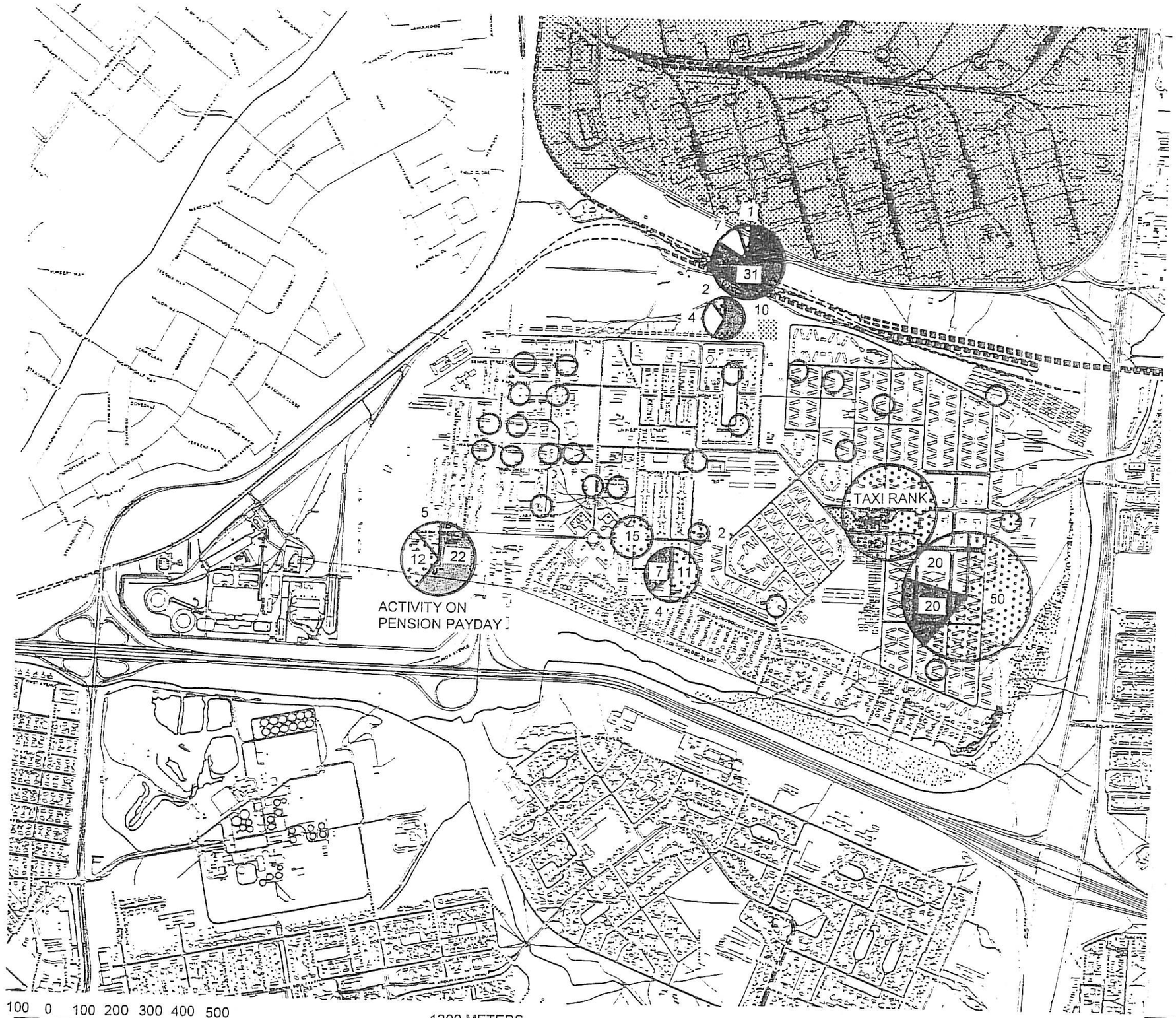
LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Single Detached Housing
- Row Housing & Semi Detached Housing
- Medium Density Housing
- Medium Density Housing with Backyard Shacks
- Informal Settlement
- Hostels

N

FIGURE 16

BUSINESS



LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Formal Trading
- Informal Trading
- Food
- Fruit and veg
- Non-food
- Zoned Commercial
- Zoned Industrial

N

FIGURE 17

Private Developable Land

Intersite owns approximately 10 ha of undeveloped land. Approximately 6 ha of this lies to the south of the cemetery, and the remainder to the south of the railway line in the north-eastern corner of Langa, as shown on **Figure 15.**

CHAPTER 5: AUDIT OF PRESENT INITIATIVES/PROPOSALS

5.1 Projects under way

The existing initiatives and proposals are shown on **Figure 18**; and are discussed below in the order shown on the legend.

(1) The Cultural Centre

There is a cultural centre that is under construction on Washington Street in Langa, called Guga Sithebe. This facility will be used for displaying and developing the local community arts projects. The development of this centre was a result of pro-active community action in Langa whereby people identified a need for the development of the arts talent in Langa. The community entered into a planning process with the Department of Arts and Culture in order to respond to the arts and culture needs. The centre is due for completion towards the end of 1999.

(2) Jakkalsvlei Waterway

Council's Municipal Services Department have tracked a R3,7 million fund that was allocated to the Ikapa Town Council previously. This money was originally allocated for the provision of housing infrastructure within the Langa South Buffer Strip, which is now the Joe Slovo informal settlement. A project was identified by the Ikapa and CMC for the piping of the old Jakkalsvlei watercourse. This project would also incorporate stormwater reticulation - draining a portion of Langa drains into the old watercourse as pipe inverts are lower than those of the canalised river. Piping of the old watercourse is essential to avoid flooding and to alleviate present health hazard. The project would also fix the alignment of the proposed pipe. The location of the pipe has been identified and the local councillors have endorsed the project.

(3) Roads improvement

The CMC had allocated funds for the upgrading of certain identified streets and allied stormwater drainage in Langa. A portion of Bennie Street is to be included within this construction project and this will be funded by City Council. An application to improve other roads identified by local councillors was rejected by CMC. For the approved streets, tenders have been called and the tender allocation is being finalised. The local councillors are keeping the LDF and the community fully informed of the project and a community liaison officer has been appointed for such purposes.

(4) Cemetery Fencing

At the same time that the City's Parks and Bathing department has been seeking the boundary of the cemetery in order to fence it, the local community have been demanding more land. The local people wish to extend their

EXISTING INITIATIVES AND PROPOSALS



LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

PROJECTS UNDERWAY

1. The Cultural Centre
2. Jakkalsvlei Waterway
3. Roads improvement
4. Cemetery Fencing
5. Hostels Upgrading
6. Olympic Sports Hall
7. The Swimming Pool and Sports Fields Upgrading
8. The New Hospital in Bonteheuwel
9. The Bath Houses
10. Parks and Greening

PROJECTS PLANNED BUT NOT YET ON BUDGET

11. The Service Station

N

FIGURE 18

cemetery which is almost full within the present township boundary for economic and cultural reasons. Some of the possibilities explored for extending the present cemetery included a land swop with Intersite in order to use the land immediately adjacent to the present cemetery. The problem with this option was that most of the land in Langa falls within the zones of high flooding. The high water table in Langa makes burial, especially in winter, very difficult. There is evidence also that the actions of burying in land that has a high water table is polluting the ground water. In the interim, it has been recommended, less desirable land parcels within Langa should be sought for extending the burial site - but not the Intersite land. The present cemetery area, except the contended southern boundary, is being fenced.

(5) Hostels Upgrading

The Hostels Project is currently the only housing initiative that is taking place to respond to the growing housing problem in Langa. There are three areas where hostels are being upgraded and new infill hostels are being built/ proposed to be built. Firstly, the East - Zone 17-26 and the Old Flats. In this sector, there is a mixture of single storey hostel blocks in the Zones and four storey blocks in Old Flats. Secondly, there is the Central area, comprised of the New Flats, a dense grid of two storey buildings and Zone 1 along Jungle Walk. Thirdly, the Western sector, covering the Special Quarters, is comprised of single storey buildings of rental rooms and ablution blocks. Some 52 000m^2 of new hostel floor space is proposed, together with the upgrading of 57 000m^2 of existing hostel floor space. This is a 10 year project which, when completed, is meant to cater for 19178 people (94% of the existing hostel population). Show units have been completed, mostly on a road reserve, in the eastern sector.

(6) Olympic Sports Hall

A multi-purpose Olympic hall is being built on Bhunga Drive using funding from the Department of Public Works. Just like other Olympic projects, its location has been determined by the proximity to the national roads, where it is clearly visible. This facility was originally identified in the Olympic Bid project as a practice venue for boxing. When completed, this sports hall will accommodate training and tournaments for basket ball, boxing, handball, aerobics, gymnastics and weights. Netball and basketball rings will also be provided outdoors.

(7) The Swimming Pool and Sports Fields Upgrading

The Langa pool that is situated on the western end of the township is in the process of upgrading. This upgrading is due in November. This is the only swimming facility in Langa and, according to the Parks and Bathing Department it was unlikely that another pool would be provided for the rest of the township. R2 million is currently being spent on improving the drainage in the soccer and rugby fields in Langa. During the period that these facilities are being improved, the various sporting codes are using the school grounds in Langa. There is, however, a problem with the school grounds since their conditions are very bad.

(8) The New Hospital in Bonteheuwel

It has been ascertained that Langa has many personal health problems that are associated with inadequate living conditions. The existing clinic is in the process of being upgraded. The day hospital in Langa, which is run by the Provincial Department of Health, has operational problems. Province have decided to construct a new community hospital in Bonteheuwel which is to serve both the Langa and Bonteheuwel community. The day hospital in Langa will be closed when this new facility is complete in November.

(9) The Bath Houses

Recently, four community bath houses have been built in Langa. They are equipped with showering facilities which the users have to pay for. The particular pattern of location is not clearly logical since there are none of these at the informal settlements, where they would prove more appropriate. It seems as if these were merely constructed as a public relations exercise - to display Council spending in public facilities.

(10) Parks and Greening

The latest surveys indicate that there is no indigenous vegetation remaining in Langa. The only form of vegetation existing are the tree-plantings on the main avenues. On Bhunga and Washington avenues, these trees provide vertical relief and shade. There has been some work done in upgrading and maintaining parks in Langa. The parks identified by a local NGO, Tsoga, were due for upgrading. These parks are Bhunga Park, Papu Square, Zone 8 park, Zone 5 Park, Nongauza and Maragana Parks. Tsoga was, currently, prepared to provide the labour and maintenance of these parks if Council funded their irrigation systems, provided benches and incurred other maintenance costs. The Mshumpela playground is one that is receiving high priority for development by the Parks and Bathing department. In the Ward Allocation Budget, the local councillors have also identified a number of parks and greening projects that are to be implemented before the end of 1999.

5.2 Projects Planned but not yet on Budget

(11) The Service Station

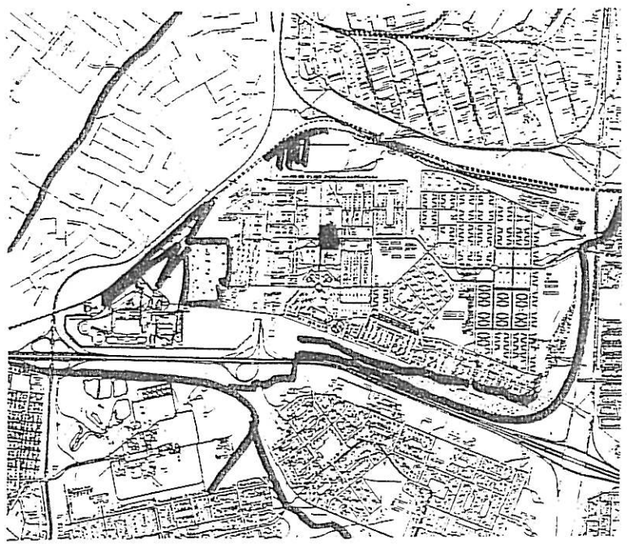
There was a proposal made by an oil company, BP, to build a service station with a convenience store on Bhunga Drive. The Langa community (represented by the Langa Development Forum) have given in-principle support of the proposal. Some of the concerns being raised by the community in their support are that, in the awarding of tenders for the development, local emerging developers should be considered. The other concern raised was

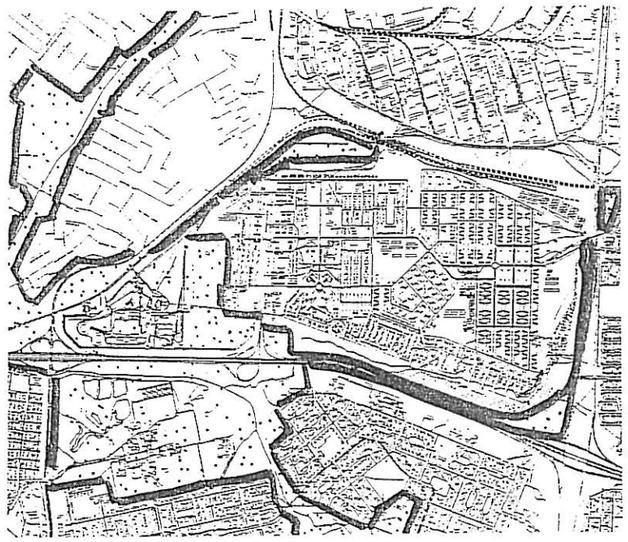
that an informal trader operating a spaza shop in a trailer on the proposed location be incorporated in the development. The progress on the project is pending until the negotiations between the developer and the oil company have been concluded.

CHAPTER 6 : SWOT ANALYSIS

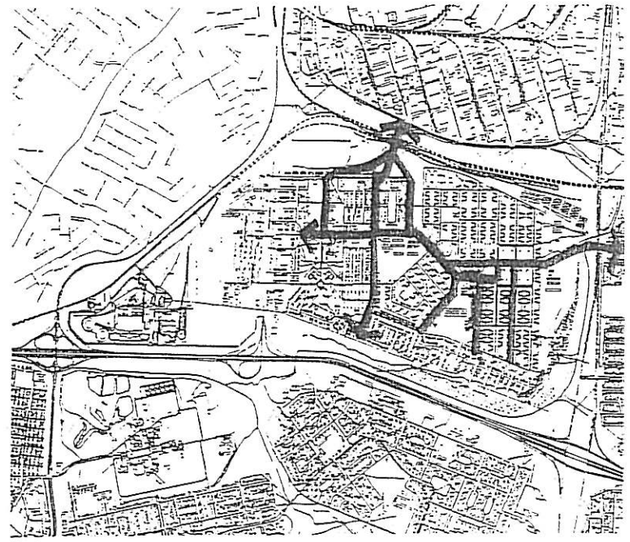
A SWOT analysis (Strengths, Weaknesses, Opportunities and Threats) was undertaken, the results of which are summarised and illustrated on the following Tables.

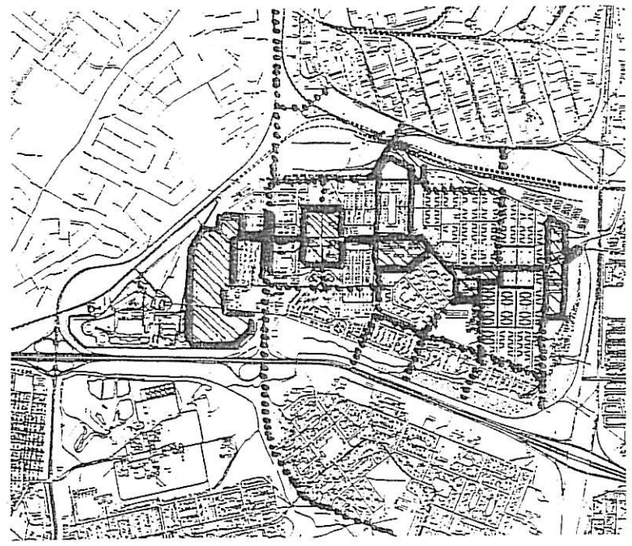
NATURAL				
ELEMENTS	STRENGTHS	WEAKNESSES	OPPORTUNITIES	CONSTRAINTS
Jakkalsvlei	Vacant land that could be developed as a stormwater drainage system	-Degraded state, polluted and used for dumping and defecation	-Passive recreation	Informal settlers living very close to the ditch.
Initiation Site	-Good proximity to the Langa residential area for initiates - An open space continuous with the green envelope	-Vegetation depleted and no seclusion as is necessary for the ritual	-Multi-purpose function as a grazing site as well; -Continuity of the green web and opportunity for urban agriculture	-Site identified for possible extension of electricity power station, (Elec Dept owns the site)
Power Station (Portion)	-Well treed and large open space	-Currently being used as coal storage for the power station and not used to its full potential	-To act as part of the green web	- Possible redevelopment as a gas distribution site
Cemetery	-Has some trees that act as wind breakers -Culturally significant to local community as a place to communicate with ancestors	-High water table and flooding	-Use as an urban park if well maintained	-Limited land for extension of the cemetery



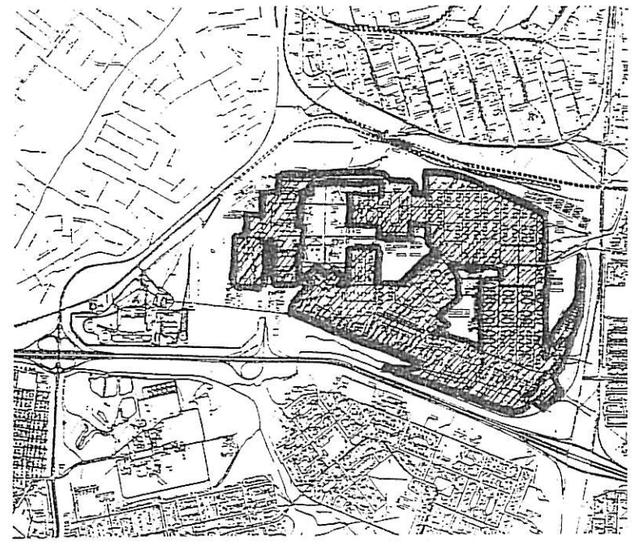


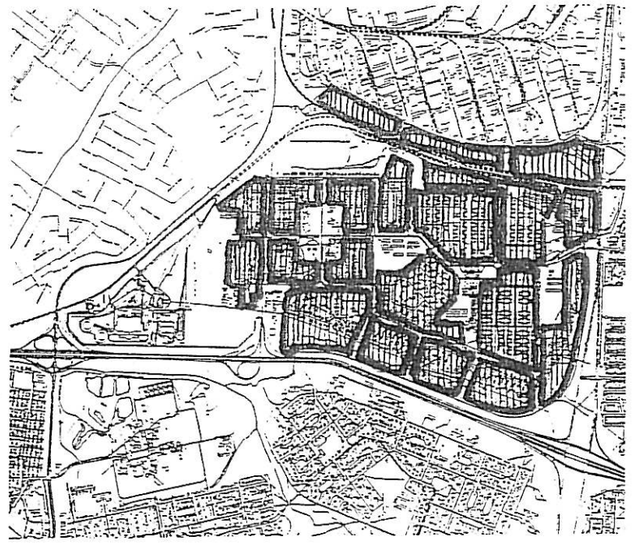
MOVEMENT				
ELEMENTS	STRENGTHS	WEAKENESSES	OPPORTUNITIES	CONSTRAINTS
-The Rail network	-Major metropolitan connection; -Station has commercial activity that boosts the local economy significantly	-The rail network is a barrier to continuous movement out of the township; -No relation to other movement modes	-External movement through the station area, making it an important point for formal and informal economic activities -A second railway station on the western end of Washington could result in continuity	-Railway development are expensive and require co-operation between tiers of government and the railway company
-Vanguard Drive	-Major north-south arterial route of metropolitan significance	-Limited access and can only be cross at limited points; -Limited developments taking advantage of large movement	-Possible links and access to new Bonteheuwel hospital, Athlone Golf Course developments and other metropolitan facilities	-Proposed upgrading of the road by CMC into a limited access freeway
-Washington Avenue	-Defines the public structure of Langa; -High order facilities and mixed uses locate along the avenue;	-Lack of continuity into the sub-metropolitan context	-Enhancement of the spine that has developed on the avenue; -Linkages with broader environment and location for higher order facilities	-Traffic and Pedestrian conflict and fatalities due to high speeds; -The railway barrier will limit the possibilities of extending the road towards the west
-Bhunga Drive	-The other major route in Langa and which give access the N2	-Large unserviced/ unsheltered road reserves contribute to a poor public environment	-Connection through to Jan Smuts Drive; -Location of higher order facilities and mixed development	-The cemetery and the Jan Smuts Drive barriers could limit the possibilities for extension and linkages
-Jan Smuts Drive	-Another metropolitan route that is within close proximity to Langa	-Limited access and congestion; -It adds to the barrier effect of the railway line on the western side of Langa	-It could be one of integrating routes through Bhunga Drive towards Pinelands and the northern industrial areas	-There are plans to make the road a dual carriage way further, limiting the possibilities of crossing it
-Internal Roads	-Most of movement is on foot in Langa;	-No pedestrian ways or shelter in a windy, rainy and sandy environment	-Some streets can be converted into pedestrian paths as they are mostly travelled on foot; -Wide road reserves can be developed to accommodate urban uses; -The spatial structure is legible and most roads are through routes	-Fast moving vehicles and no traffic calming measures



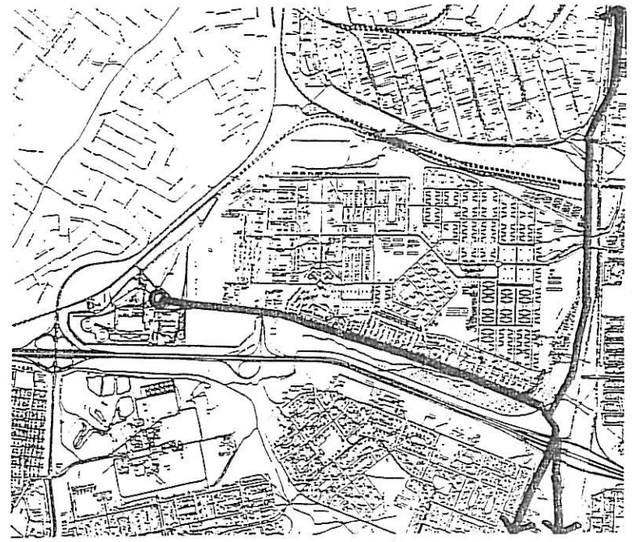


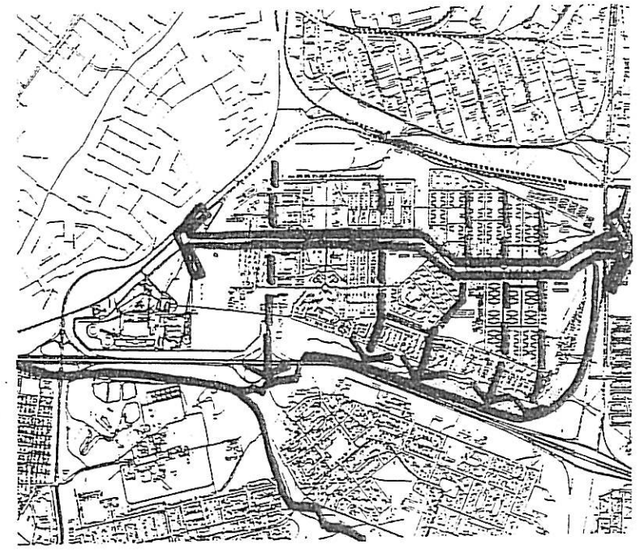
HOUSING				
ELEMENTS	STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
HOSTELS	-The ability to meet some housing demands of a large number of workers for decades	-Overcrowding and poor services -Degraded hostel buildings are not attractive to live in, especially for families	The current improvements are a sign of better living environments	-The pace of the hostels upgrading might be slower than the occupation of land by informal shacks
SINGLE DWELLING	-Some high density row houses utilise space efficiently; -Recent developments, as in Settlers, indicate rising living standards	-Most are small and families resort to backyard shacks for extra accommodation room -Not enough people can afford to build adequate houses	-Home ownership has encouraged many to improve the houses they occupy	-Raised expectations and the culture of entitlement results in illegal actions, like occupation of land and rejection of unpopular developments
INFORMAL SETTLEMENTS	-Close proximity to work opportunities as well as informal economic activities; -Minimum (if any) costs of land and housing structures	-Poor living structures; -No services or sub-standard at some places; -Health hazards from storm water, sewerage, and even frequent fires	-Once tenure is secured, occupants can be encouraged to invest in better building structures; -Informal, living patterns can give clues for desired future layouts in redevelopments	-The rate of illegal occupation is faster than the rate of housing delivery; -The new home owners often rent out their houses and go back to the informal settlements



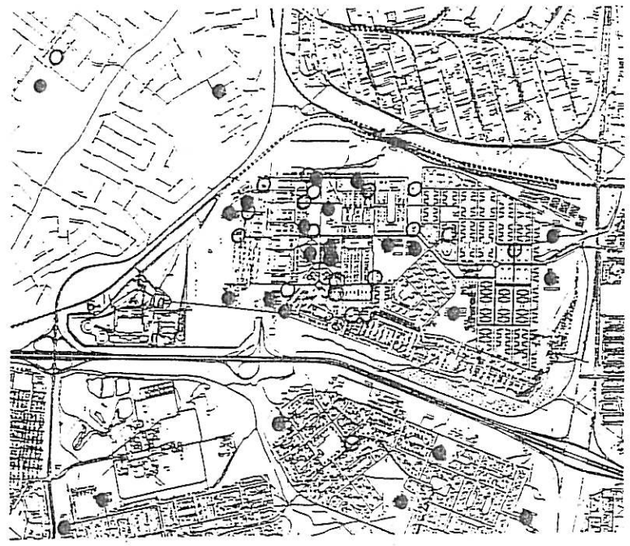


UTILITY SERVICES				
ELEMENTS	STRENGTHS	WEAKNESSES	OPPORTUNITIES	CONSTRAINTS
STORMWATER	-In the built-up areas, drainage is up to standard	-Most areas are not serviced, and the high water table and winter rainfalls make life difficult	-Development of stormwater retention ponds which can also double as recreation and open spaces	-Lack of education on importance of retention ponds and quality open spaces
SEWERAGE	-Most of the township is serviced with standard sewerage systems although the informal areas are lacking and some use communal systems	-New facilities are difficult to install due to lack of decisions on the future of unserviced and undeveloped areas	-The provision of infrastructure encourages better use of land by occupants and investments in their living environments	-The ever-increasing informal settlers makes it difficult to deal with the problem once and for all
ELECTRICITY	-It is a widely used and safer energy source that is easily supplied	-Some of the unserviced areas have illegal access to power sources-which might not be sustained and also dangerous	-Instead of the paraffin and coal energy sources, the growing electrification programmes are safer, cheaper and environmentally friendly	-the culture of non-payment of services still exists

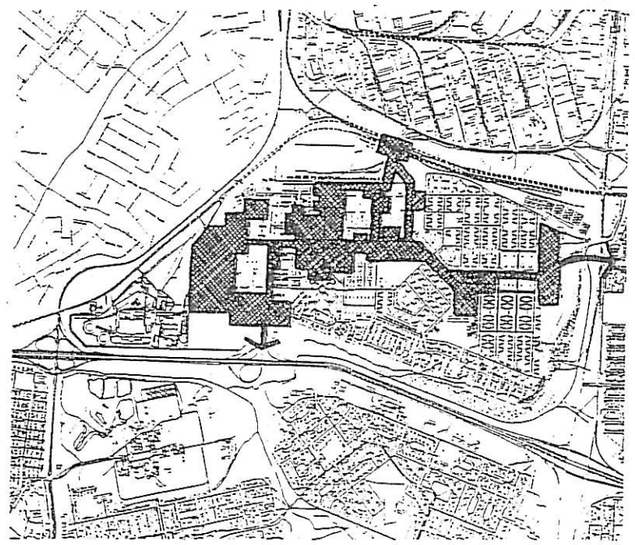


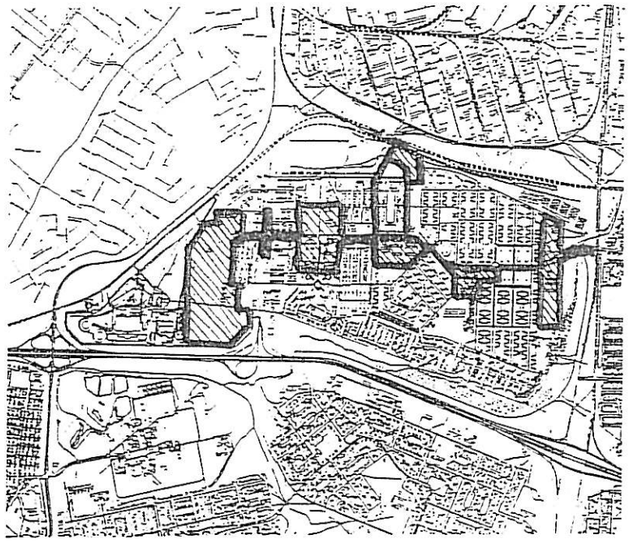


PUBLIC FACILITIES				
ELEMENTS	STRENGTHS	WEAKNESSES	OPPORTUNITIES	CONSTRAINTS
HEALTH	-The clinic and the day hospital are well utilised by the Langa people	-The standard of facilities is very low; -More clinics are required to meet the increasing health demands caused by inadequate living standards (and hence TB) and the HIV/AIDS infections	-Public expenditure can now be focused on the more needy clinics; -The new hospital should become a better facility that is to serve a larger area of Langa and Bonteheuwel	-With the high incidents of terminal diseases, the closure of the day hospital will negatively affect the local community
COMMUNITY HALLS	-The recently built hall is multi-purpose, accommodating functions, meetings, day care, and sports tournaments	-Large land parcels are tarred and reserved for parking - wasting strategic space; -Built halls often don't have operational budgets to run them and end up being waste	-As places of gathering, halls can be used for much needed community facilities such as pension payouts, adult education, skills transfers, sports , etc.	-Halls have the common ability of demonstrating politicians' delivery and are often built without the necessary resources to run them
LIBRARY	-Excellent location makes the Langa library accessible to the wide community	-The many schools in Langa require more than just one library	-Library developments could be linked with existing schools in order to ensure smooth running	-Competition from the different schools to have their own libraries and for a community library to be located on particular schools

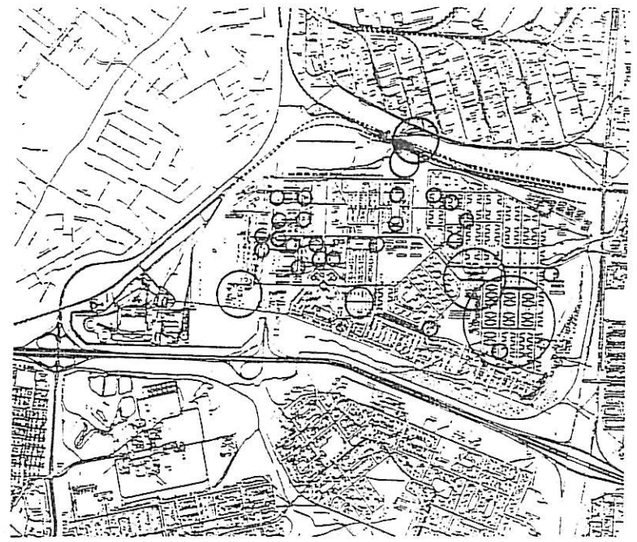


POST OFFICE	-The informal gathering of taxis and other business activities adjacent to the site make it well located and has the potential to bring effective service to the community	-The post office is not clustered with other community facilities, which would enhance its service and the area it occupies as well as a public services node	-There is space that could be developed near the post office for more compatible uses that will make it easy for service consumers to shorten their time and trips	-Fenced (for security purposes)public buildings become alienating to their users in Langa such that they do not pronounce public spaces
POLICING	-Consciously located for security purposes, the police stations are now easily identified and accessible	-Crime is still a problem in Langa in spite of the two police stations	-With better coordination and inclusivity during development, policing could become a better utilised service and police could help secure the developments accessible	-the history of the police service still poses as a threat to security, making the service carry that image of antagonism with the public
EDUCATION	A variety and number of schools make Langa a lively place that is visited daily by scholars from all over the metropolitan area.	-Land is often wasted by reservations for sports fields; -The inefficient building positions on school plots results in discontinuity of the urban fabric	-The wasted land can be developed for the housing infill, community facilities, public open spaces, etc - which are lacking in Langa	-The bureaucratic nature of land release processes stalls development of public land since the land is an asset in demand
WORSHIP	-Langa is adequately served with churches and these make up the most of the places of gathering	-The churches are not multi-purpose and are not shared by different denominations even though they occupy large parcels of land; - More church sites are still requested - often from splinter groups of same denominations	-Community events could be organised to take place in churches - thus reducing the need for more halls; -Schools could also share facilities with churches so as to reduce the need for more land	-The territorial nature of religion that requires a sacred status for its buildings limits the possibilities for denominations to share facilities or even other land uses co-existing on church buildings





PRIVATE FACILITIES				
ELEMENTS	STRENGTHS	WEAKNESSES	OPPORTUNITIES	CONSTRAINTS
RETAIL& COMMERCIAL	-A lot of small scale economic activity is thriving due to the isolation of Langa from the economic activities of the city	-There is a lack of diversity in the consumer goods -Inward orientation limits the scope for expansion and growth of retail and commerce	-Movement and points of agglomeration bring a lot of people together and the more access is improved in and out, the better the opportunities	-There is a lot of reservation in terms of large investments due to previous restrictions and political unrest -The possible movement of the long distance buses from Langa will diminish the economic potential for retailers
INFORMAL SECTOR	-There is a lot of this activity and it helps substitute incomes and is a source for many unemployed	-No proper facilities and unhealthy habits of trading are a problem	-The sector is the only hope for the many unemployed and a trend for the future	-The possible movement of the long distance buses from Langa will diminish the economic potential for retailers



CHAPTER 7 : DEVELOPMENT FRAMEWORK

7.1 Metropolitan structuring elements

7.1.1 Muni-SDF Interchanges and Centres

In terms of the Muni-SDF a new Level 2 interchange and centre is proposed at Wingfield, while Athlone is proposed as a Level 3 interchange and centre. Langa is located mid-way between these two, and should be capable of being well connected by public transport (road and rail to Athlone, and road-based to Wingfield), although these centres are too far away for reasonable pedestrian access.

7.1.2 Movement

The Muni-SDF identifies Vanguard Drive as one of the routes which divides communities. The CMC Directorate of Transport has however identified Vanguard Drive as probably the most important continuous north-south metropolitan route, and preliminary proposals for the long term upgrading of Vanguard Drive have recently been completed by Stewart Scott Incorporated, Consulting Engineers, for the CMC. These proposals, in the vicinity of Langa, include the following elements:

- Vanguard Drive will become a dual carriageway freeway
- The Nigeria Way interchange will be constructed between Epping and the railway line; Nigeria Way will connect from the east, but to the west of Vanguard Drive the road will join onto Gunners Circle.
- A "back up" road, running to the east of Vanguard Drive, will connect from the Nigeria Way Interchange, over the N2 southwards to Klipfontein Road, providing access to and interconnections between Langa, Bridgetown, Silvertown and Rylands Estate.
- The N/7Washington Street intersection will be closed; Washington Street will cross over the N7 to connect with Jakkalsvlei Avenue in Bonteheuwel.
- Bluegum Road in Bonteheuwel will have an interchange connection with Vanguard Drive, and extend eastwards to intersect with the "back up" road.
- The "back up" road will include sidewalks, to give pedestrian access over the railway line and over the N2, and both Washington Street and Bluegum Road will include pedestrian sidewalks connecting with Bonteheuwel.

In considering the merits of the CMC proposals with specific reference to their implications for the Langa SDF, it is relevant to note that the existing physical and operational characteristics of both the N7 and the N2 create significant barriers to movements between Langa and the areas to the west and south respectively. In the absence of any upgrading of Vanguard Drive it would still be necessary (and both difficult and costly) to find ways of overcoming these barriers.

The "back up" road connection to Gunners Circle (via the Nigeria Way interchange) would also provide good vehicular and pedestrian links between Langa and the vacant land between the railway line and Gunners Circle, which would facilitate the development and integration of this area as an extension of Langa.

On balance, it is considered that the Vanguard Drive proposals will work to the benefit of the Langa community, and particularly so if this portion of the roadworks is to be constructed at an early stage in this project. If the construction is not on a short-term programme, then pedestrian bridges should be provided over both the railway line and the N2, even if these are of a temporary nature and have to be removed once the "back up" road is constructed. Signalised pedestrian crossings or overpasses would also be needed between Langa and Bonteheuwel.

It must be stated that support for the upgrading of the section of Vanguard Drive between Epping and the N2 should not be taken to imply that the upgrading of other sections of this road can necessarily be supported. The localised impacts of the upgrading would need to be assessed for each component of this road, together with the effect that any downgrading might have on the overall operational characteristics of this route.

Detail amendments to the Stewart Scott Inc. proposals are however suggested. The portion of the "back up" road between Washington Street and Bluegum Road should be aligned along the western edge of the powerlines (rather than the eastern edge), to leave a space of some 50-60m between the road and the Jakkalsvlei canal for inclusion in the "green web", along the canal. The alignment immediately to the north of Washington Street must also be carefully assessed in order to determine whether suitable parcels of developable land can be provided, as the intersection between Washington Street and the "back up" road will define the main entrance into Langa.

The alignment of the extension of Nigeria Way onto Gunners Circle needs to be determined in accordance with more detailed planning for this area, in order to optimise the development potential and accessibility of the vacant land to the west, as well as the parcel of land between Gunners Circle and the Nigeria Way interchange.

7.1.3 Rail

The length of railway line between Langa and Pinelands represents a noticeable gap in the spacing of railway stations along the suburban railway

lines. It is understood that the SARCC is already investigating the provision of a new station here, although probably as a long term project.

In terms of the Langa SDF this proposal is fully supported and every effort should be made to encourage the station to be built sooner rather than later. In addition to the benefits of promoting rail-based public transport for a large component of Pinelands, as well as providing more convenient access to residents in the western portion of Langa, the station should provide the opportunity for commercial and community facilities to serve both these communities in accordance with the strategic priorities of integration and equity.

As discussed elsewhere in this report, the Langa sports complex and the Olympic Hall, in conjunction with other sports stadia and facilities in the vicinity, have the potential to function as a sub-regional sports facility. The railway station would provide direct public assess to these facilities.

The station would provide a new, third "anchor" to the local spatial structure, providing a focus for new social infrastructure to counter the "imbalance" caused by much of the existing facilities being located towards the eastern side of Langa.

7.2. Sub-metropolitan structuring elements.

The sub-metropolitan structuring elements, together with relevant components of the metropolitan structuring elements, are illustrated on **Figure 19**, and discussed below.

7.2.1 Continuous integrating routes

Both Bhunga Avenue and Washington Street form elements of the Muni-SDF proposals for continuous integrating routes. To achieve this, Bhunga Avenue needs to be extended northwards (across the cemetery and railway line) to connect with Jan Smuts Drive, and southwards to connect with Loerie Road in Bridgetown. Washington Street should be extended westwards as far as the railway line (where a new railway station is proposed - see paragraph 7.1.3). There is inadequate space between the railway line and Pinelands for this road to be able to connect with Jan Smuts Avenue, however a pedestrian overpass is proposed to provide for both continuous pedestrian integration and, by transfer to taxi or bus movements, longer-distance vehicular integration.

7.2.2 Sub-metropolitan road links

The proposed Vanguard Drive "back up road" will provide for vehicular and pedestrian integration between Epping, Langa, Bridgetown and Rylands. If it should prove possible to extend Gunners Circle westwards, over the railway line to link with Bhunga Avenue Extension/Jan Smuts Drive, this will facilitate good east-west linkages and enhance the development potential of the vacant land to the south of Gunners Circle.

It is proposed that the classification of Jan Smuts Drive, between the N2 and Forest Drive, be downgraded to an appropriate category to permit an at-grade intersection(s) with the Bhunga Avenue and Gunners Circle extensions, as well as to accommodate bus and taxi drop-off facilities on both sides of the road, opposite the proposed new station and pedestrian over pass.

7.2.3 Green web

It is proposed that Jakkalsvlei canal be upgraded as part of the green web, connecting to a multifunctional park based on the Langa sports complex/Vygekraal river/Ajax Cape Town training facility. Athlone Stadium and Vygekraal Stadium should also be seen as components of this potential regional sports facility.

7.3 Local structuring elements

The local structuring elements are illustrated on **Figure 20**, and discussed below.

7.3.1 Transport nodes

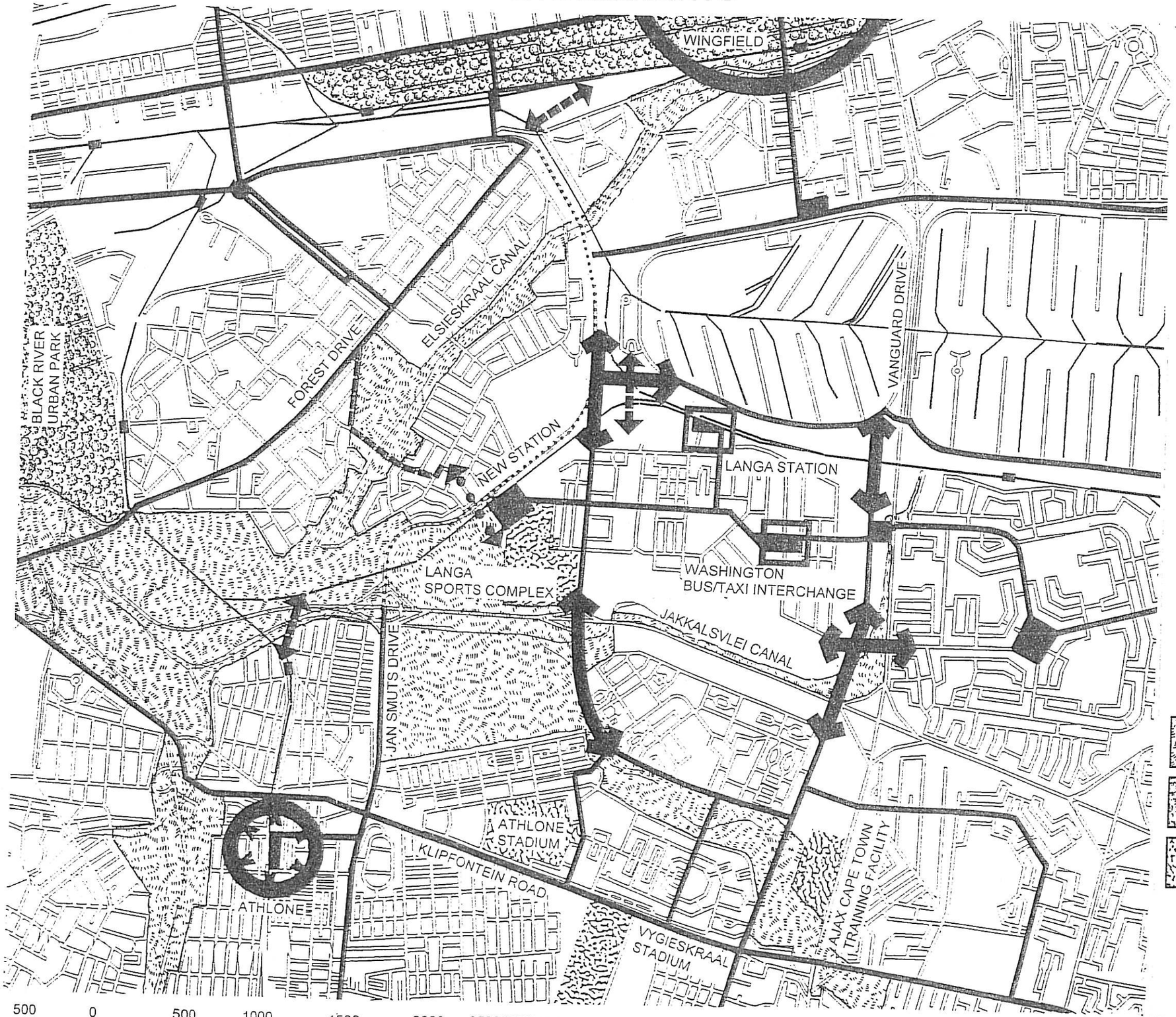
Langa station, Washington Square and a future station at the western end of Washington Avenue Extension provide the three anchors for a 'T-shaped' structural framework.

7.3.2 Movement systems

Road based public transport should be concentrated along the T-shaped structural framework, as should the primary pedestrian route. Pedestrian movement from Langa station towards Washington Street should be channelled along selected routes (Lerotholi Avenue, Jungle Walk and Sandile Avenue) to maximise the opportunities for local informal and formal economic activity. A web of secondary pedestrian routes should be developed to create and define "superblocks" in Langa.

As discussed in paragraphs 7.1.2 and 7.2.1, pedestrian bridges should be provided over the railway line, the N2 and Jan Smuts Drive to link the pedestrian network into the neighbouring local areas.

SUB-METROPOLITAN STRUCTURING ELEMENTS



LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Continuous integrating routes
- Rail
- New road link
- New rail link
- New pedestrian bridge
- Downgrading of Jan Smuts
- New station bus / taxi drop-off both sides of Jan Smuts
- Nodes inside Langa
- New multi-functional centres
- New interchanges
- Protected ecological areas
- Multi-functional urban park
- Park and Sports Complex

N

FIGURE 19

LOCAL STRUCTURING ELEMENTS

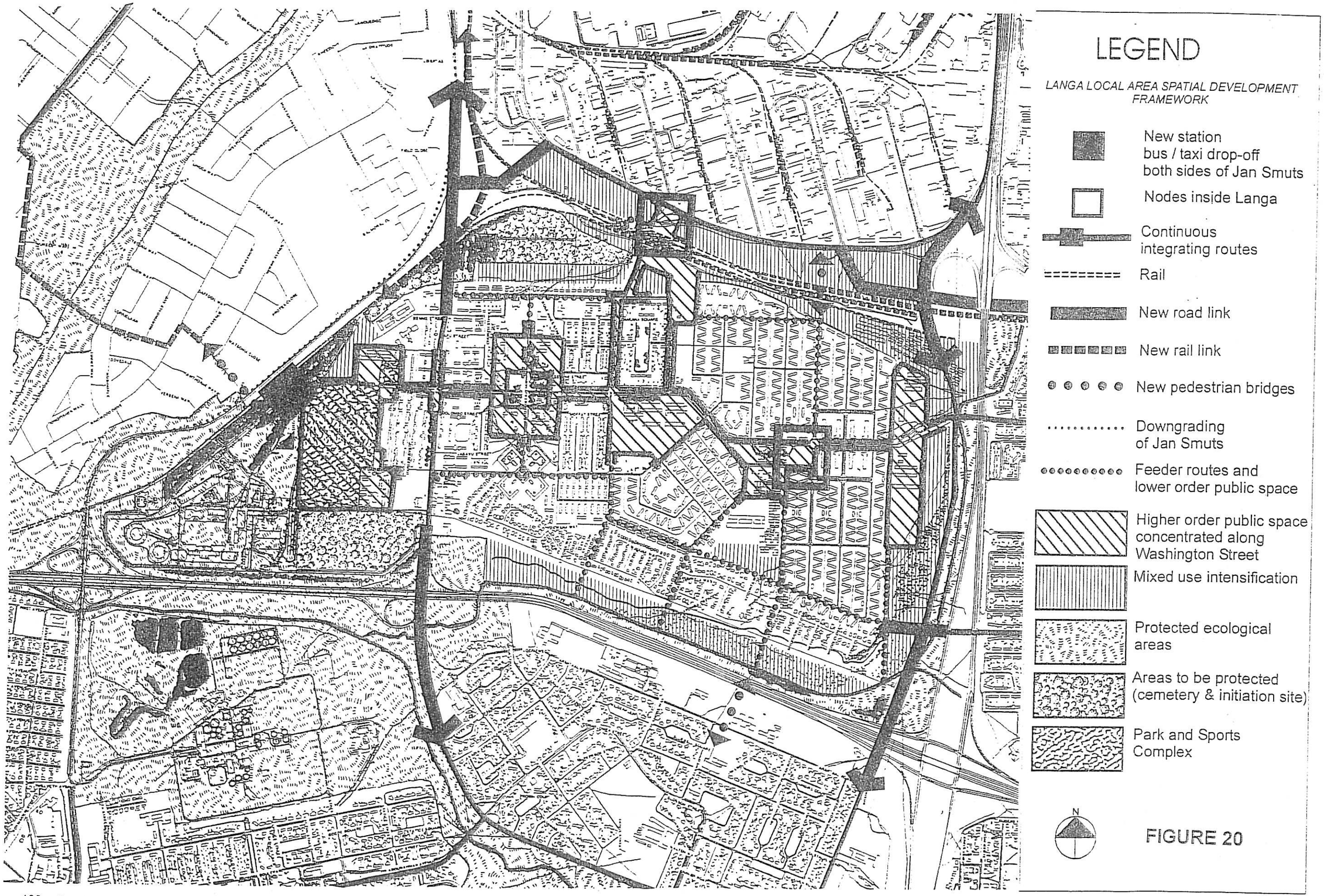


FIGURE 20

7.3.3 Public elements

Higher order facilities should be concentrated along Washington Street, in order to maximise the access to social and economic facilities for both road-based and pedestrian trips.

This should be combined with high quality social spaces along this route. The intersection of Lerotholi Avenue and Washington Street in particular holds strong potential for a "central park" within an emerging cultural precinct.

7.3.4 Mixed use intensification

The "edges" of Langa, along the N2, the N7 and the railway line/ Gunners Circle, offer the potential for mixed use intensification which can contribute positively to the visual and functional qualities of the area.

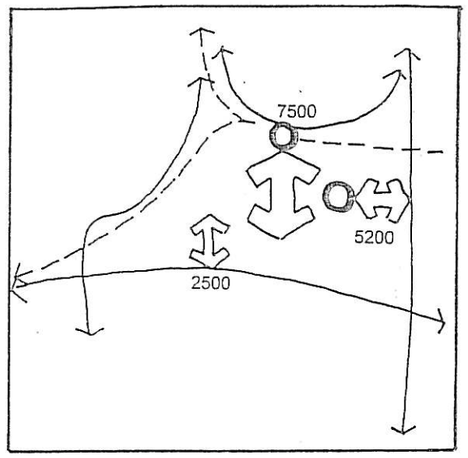
Rehousing the squatters will release land which can be incorporated into the green web along Jakkalsvlei canal. However, a strong commitment by the authorities and the local community will be necessary in order to prevent this land remaining as derelict wasteland, being used for dumping, or being invaded again by other squatters.

One possibility which bears further consideration is a programmed release of defined parcels of land for urban agricultural allotments, in order to provide economic opportunities for the considerable number of Langa residents who are unemployed.

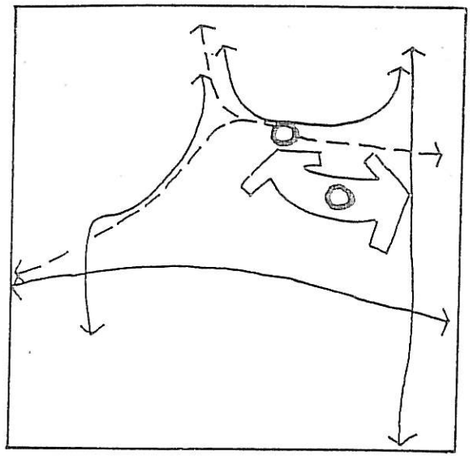
The northern edge, along Gunners Circle, offers a variety of opportunities, ranging from formal and informal business in the vicinity of Langa station, small scale industrial development and high density residential development, Good pedestrian linkages with the rest of Langa will be essential in order to integrate this new development with the existing community.

7.4 Concept development

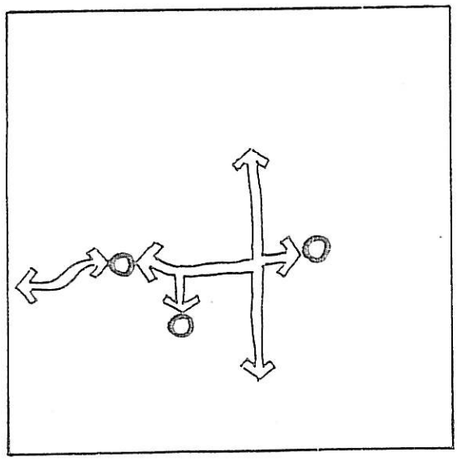
The development of the Langa SDF is illustrated conceptually by the following sketches.



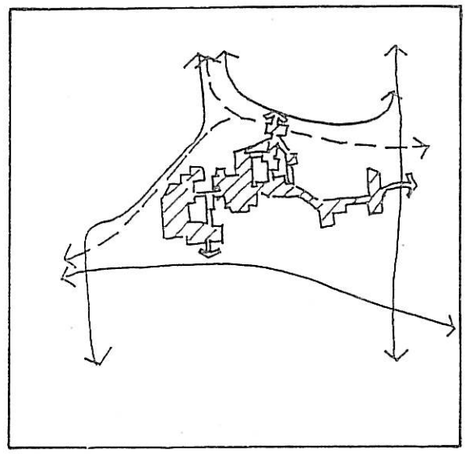
1. MORNING PEAK HOUR MOVEMENT



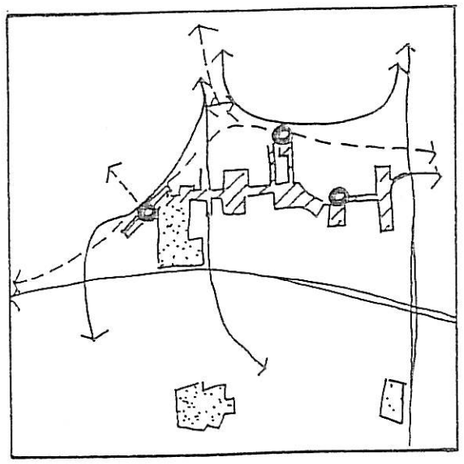
2. MAIN INTERNAL MOVEMENT



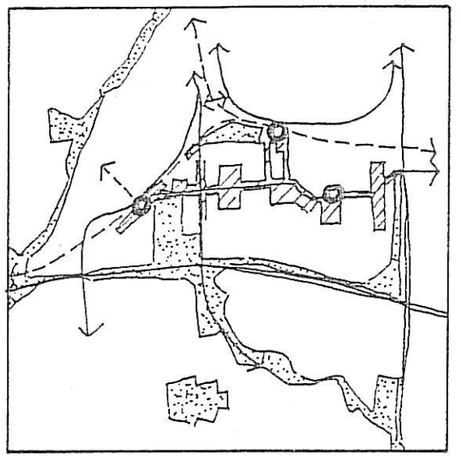
3. A NEW ACTIVITY NODE
ON THE WESTERN SIDE OF LANGA



4. CURRENT CLUSTERING OF ACTIVITIES



5. WASHINGTON ROAD LINK
- ACTIVITY STREET
- CONTINUOUS INTEGRATING ROUTE
- SPORTS COMPLEXES



6. OVERLAY ONTO GREEN WEB

7.5 Overall concept

The overall concept for the Langa SDF is illustrated on **Figure 21**, which identifies seven focus areas. These are the areas where public investment should be concentrated in order to achieve the greatest beneficial impact for the community. The pedestrian network which connects the focus areas should be given a high priority in order to create a high quality, safe and comfortable public space which invites people to use it for a full range of social interactions, not merely to move from one point to another.

7.6 Focus Areas

(1) Langa Park and Sports Complex

This is a large focus area which includes the area intended for the future railway station. While the station might be a longer term project, the extension of Washington Street and the pedestrian bridge over the railway line and Jan Smuts Drive should be seen as short term projects. It is therefore essential to liase with SARCC at an early stage to co-ordinate the planning and spatial requirements for future development in this area.

There are proposals in hand to convert the Athlone Power Station to a gas- powered generator. The future spatial requirements of the Power Station, as well as the potential for "down-stream" industries, also need to be carefully assessed, in order to determine whether and how much of the currently unused/under-utilised portions of the site could be in-corporated into this precinct.

There is a derelict church on the corner of Washington Street and Bitterhout Road, opposite the swimming pool and at the "gateway" to this focus area, which should be earmarked for a new clinic.

This focus area should be considered first for the location of any new sports facilities, particularly indoor or space intensive sports.

(2) Cultural Precinct

This area already houses a number of important cultural and community facilities, and offers tremendous potential to create "a park within a park". The inner "central park", approximately 140m x 110m, is located at the intersection of Washington Street and Lerotholi Avenue. Lerotholi Avenue should be closed to vehicular traffic through this central park, and converted into a wide pedestrian walk way.

The community hall is located to the west of this park, and a tarred area (on which is marked two basketball courts) forms the north-western quadrant of the park. However, this area is enclosed by a high security fence. The fence should be removed/repositioned to give the community free access to these courts.

(3) Langa Station/Gunners Circle

This is a large focus area which should be earmarked for mixed use intensification, including commercial, light/service industrial and high density residential development.

(4) Educational Precinct

This is focused around Langa High School, which holds a prominent position in the cultural history of Langa. It is suggested that the Education Department should consider concentrating its investments in quality sports facilities and higher order educational facilities (e.g. a computer centre) on this site, to be shared by all the high schools, and to serve as a centre for adult education.

(5) Washington Square Market Precinct

Washington Square, as the taxi/bus terminus and emerging commercial hub, deserves ongoing attention and development to maintain and enhance the range and quality of activities.

Consideration must be given to the proper control of slaughtering of animals behind the beer hall. If this is to be allowed to continue, appropriate hygienic facilities should be constructed.

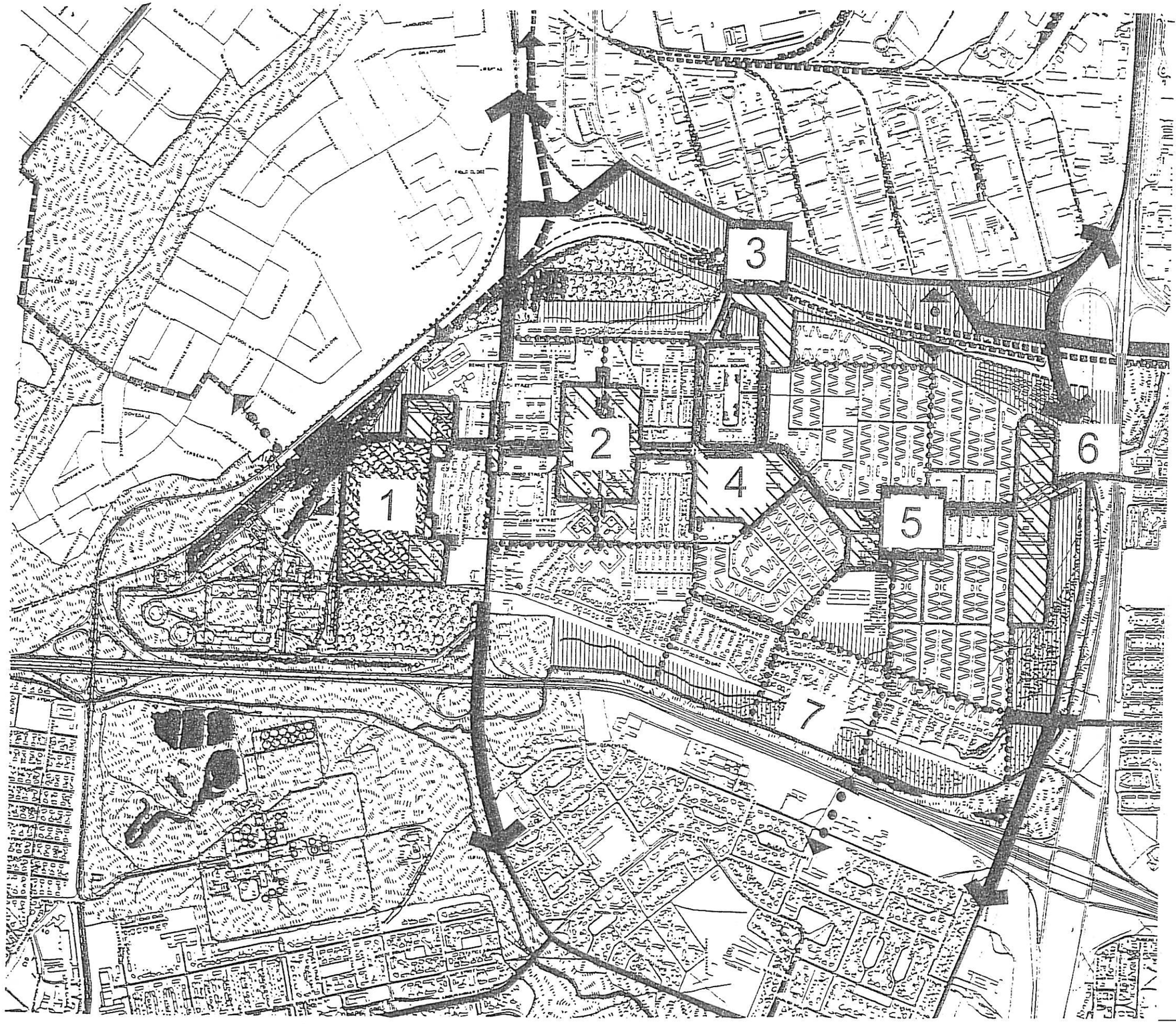
(6) Washington Road Gateway Precinct

The Vanguard Drive "back up" road will redefine the main point of vehicular entry into Langa, although this remains along Washington Street.

Detail consideration must be given to the alignment of the back up road and its intersection with Washington Street, in order to identify all possible opportunities to develop a "gateway" into Langa.

A new clinic, to serve the eastern sector of Langa, should be located within this precinct, or on the premises of one of the schools immediately adjacent to Washington Street, as a component of this gateway development.

OVERALL CONCEPT



LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

FOCUS AREAS

1. Langa Park and Sports Complex
2. Cultural Precinct
3. Existing Langa Station
4. Educational Precinct
5. Washington Square Market Precinct
6. Washington Road Gateway Precinct
7. Jakkalsvlei Mixed Use Intensification

N

FIGURE 21

100 0 100 200 300 400 500 1200 METERS

SCALE 1:12 500

(7) Jakkalsvlei Mixed Use Intensification

This focus area encompasses the entire squatter community of Langa. This precinct is deserving of urgent attention for a number of reasons, including:

- poor quality of life
- unhygienic conditions
- inadequate/non-existent services
- extremely poor visual quality of the "public edge" to Langa
- impediment to the establishment of Jakkalsvlei canal green web
- impediment to the construction of the Vanguard Drive "back up" road

These problems can only be addressed - particularly the creation of a quality residential and urban environment - by rehousing the squatters in formal housing. It is considered that the provision of essential services to this area must rate as a very poor alternative, and would be unlikely to resolve anything other than meeting the most basic needs of this community.

In real terms, however, without the appropriate financial budget rehousing this community will remain a "pipe dream". The hostels upgrade, itself a 10 year programme, is barely sufficient to accommodate the existing hostel dwellers.

Two (not necessarily mutually exclusive) options should be investigated. The first is to provide formal housing in Focus Area 3 (Gunners Circle), and the second is to provide two- or three-storey flats adjacent to the existing formal housing edge of Langa, with the new housing opening out onto the Jakkalsvlei canal green web.

Similarly, realistic programmes and budgets will be necessary, together with the full involvement and commitment of the community, to ensure that the released land does not degenerate into wasteland or become re-invaded by other squatters.

It is strongly suggested that this land should be made available to the community for market gardening, and that appropriate strategies be explored with the community to achieve this. Obviously members of the squatter community who would wish to avail themselves of this opportunity would need to be rehoused in close proximity to the market gardens.

7.7 Linking focus areas

Focus areas Nos. 1,2,4,5 and 6 are located along and linked by Washington Street, which will carry the highest volumes of vehicle and pedestrian movements. Most of Langa (excluding only the south-eastern corner) is within 500m of this central spine, and thus the focus areas are within easy walking distance for the majority of Langa residents.

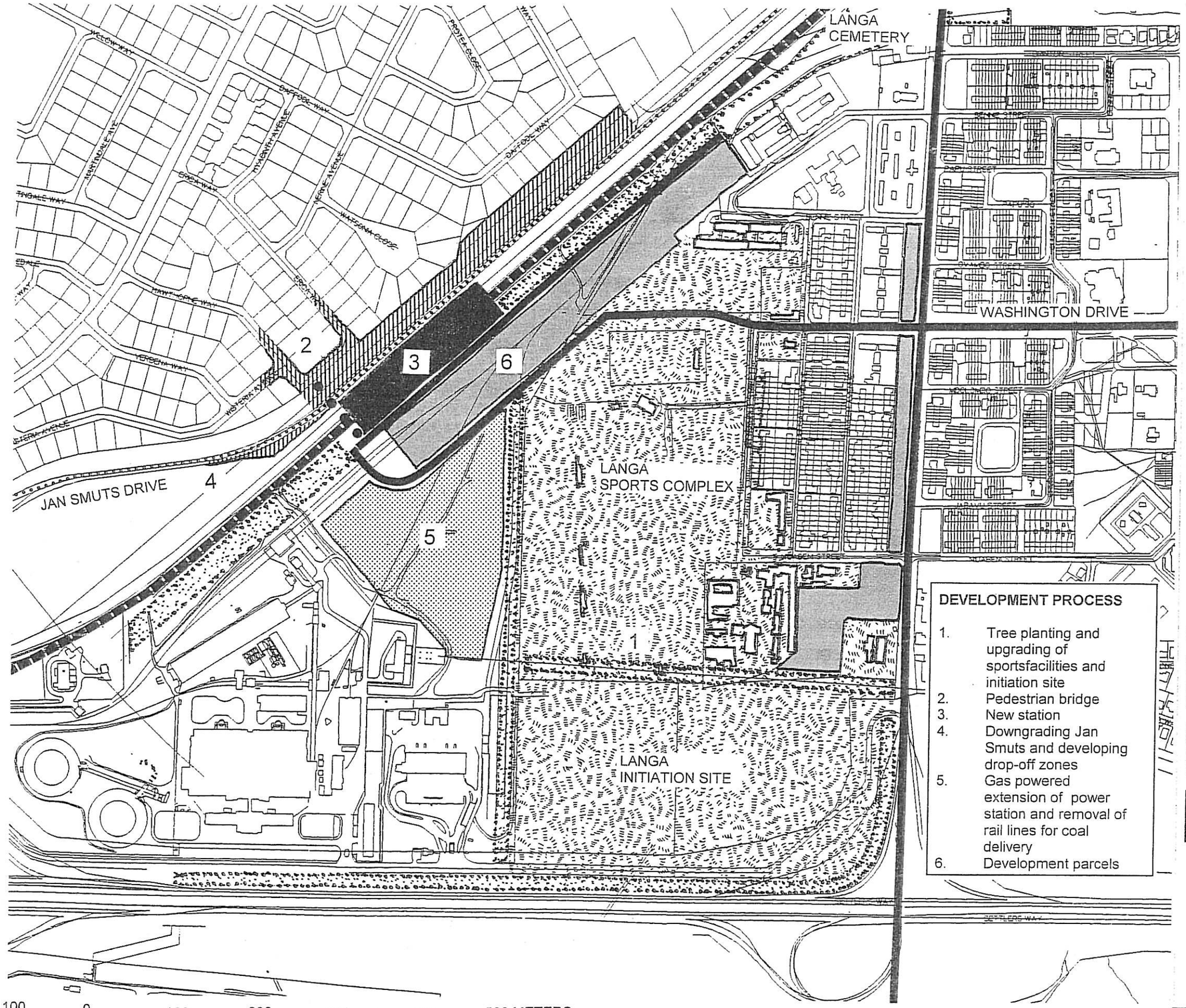
Focus area 3, as the base of the T-shaped structure, is linked by pedestrian and vehicular routes along Sandile Avenue and Jungle Walk, with Lerotholi Avenue as an additional north-south pedestrian link.

Focus area 7 itself forms a link in the green web.

7.8 Urban Design principles for selected focus areas

The urban design principles for Langa Park (Focus Area 1), the Cultural Precinct (Focus Area 2) and Langa Station (the "core" of Focus Area 3) are illustrated on **Figures 22 - 24** respectively.

FOCUS AREA 1: LANGA PARK AND SPORTS COMPLEX



LEGEND

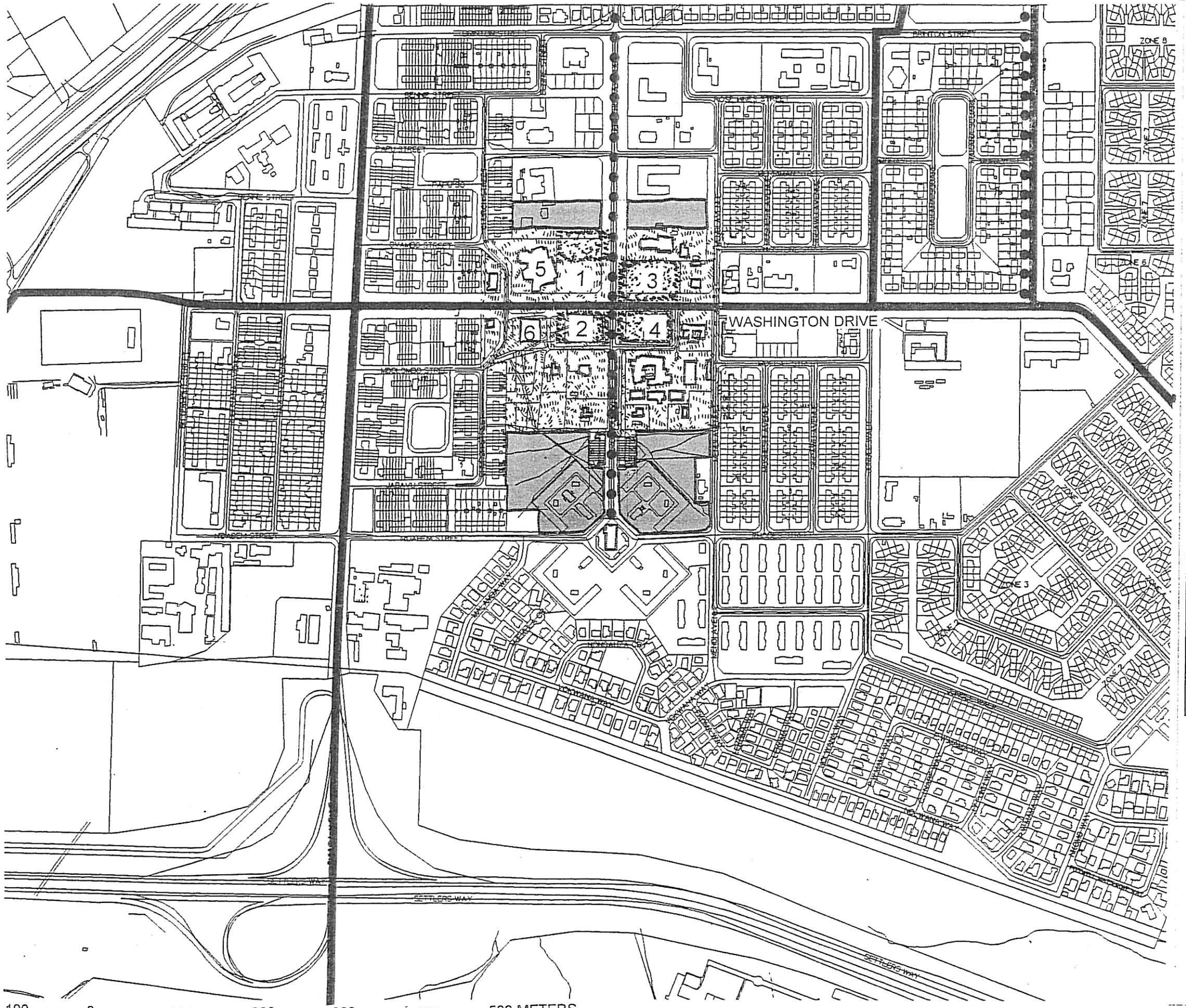
LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Continuous integrating routes
- Rail
- New pedestrian bridge
- Downgrading of Jan Smuts
- Langa park and sports complex
- New station
- Opportunity for bus/taxi drop-off both sides of Jan Smuts
- Development parcel
- Gas powered extension of power station
- Treed buffers

N

FIGURE 22

FOCUS AREA 2: CULTURAL PRECINCT



LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Continuous integrating routes
- Pedestrianised routes
- Cultural precinct
- Development parcel
- Treed spaces

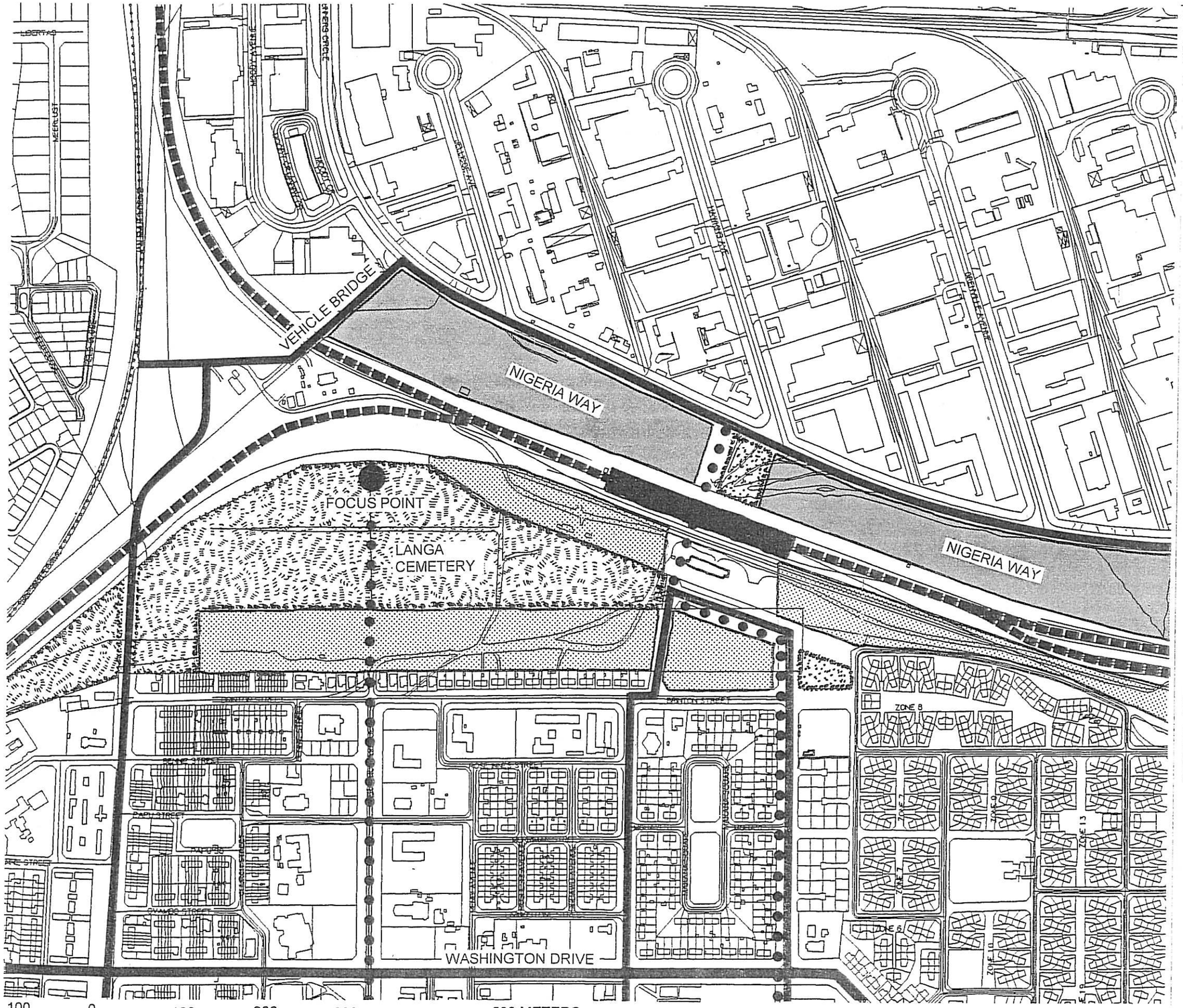
ELEMENTS

1. Basket ball court
2. Kiddies park
3. Tree park
4. Old pass office
5. Community hall
6. Guga S'thebe cultural centre

N

FIGURE 23

FOCUS AREA 3: EXISTING LANGA STATION



LEGEND

LANGA LOCAL AREA SPATIAL DEVELOPMENT FRAMEWORK

- Continuous integrating routes
- Rail
- Pedestrianised routes
- Downgrading of Jan Smuts
- Langa cemetery
- Langa station
- Intersite development parcel
- Development parcel
- Treed spaces

N

FIGURE 24

CHAPTER 8 : INITIAL PROJECT IDENTIFICATION

8.1 The following new projects have been identified:

- Quality public space and pedestrian movement routes concentrated along the main structuring elements
- Development of the "central park", repositioning of the security fence, pedestrianisation of Lerotholi Avenue, speed humps and pedestrian crossings on Washington Avenue.
- Westward extension of Washington Street and pedestrian bridge over the railway line and Jan Smuts Drive.
- Pedestrian bridges over the railway line to Epping/Gunners Circle, and over the N2 to Bridgetown (whether temporary structures or as part of the Vanguard Drive upgrade).
- Extensions of Bhunga Avenue northwards and southwards.
- Extension of Gunners Circle to Jan Smuts Drive/Bhunga Avenue.
- Identification and development of a "struggle route" linking culturally and historically significant features, places and events in Langa.
- Two new clinics, one each at the eastern and western ends of Washington Street.

The following are the committed significant and/or ongoing projects for 1999/2000:

- upgrading the swimming pool
- upgrading the Langa sports complex
- construction of the Langa arts and cultural centre
- upgrading water services
- upgrading hostels
- completion of informal sector trading facilities at Washington Square
- stormwater outfall to Jakkalsvlei canal
- construction/improvement of roads and footways

Potential projects requiring further investigation and planning include:

- the Langa Station/Gunners Circle focus area (mixed use intensification)
- the Jakkalsvlei focus area (rehousing of squatters, mixed use intensification, establishment of Jakkalsvlei canal green web/ market gardening)

8.2 Preliminary project prioritisation

8.2.1 In keeping with the principle of small actions which will have a big impact, a high priority should be given to developing the "central square" and establishing selected lengths of the pedestrian network. Preference should be given to intensive, concentrated improvements - if necessary, one block at a time - to achieve a high quality, robust public space, rather than spreading improvements out too thinly to have a significant overall effect.

8.2.2 With the imminent closure of the day hospital (and notwithstanding the simultaneous opening of the community hospital in Bonteheuwel) it is considered that the construction of two new clinics in Langa should be given a high priority. A new clinic at the eastern end of Washington Street would be well located to serve the greatest number of people. A clinic at the western end will serve fewer people, but will help to establish and define this focus area.

8.2.3 All three pedestrian overpasses (north, west and south) deserve a high priority, in the interests of integration/interconnection with the surrounding local areas and particularly in view of the existing hazards and fatalities associated with the use of informal crossing points. The prioritisation of the northern and southern links needs to be determined with regard to the prospective programme for upgrading Vanguard Drive.

8.2.4 A number of planning, investigation and/or design projects should be commenced as soon as possible, notably:

- investigating the feasibility of the extensions of Bhunga Avenue (northwards and southwards) as well as the westward extension of Gunners Circle to Jan Smuts Drive
- investigating with SARCC the establishment of a new station at the western end of Washington Street, and preliminary conceptual design for this facility and related development

- development strategies and conceptual design for the Gunners Circle precinct

- developmental strategies and conceptual design for the Jakkalsvlei precinct, including options for rehousing the squatter community in formal housing

- investigating together with Intersite the appropriate development of its strategic land holding

8.3 Comparison with 1999/2000 Budget

The current 1999/2000 Budget for Langa encompasses essential service improvements (roads, water, stormwater), the hostels upgrade, and construction/upgrade of facilities which are all well located with regard to the Langa SDF focus area:

- the swimming pool

- the Langa sports complex

- the arts and cultural centre

- Washington Square informal trading facilities

It is understood that the Langa sports complex budget includes provision for extensive tree planting. It is suggested that specific attention should be given to the northern edge of the sports fields (presently enclosed with a precast concrete fence) with a view to visually opening up this edge when Washington Street is extended, to create a tree-lined edge to the road/pedestrian route and to include the playing fields within the visual domain of passers-by.

CHAPTER 9 : THE WAY FORWARD

- This report concludes Stage 1 of the Langa Spatial Development Framework. It provides the basis for the identification and development of projects in more detail for a five year implementation plan, in Stage 2 of the project.

- The 1999/2000 Budget for capital projects in Langa is considered to be compatible with the Langa SDF proposals and there are no immediate reasons to argue for reallocation of portion of the budget to other projects.

- The Langa SDF proposals should now be workshopped with the local community, community representatives and the various line departments responsible for implementation of capital projects in order to

- obtain consensus and support for the spatial structuring principles embodied in the SDF

- confirm and/or adjust the preliminary prioritisation of projects

- Liaison should be established with the CMC Directorate of Transport, to

- determine the anticipated programme for implementation of the Vanguard Drive upgrade between Epping and the N2

- make detail adjustments to the proposed alignment of the "back up" road

- negotiate an appropriate downgrading in the classification of Jan Smuts Drive, for the portion of road between the N2 and Viking Way, and to investigate the feasibility of connecting Gunners Circle and Bhunga Avenue to Jan Smuts Drive

- investigate the connection of Bhunga Drive to Loerie Road in Bridgetown

- Liaison should be established with SARCC to promote the proposal of constructing a new station between Langa and Pinelands, to determine the likely programme for this, and to develop a preliminary conceptual design.

- Liaison should be established with Intersite to establish the appropriate development of its property in Langa, and to investigate possible developments in conjunction with the proposed new station.

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