



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

WELCOME TO DAY 2 OF THE PLANNING INDABA

We appreciate your participation and look forward to your valuable contributions.

Urban
Planning
& Design
Department

2025
Planning
Indaba &
Exhibition

Making progress possible. **Together.**

SESSION 4:

OPENING AND WELCOME



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD



SESSION 4: OPENING AND WELCOM ADDRESS

SESSION 4	OPENING	LEAD
09h00 – 09h15	Opening and housekeeping rules Location of facilities, WI-FI details, session etiquettes, social media guidelines • Summary of key discussions, insights, and outcomes from Day 1. • Overview of how these discussions will inform the sessions for Day 2	Nishendra Moodley/ Anna du Plessis
09h15 – 09h30	Why the thematic sessions and cross-departmental collaboration approach.	Erika Naude

SESSION 5:

THEMATIC SESSION PART A



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD



SESSION 5: THEMATIC SESSION PART A

SESSION 5	OPENING	LEAD
09h30 – 09h50	Participatory planning Cape Peninsula University of Technology.	Dr. Belinda Verster
09h50 – 10h10	Inputs from plenary	All
10h10 – 10h30	Urban Mobility Director: Transport planning & network Management City of Cape Town	Neil Slingers
10h30 – 10h50	Inputs from plenary	All
10h50 – 11h00	Comfort break tea/coffee break	All

PRESENTATION 1:

PARTICIPATORY PLANNING

DR. BELINDA VERSTER (CPUT)



QR CODE TAKES YOU TO THE INDABA LANDING PAGE
ONCE ON LANDING PAGE SCROLL DOWN TO THE COMMENTS SESSION



Submit your comments

Provide your input, comments or suggestions for the:

- Three growth estimate presentations
- Six core thematic areas

You are welcome to email your written comments related to the Planning Indaba to Future.CapeTown@capetown.gov.za.



PLEASE NOTE

The closing date for written comments is Friday, 28 March 2025.



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD



Participatory planning

Planning in the context of
informality and economic growth

Let's *RE-think* the City's
citizens, communities &
engagement practices

Dr Belinda Verster
versterb@cput.ac.za

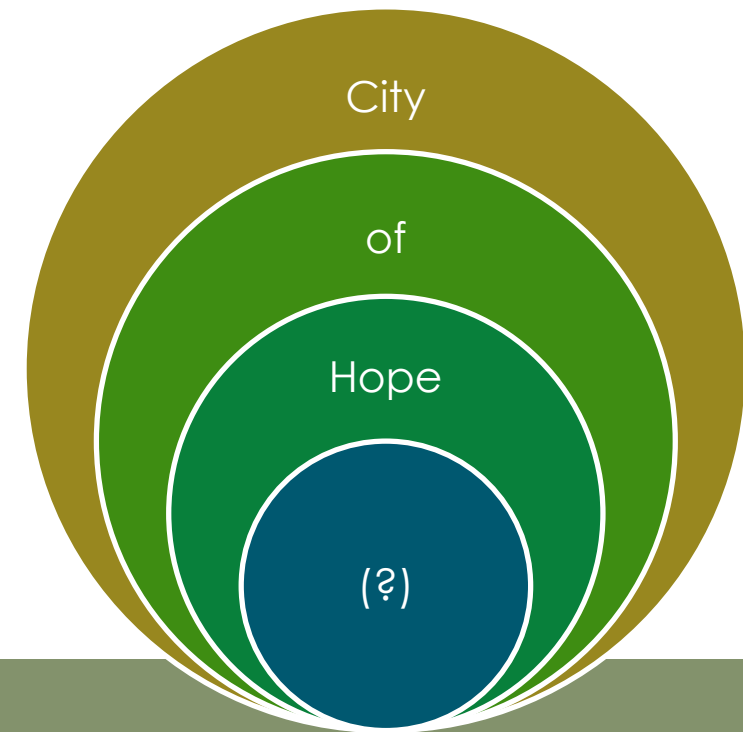


Objective for this Session

What we are working towards:

- Develop **planning assumptions (with a focus on informality and economic growth)** of how we have to plan and implement environmental changes in the City for the next 25 years (2050) to achieve the '**City of Hope Scenario**' or proactive approaches to counter the '**Downward Spiral Scenario**'.

- What are the built environment changes/spatial plans that is needed to realise a City of Hope?
- How do we determine these changes?
- City of (more than one kind of) Hope.



Mentimeter

How would you describe your citizen/
community engagement experience?

- **Extremely Satisfied** – I believe our efforts to keep citizens well-informed and actively involved in decision-making have been highly successful. Our engagement processes have provided valuable opportunities for the community to participate meaningfully, and we're proud of the collaborative environment we've fostered.
- **Satisfied** – I feel that the citizen engagement initiatives have generally been well-received, with many members of the community engaging in discussions and providing feedback. While there are always areas to improve, I am pleased with the level of involvement achieved so far.
- **Indifferent** – While efforts have been made to engage the community, participation has been lukewarm. The full attention or interest of all citizens might not have been captured, and there's much more work to be done in making engagement efforts more relevant and accessible to a broader citizenry.
- **Dissatisfied** – I think many citizens feel their input has not been sufficiently valued or heard. Current engagement strategies may not be reaching all segments of the public. Improvements in engagement is needed.
- **Extremely Dissatisfied** – I think the citizen engagement efforts have not lived up to expectations, and that many members of the public feel completely excluded. A rethink is needed of the current processes to ensure more voices are genuinely heard.
- **Not Applicable** – I have no experience with citizen engagement practices

Global Trends

Unprecedented demographic growth in cities, increase in urban poverty

Rising inequalities with economic, social and spatial manifestations

Migration (every 7th person in the world is an internal or international migrant – UN-Habitat, 2023)

'...impacts of climate change, increased human exposure to natural hazards and other urban risks' (UN-Habitat, 2020: 3)

Interconnection between technology and urban development and the digital divide (World Urban Forum, 2024)

Recognise the 'place at the table' of city/local government to address these trends

Trends in Cape Town

- Population growth: 7 million people will call Cape Town home by 2050.
- A growing aging population – increases the dependency and vulnerability ratio.
- Huge growth in informality.
- Who are considered the population of Cape Town?
 - Who is included and who is excluded from 'citizens and communities'?
 - The important question here is who is excluded and on what grounds. If we're not explicit about this then we use 'submersive' systems and processes to 'exclude'.

Global Frameworks and Citizen/Community Engagement



Local Frameworks and Citizen/Community Engagement

- African Unions Agenda 2063 Goals
- SA's NDP



Human-Centered Approach to Planning

- The City advocates a 'human-centered approach' which means social inclusion needs to be top of the agenda.
- Citizen participation as a continuum.
- Metropolitan planning instruments/products provides guidance:
 - '...the barriers to inclusion and well-being are reduced.'
(City of Cape Town, IDP2022-2027:17)
 - '...people are able to participate meaningfully in the decisions that have an impact on them.' (City of Cape Town, IDP2022-2027:19)
- We continuously have to ask ourselves what these barriers are and how it can be removed.

Question

What are the factors that determine a willingness or resistance to engage/participate?

Collaboration/Engagement as a Social Practice Framework



Factors determining willingness to participate

- Participation culture in the community.
- Experience and know-how of participation.
- Above two is determined by: epistemologies thus the way people construct knowledge and which types of knowledge are consider valid.
- Resources available to have seamless participation.
- Ability to see short term and long term benefits – equity test – benefits for whom? Who will benefit and how?

Pressure points of citizen engagement – some realities

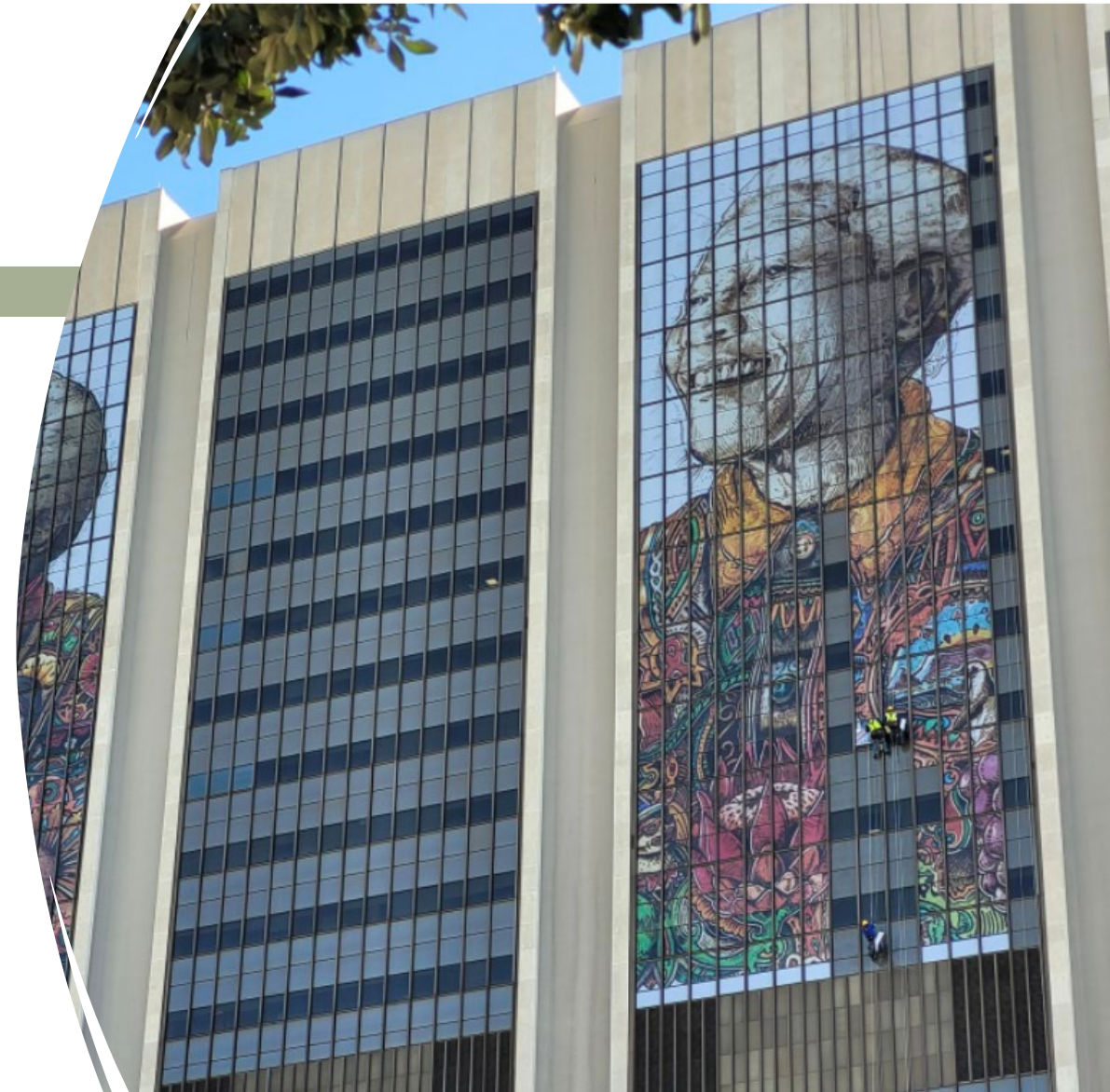
- Engagement with diverse and often contrasting stakeholder groups and public priorities .
- “If you’re from the municipality, I don’t want to talk to you...” (Community member, 2024).
- The animosity, distrust.
- “When stakeholder and public engagement fails to deliver expected outcomes, this can inflame latent conflicts, turning a conflict of interests into much deeper and more intractable issues, which may escalate into alienation and distrust” (Emery et al. 2015).
- Technology and e-participation, online digital participation: lack of access to devices, data, technology know-how, slow tech uptake for certain functions, lack of digital infrastructure.

Critical success factors – Citizen focused

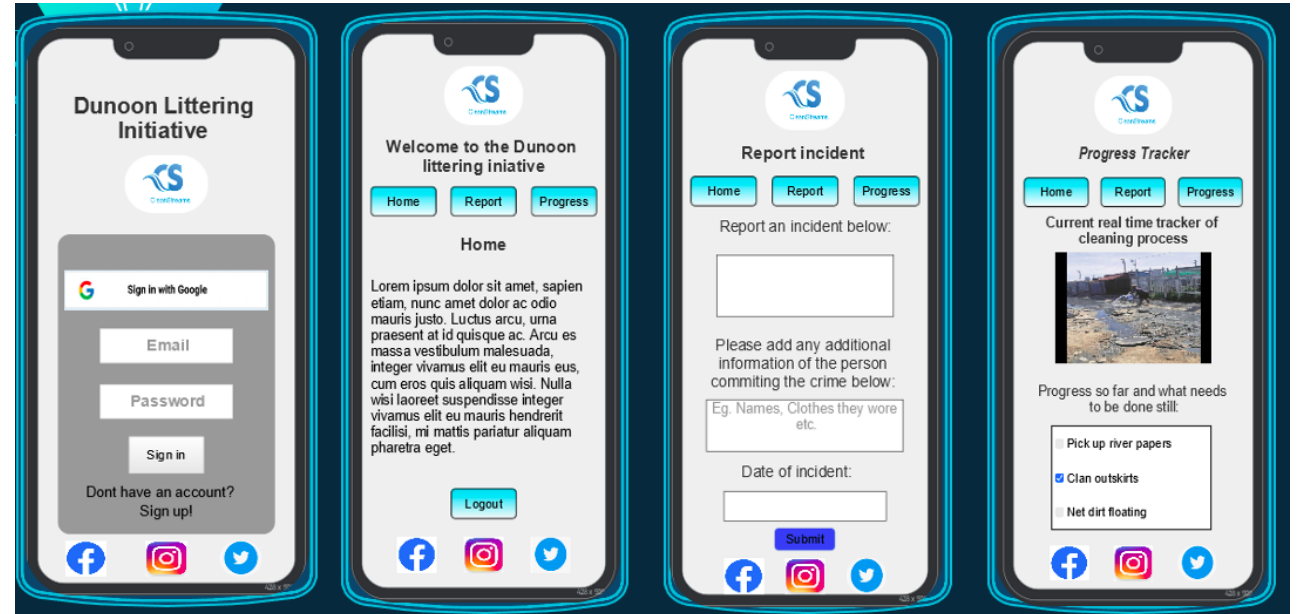
- Unlock the existing social capital in communities – thus tap into local knowledge systems and know-how; social, financial, cultural structures, 'streetwise local lived knowledge'.
- Upskill community members' ability to participate, collaborate and contribute meaningfully to partnerships.
- Provide training and support for community-led initiatives - Simultaneous Upskilling, educating and data extraction.
- Civic responsibility (Good Citizen Programmes and incentivize upskilling).
- Scaling of citizen engagement practices (Technology) to ensure input at metro level planning.

Critical success factors – Local Authority focused

- Upskill local authority officials' ability to participate, collaborate and contribute meaningfully to partnerships.
- Meet people where they are.
- Effective and responsive use of technology.



Student Examples



Case Studies

- <https://www.local2030.org/> - MiMedellin (a platform for citizen co-creation)
- <https://unitac.un.org/> - United Nations Innovation Technology Accelerator for Cities
- Just Transition in vulnerable Places Project – UNITAC/NUST/City of Windhoek, Namibia

Conclusion

- 'Laws [decisions] made in air-conditioned offices don't stand up to the sun...they often melt away' (Bougouma, Burkino Faso).
- 'We need not only accommodate change, we can choose to effect it' (Isserman, 2014).

INPUTS FROM PLENARY

09h50 – 10h10

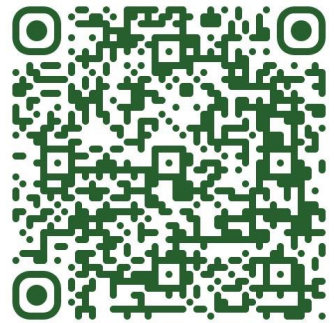


CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

PRESENTATION 2:

URBAN MOBILITY

NEIL SLINGERS (CCT)



QR CODE TAKES YOU TO THE INDABA LANDING PAGE
ONCE ON LANDING PAGE SCROLL DOWN TO THE COMMENTS SESSION



Submit your comments

Provide your input, comments or suggestions for the:

- [Three growth estimate presentations](#)
- [Six core thematic areas](#)

You are welcome to email your written comments related to the Planning Indaba to Future.CapeTown@capetown.gov.za.



PLEASE NOTE

The closing date for written comments is **Friday, 28 March 2025**.



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Contents

1. Lessons learnt
2. New transport paradigm
3. Discussion: updated transport assumptions for spatial planning

Lessons learnt



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Setting the scene

Please illustrate the plight of the average capetonian public transport commuter and the choices he or she has.



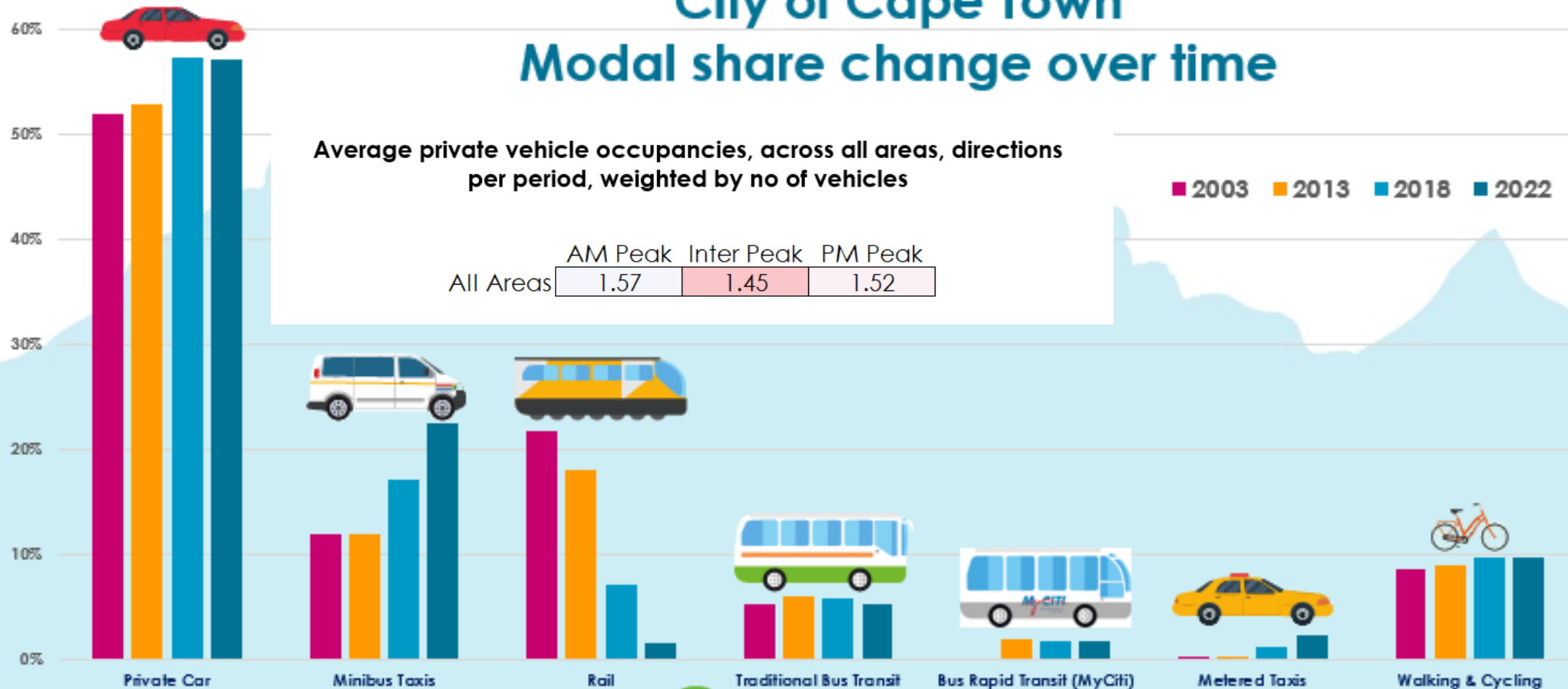
City of Cape Town

Modal share change over time

Average private vehicle occupancies, across all areas, directions per period, weighted by no of vehicles

	AM Peak	Inter Peak	PM Peak
All Areas	1.57	1.45	1.52

■ 2003 ■ 2013 ■ 2018 ■ 2022



Shift happens



Drivers of Uncertainty



Who is the Public Transport Commuter?

TOTAL POPULATION	4 772 846	
Data source: 2022 Census		
POPULATION BY INCOME (MONTHLY HOUSEHOLD INCOME, 2019 – 2022)¹ Data source: 2019, 2020, 2021 and 2022 General Household Survey. Data note: The income data takes 2019, 2020, 2021 and 2022 into consideration, meaning the COVID-19 pandemic is to some degree taken into consideration. More data is needed to understand the full impact. Unknown incomes were removed from the analysis.	R0 – R1 500	10.4%
	R1 501 – R 3 500	11.7%
	R3 501 – R10 000	32.0%
	R10 001 – R15 000	10.6%
	R15 001 – R22 000	7.7%
	>R22 000	27.5%

72.4%

Source: CIP 2024 Annual Update

Affordable

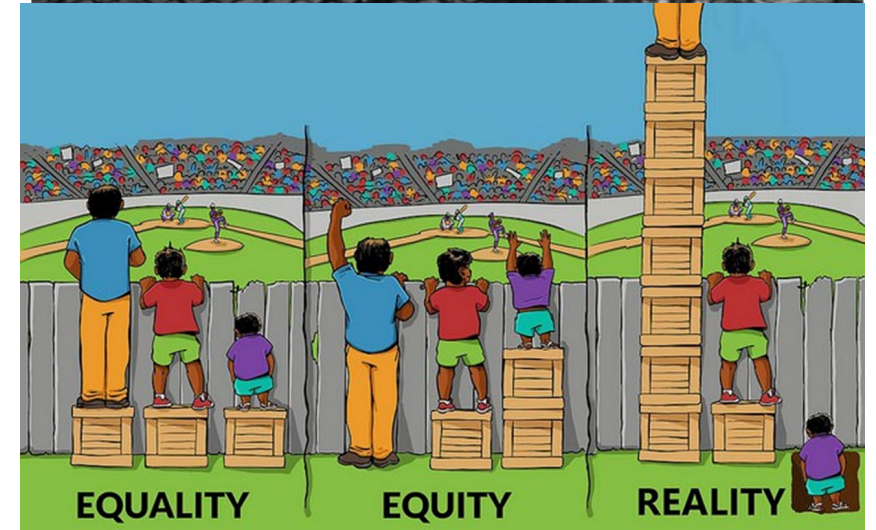
Easy Access

Safe & Secure

Green / Sustainable

Reliable

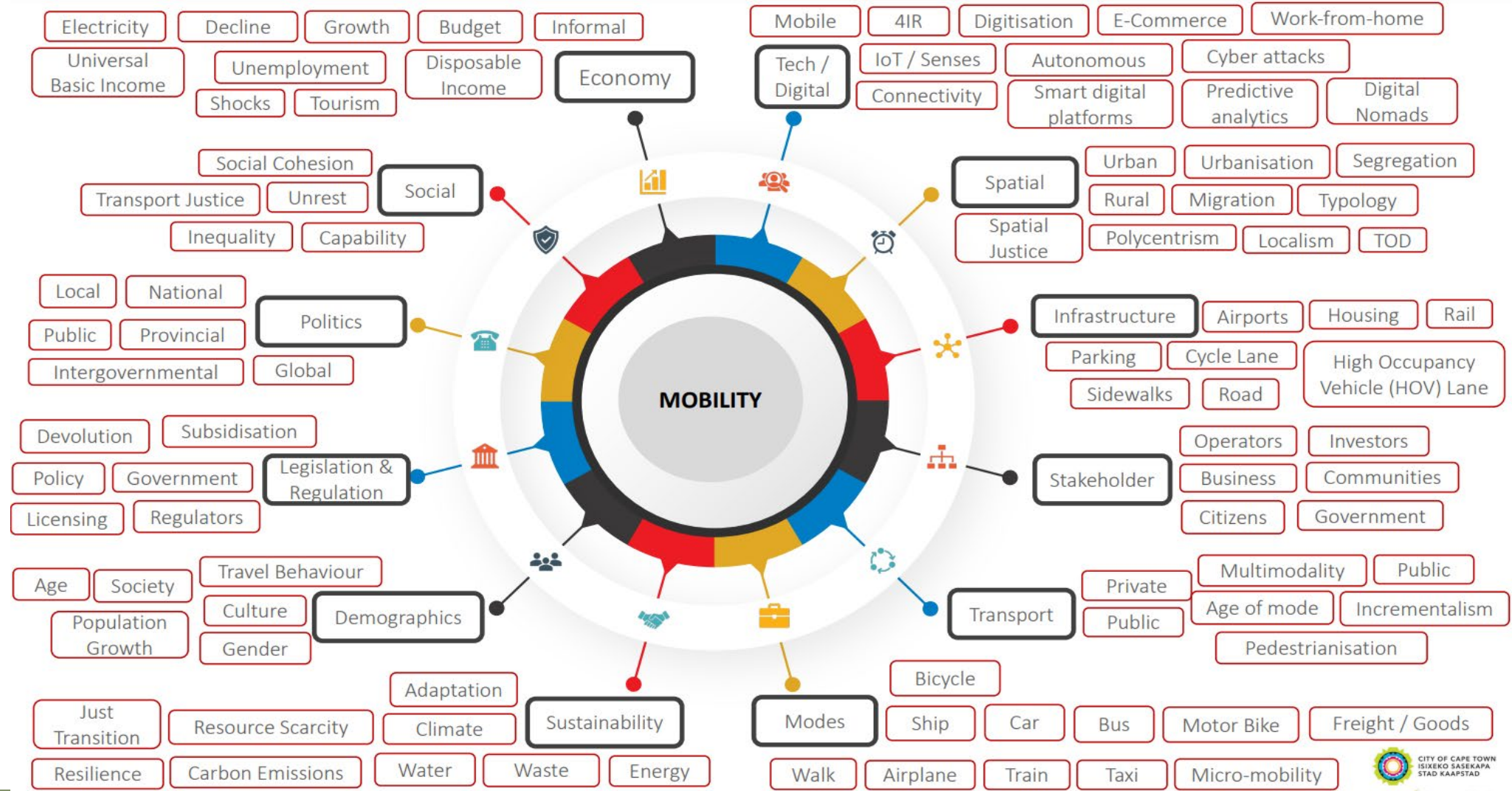
Dignified



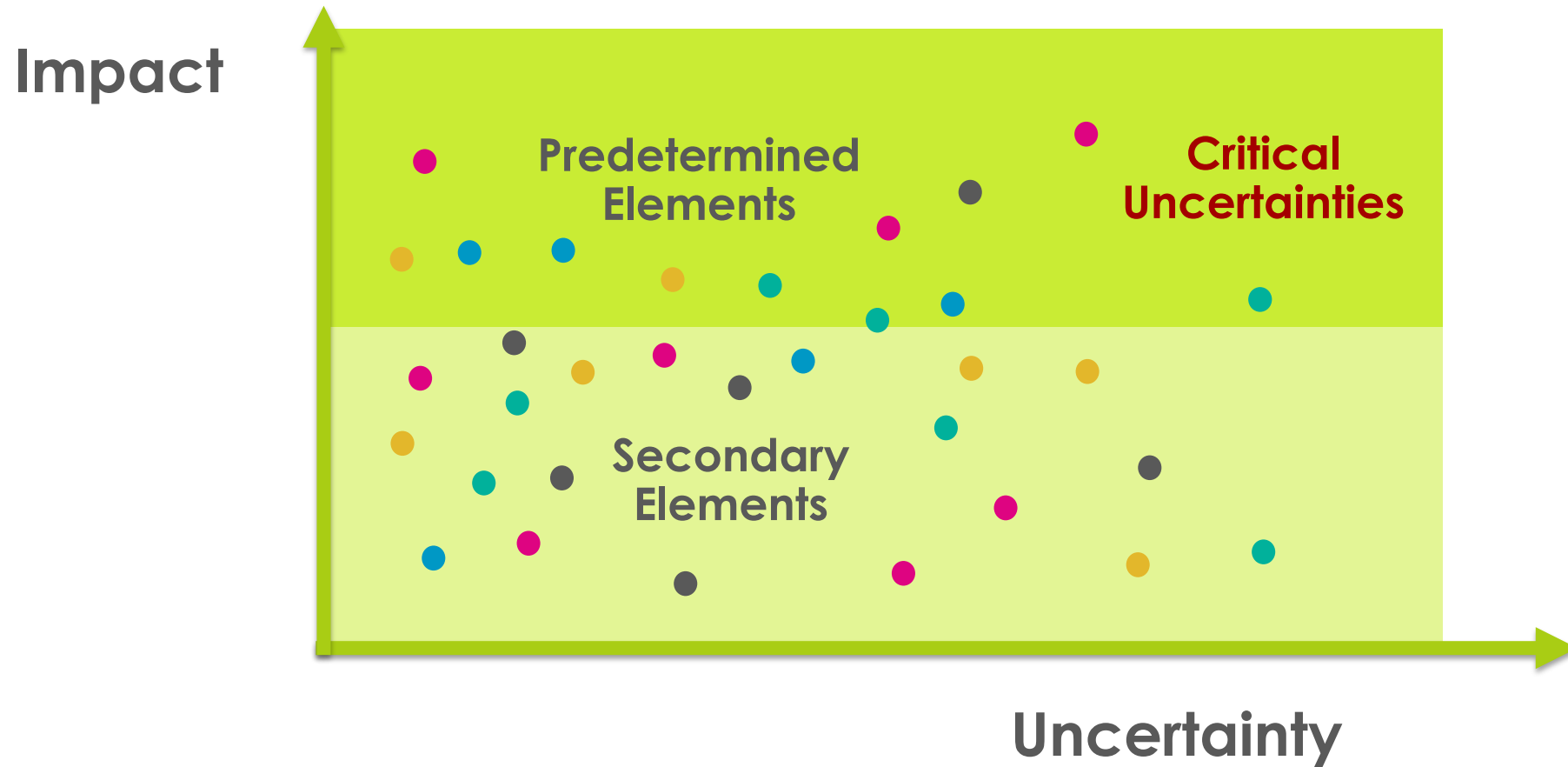
Lessons learnt and critical shifts

- It is very difficult if not impossible to accurately predict the future, particularly the long term future – plans and designs need to be done for **ranges of demand** and be flexible to adapt to changes.
- Every person's mobility needs need to be **equally dignified** at every part of the journey
- **All modes** have been included in the IPTN Plan considering efficiencies, environment and affordability – rail; BRT; bus; MBTs; walking and cycling.
- Ignoring uncertainties / risks reduces the **resilience of the plan** – appropriate risk placement in the approach
- Improvements to **spatial patterns** are a really slow burn but these are critical to **public transport supply**.
- **Access** does not equate to mobility. Access is also a proximity (spatial) and digital issue.
- Affordable quality transport provision in the SA context is a wicked problem and requires a holistic and integrated approach – **systems thinking**

Looking beyond the Transport sector

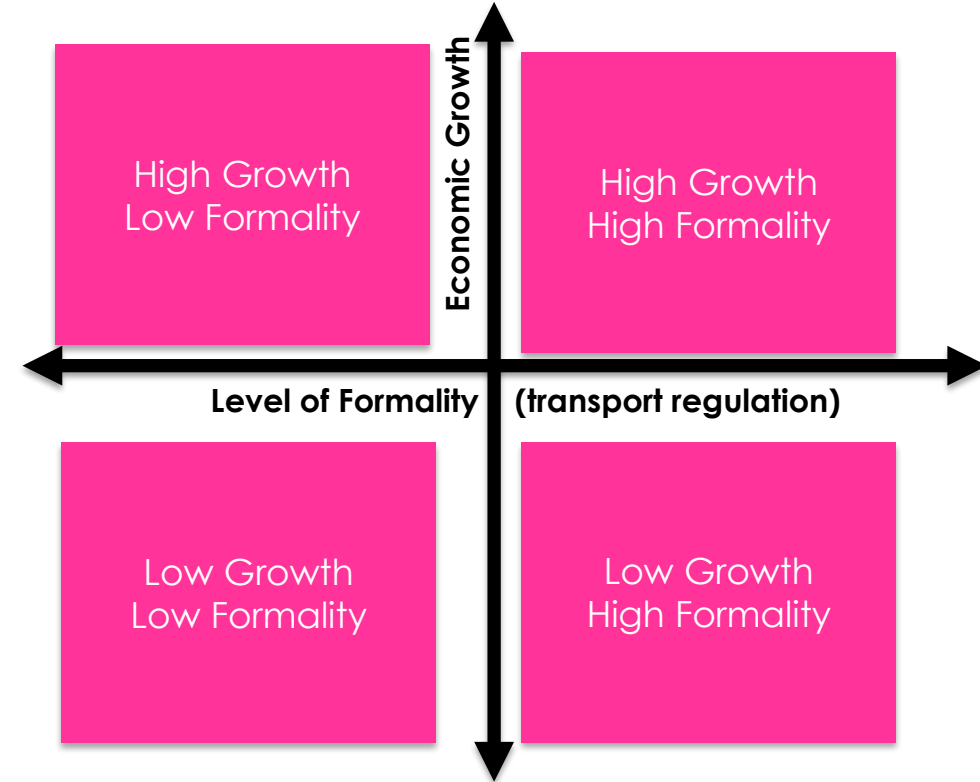


Searching for Critical Uncertainties

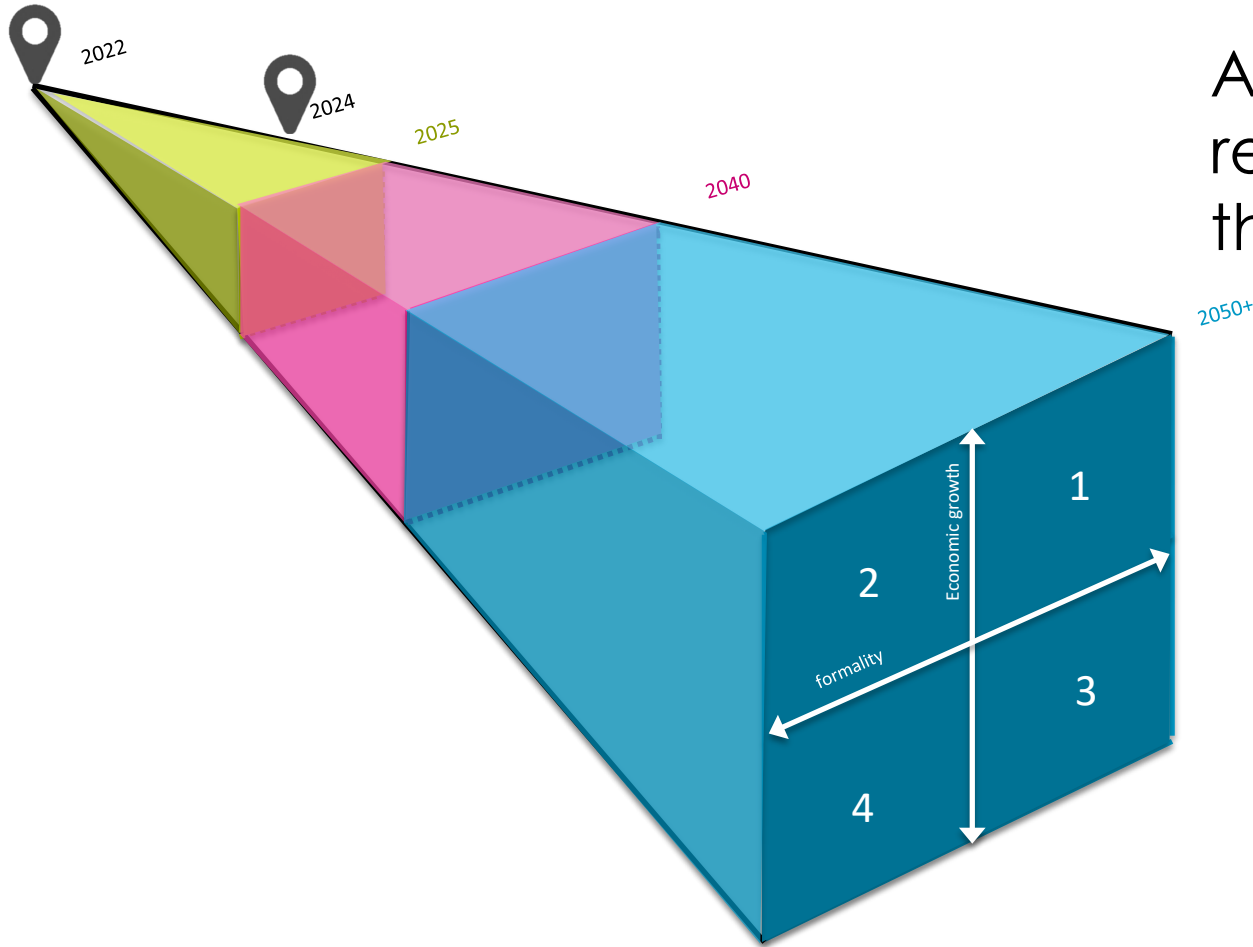


Creating narratives for uncertainty : Societal Scenarios

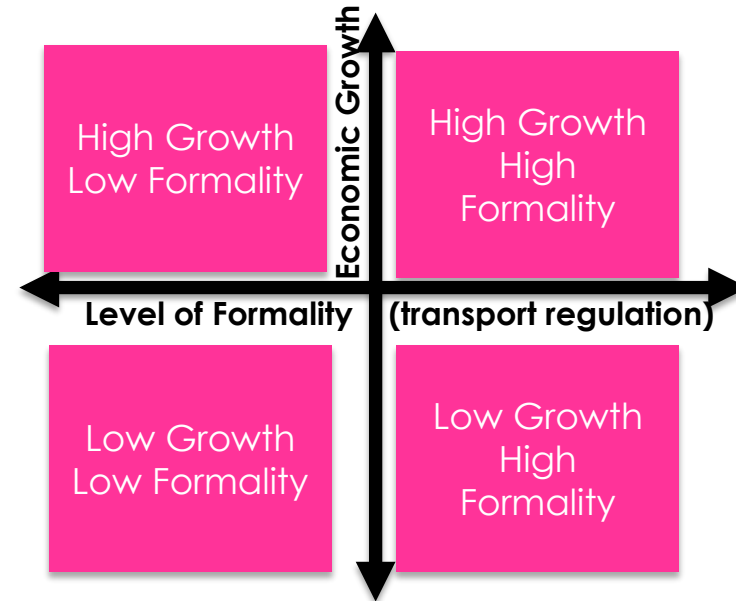
A societal future cannot be selected as it is by definition created by the biggest critical uncertainties



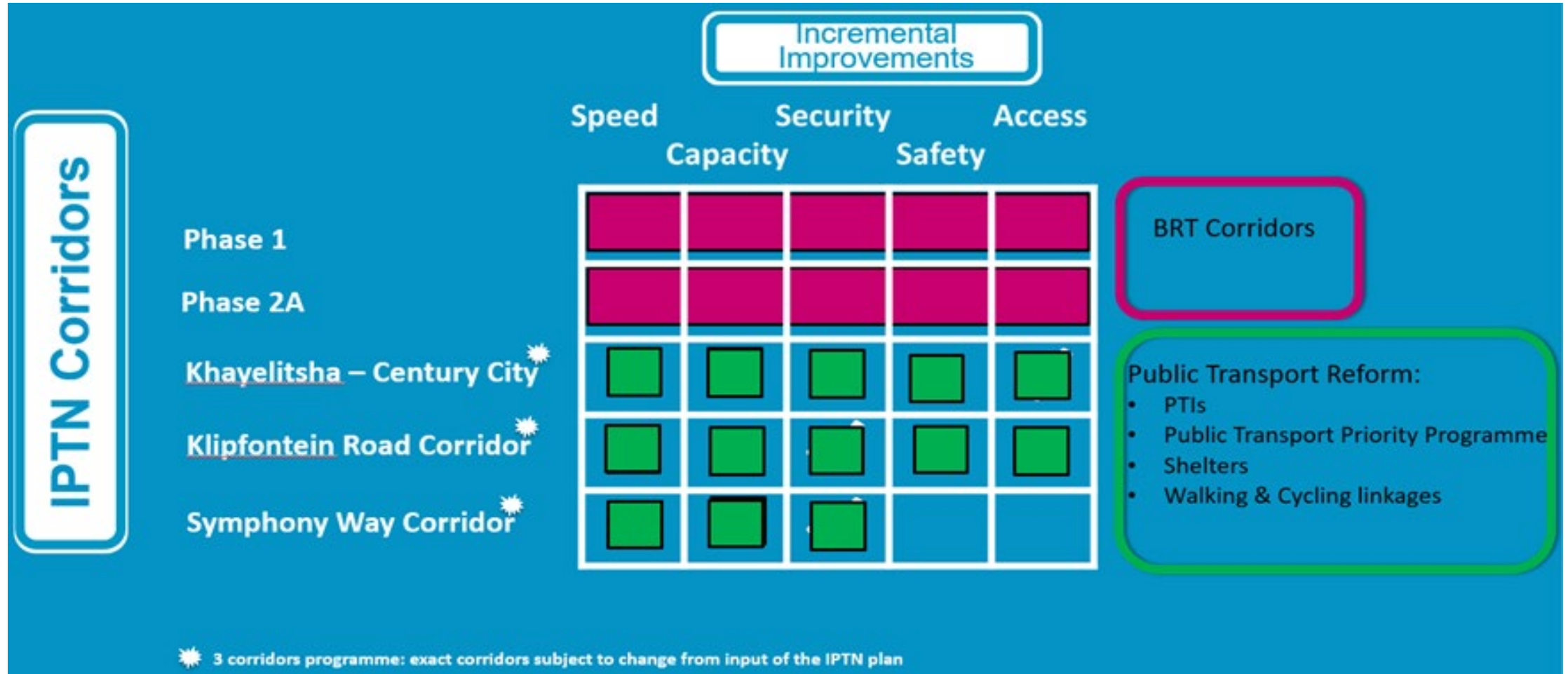
How we plan: Embrace Uncertainty



A public transport plan which is relevant in multiple future scenarios: this lowers the risk of investment.



How we implement: Incremental Approach

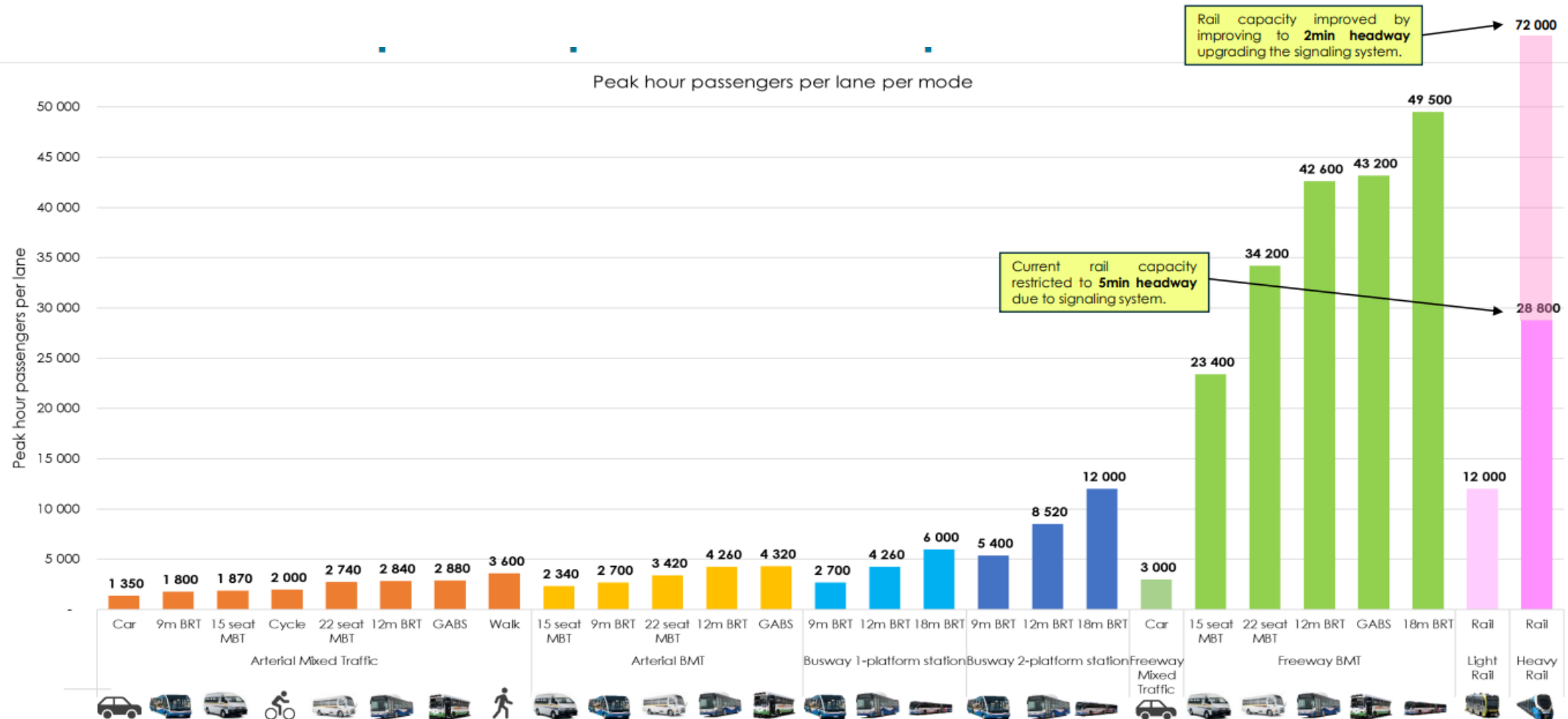


A new transport paradigm

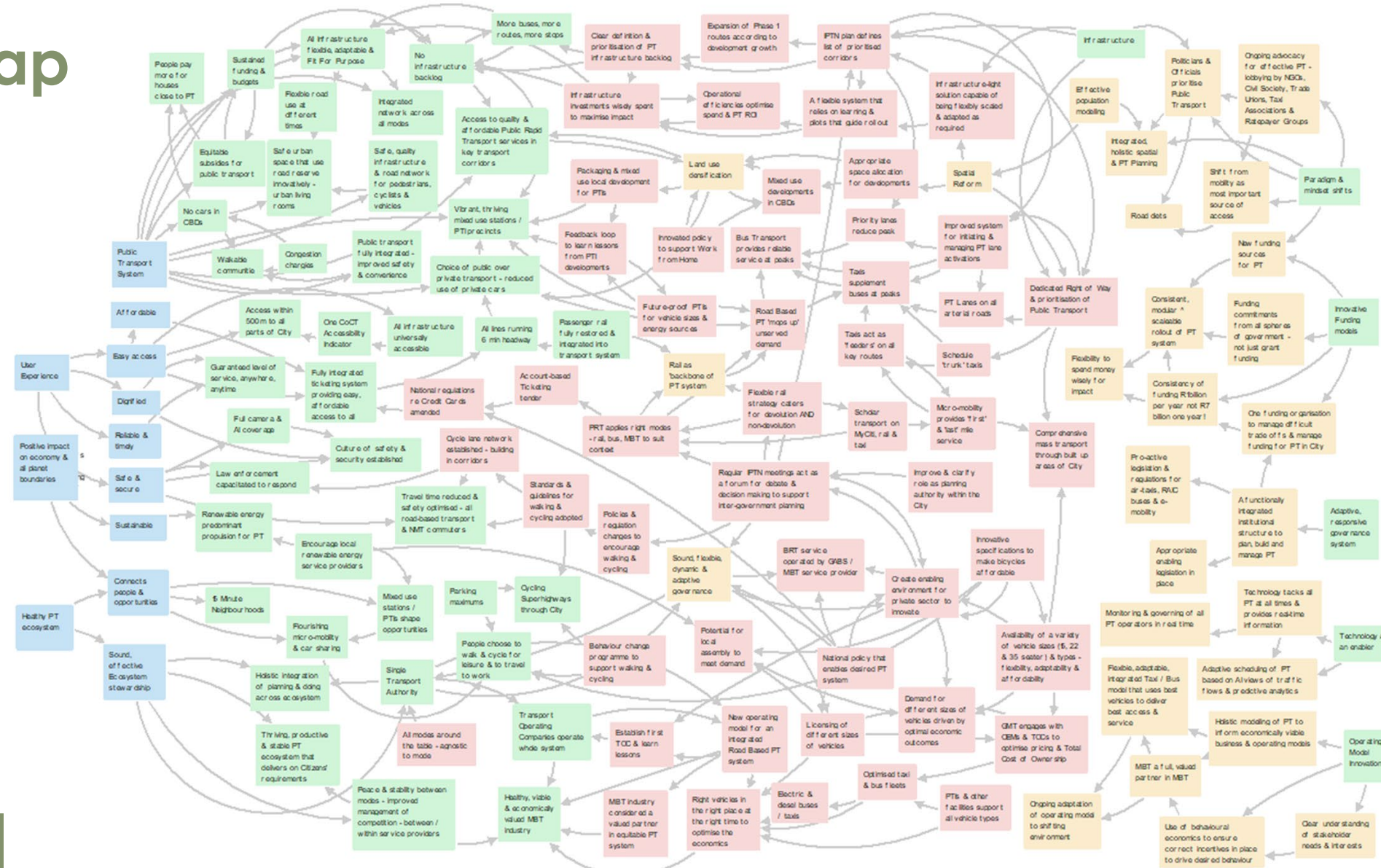


CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

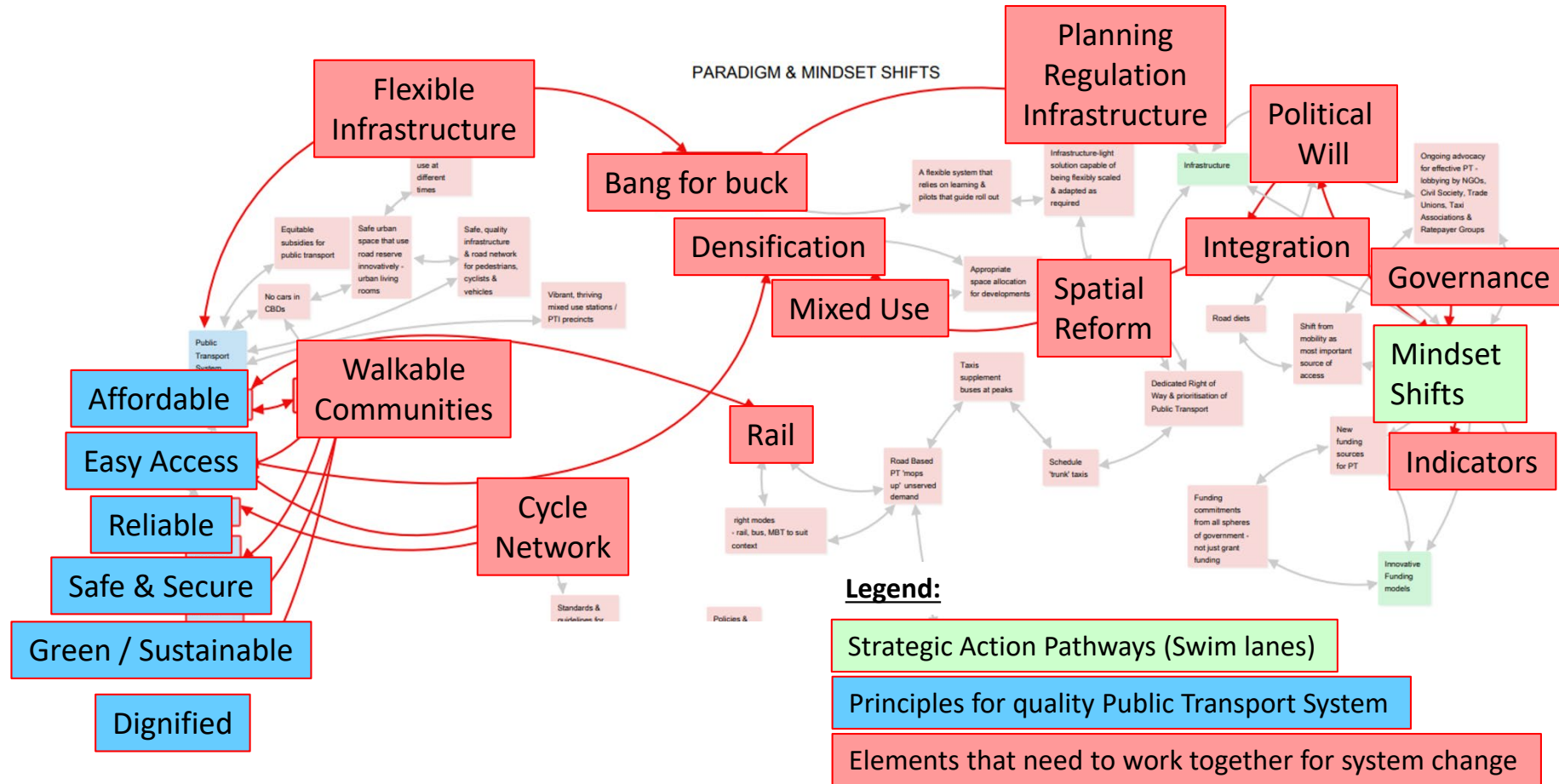
Public transport provision in it's many forms



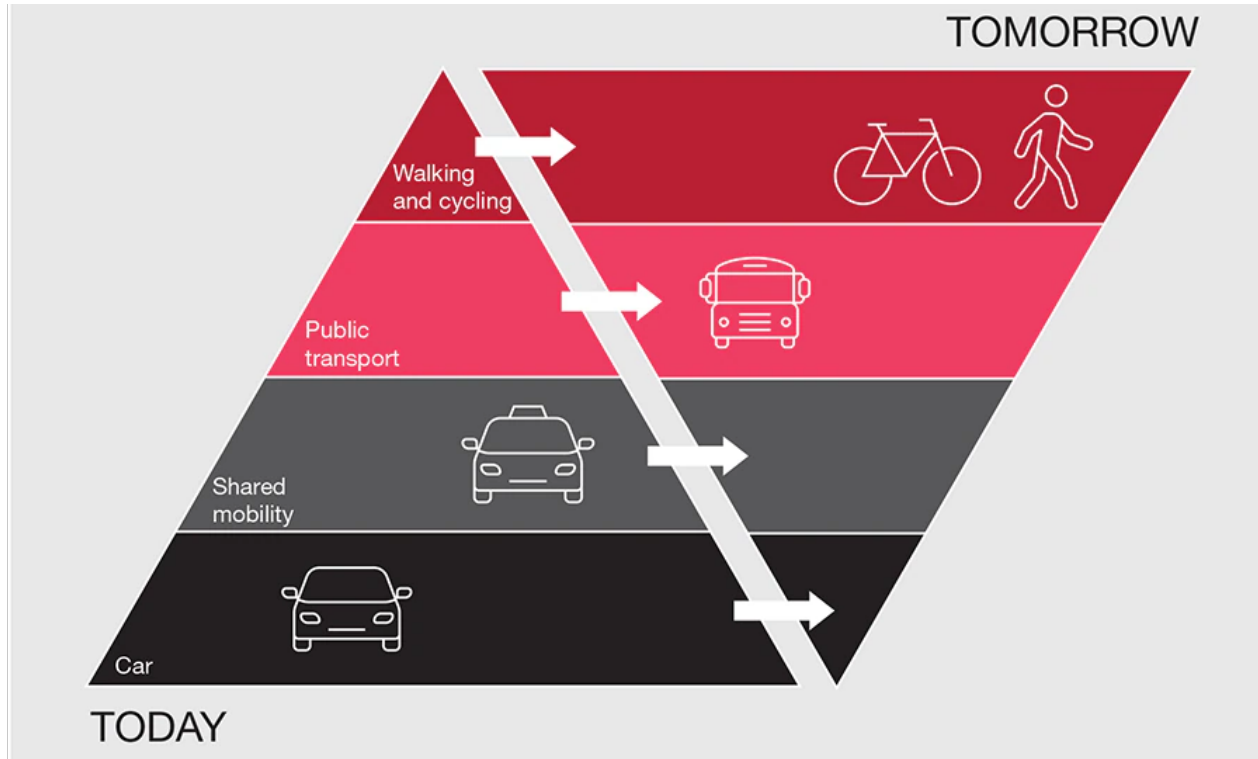
IPTN Plan – Systems Map



Extraction from the systems map: Land Use / Public Transport linkages



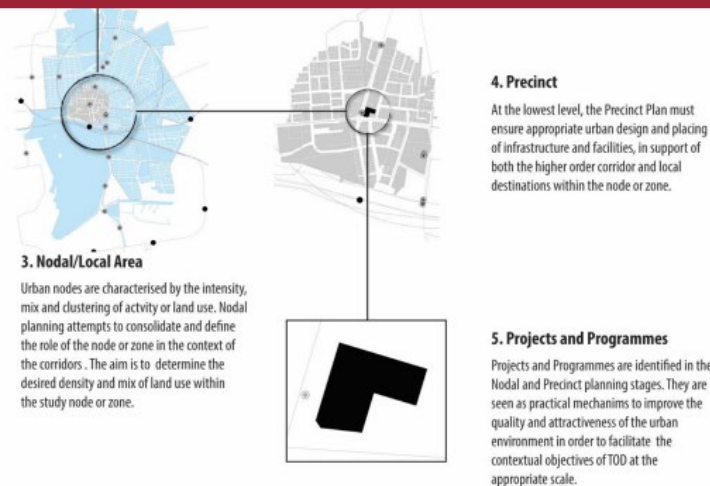
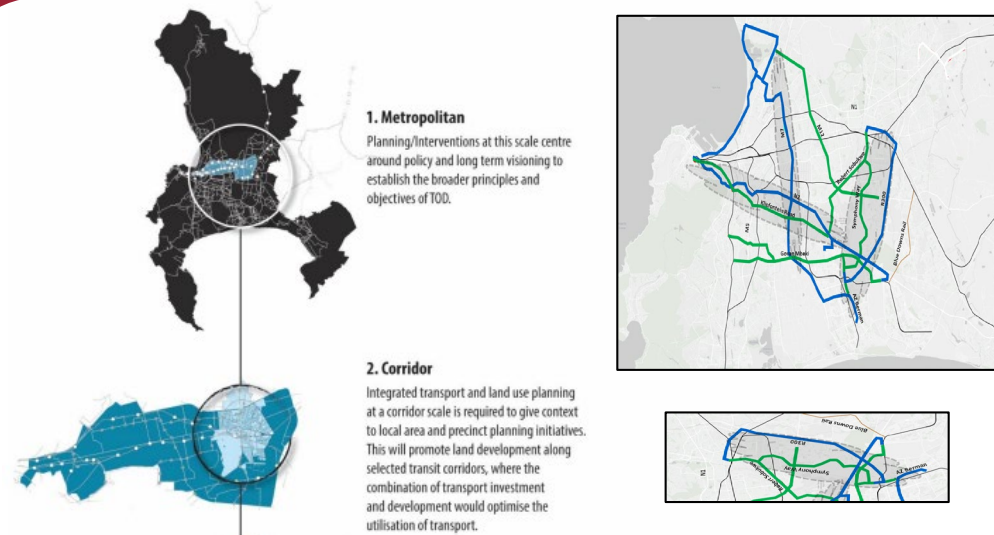
Emerging implications: Inverting the Transport Pyramid



Sustainable mobility: inverting the transport pyramid (pwc.com)



Transport and spatial planning integration at different scales



5. Projects and Programmes
Projects and Programmes are identified in the Nodal and Precinct planning stages. They are seen as practical mechanisms to improve the quality and attractiveness of the urban environment in order to facilitate the contextual objectives of TOD at the appropriate scale.



12.6.2. Proactive TIAs in Spatially Targeted Areas

To align with other mechanisms, such as an Incentive Overlay Zone and previous Transit Orientated Development Policy to promote public transport planning and nodal infrastructure upgrades, it has been suggested that the City investigate undertaking precinct-wide TIAs to facilitate appropriate future development in key spatially targeted locations. This process, in parallel with other incentive mechanisms, could greatly assist in achieving TOD outcomes in precincts where market response has not met the desired spatial policy objectives by eliminating the need for applicants or developers to conduct their own TIAs as part of the Land Use Application process, which can be a costly and lengthy process. Proactive TIAs would identify (up-front) what conditions (i.e. local level or link infrastructure upgrades) would be required prior to submission, thus ensuring a more efficient application process.

Extract from the annual update of the CITP re: Proactive TIAs in spatially targeted areas

Figure 10: TOD and the different scales of planning

LET'S ACT FOR A MORE CLIMATE-FRIENDLY, INCLUSIVE CITY

LET'S ACT

FOR A STRONGER CAPE TOWN

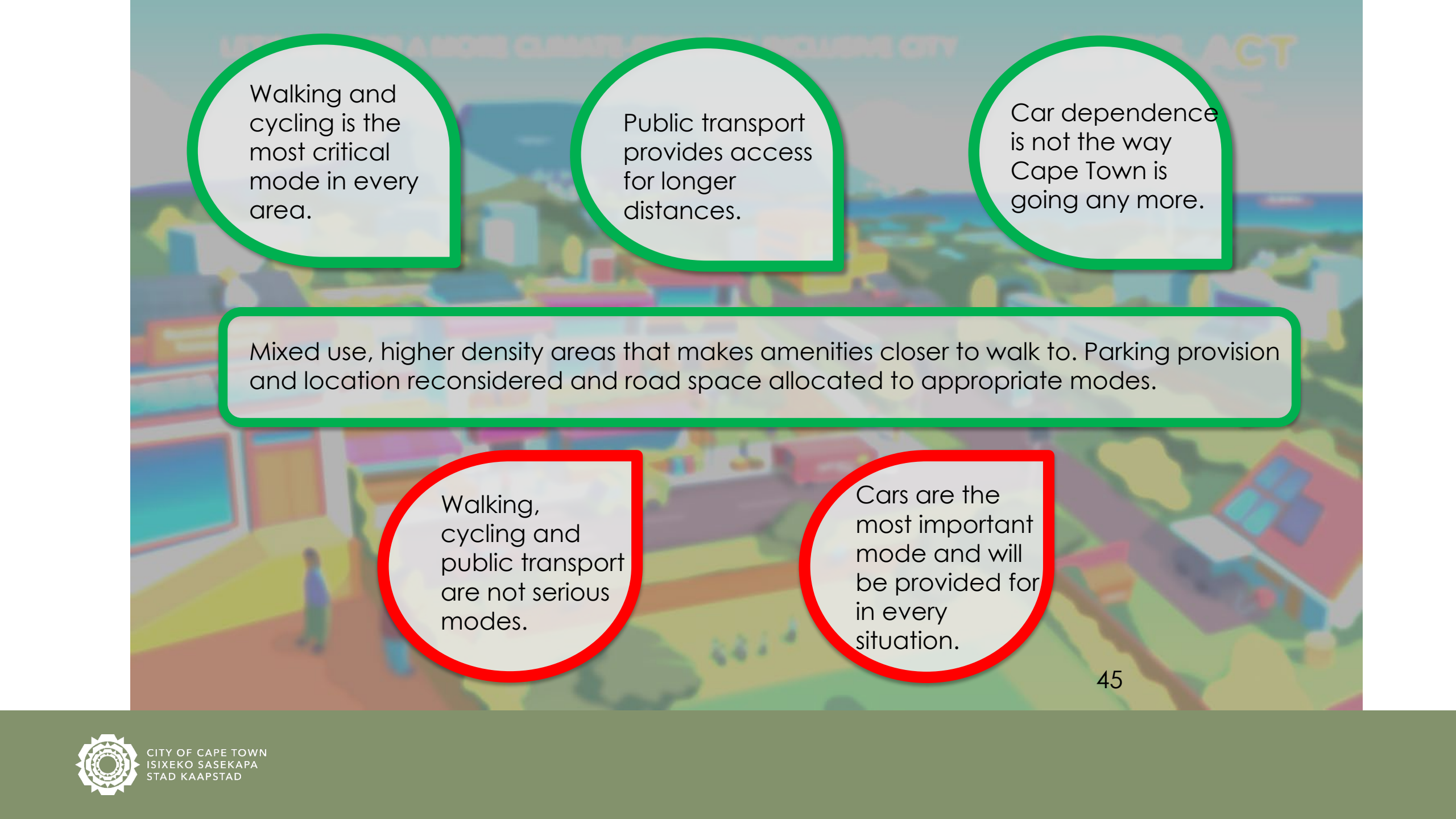


CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Shifts in
thinking?



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD



Walking and cycling is the most critical mode in every area.

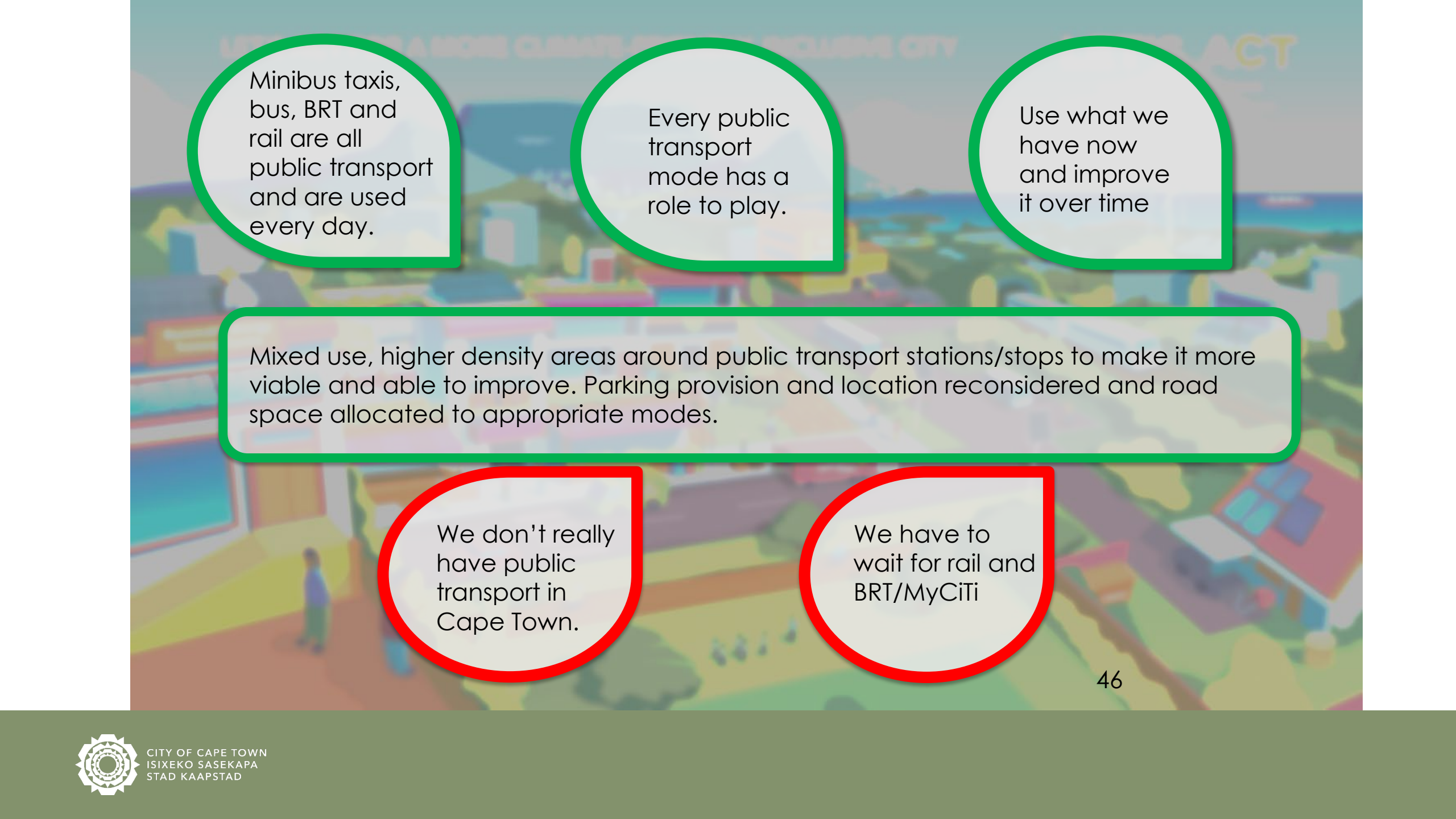
Public transport provides access for longer distances.

Car dependence is not the way Cape Town is going any more.

Mixed use, higher density areas that makes amenities closer to walk to. Parking provision and location reconsidered and road space allocated to appropriate modes.

Walking, cycling and public transport are not serious modes.

Cars are the most important mode and will be provided for in every situation.



Minibus taxis, bus, BRT and rail are all public transport and are used every day.

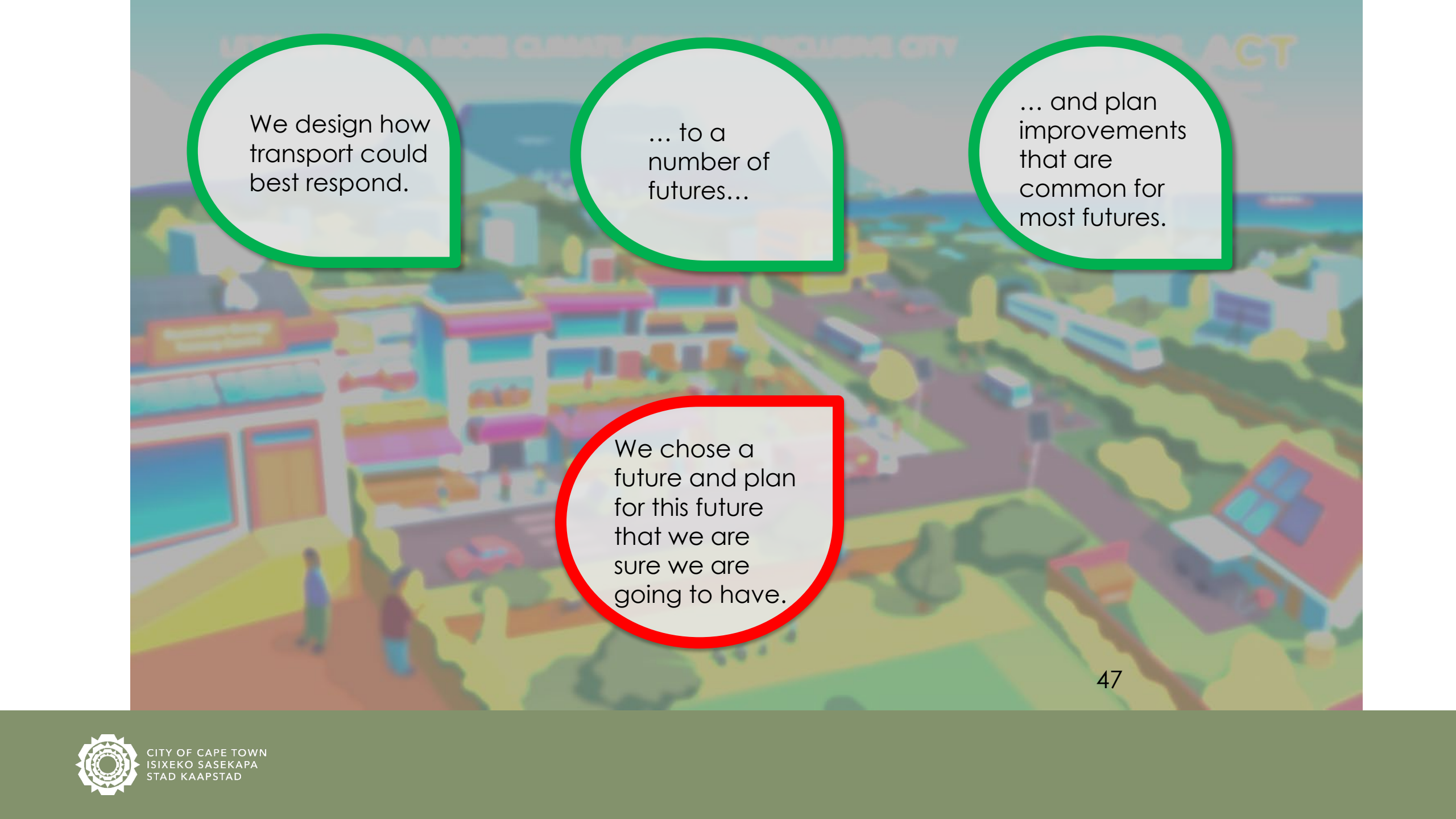
Every public transport mode has a role to play.

Use what we have now and improve it over time

Mixed use, higher density areas around public transport stations/stops to make it more viable and able to improve. Parking provision and location reconsidered and road space allocated to appropriate modes.

We don't really have public transport in Cape Town.

We have to wait for rail and BRT/MyCiTi



We design how
transport could
best respond.

... to a
number of
futures...

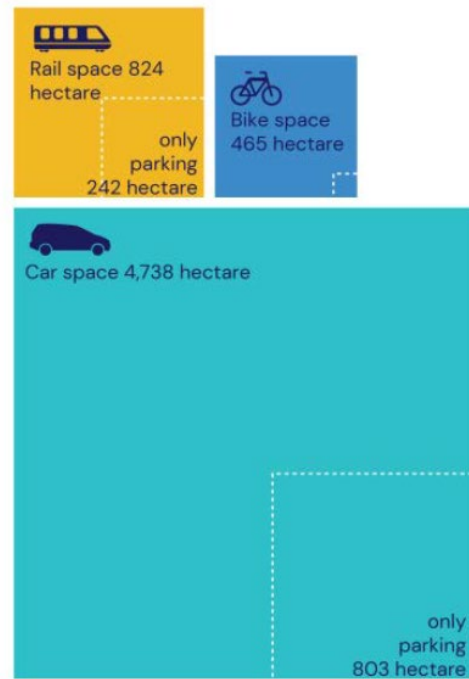
... and plan
improvements
that are
common for
most futures.

We chose a
future and plan
for this future
that we are
sure we are
going to have.

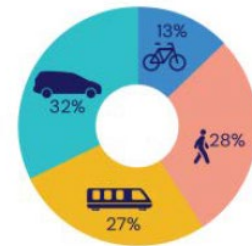
Case of density example - How space is used in a dense urban area

In a dense area, what function should roads fulfil?

How space is used in Berlin
Urban space allocated for transport



How people move in Berlin
Modal Split (with walking)



How people actually move

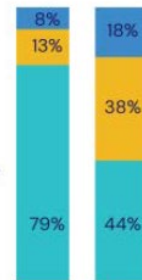


Illustration based on: Wissenschaftliche Dienste Deutscher Bundestag (2016): Modal Split in ausgewählten deutschen Großstädten, Deutscher Bundestag. <https://www.bundestag.de/lob/535044/788763434a2b7f7c7b9022099a0fe/wd-5-084-17-pdf-data.pdf> (accessed: 20.09.2018) and Bugner and Seel (2015): What the Street? Moovel Lab. <https://whatthestreet.moovelab.com> (accessed: 20.09.2018)

tumi @TUMInitiative
transformative-mobility.org



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Role of street – shared spaces?



What function does/should the street fulfil? - menti

Affordable

Easy Access

Safe & Secure

Green / Sustainable

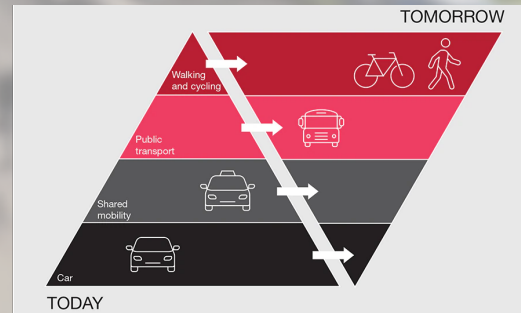
Reliable

Dignified

72.4%

Cars are allowed everywhere just to greater and lesser extents

Dignity for all



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

INPUTS FROM PLENARY

10h30 – 10h50



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

COMFORT BREAK

10h50 – 11h00



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD