



**Project\_Scoping**  
**URBAN PATHWAYS**  
**2018**

**SOUTH AFRICA**

**PROJECT  
SCOPING**

**OPEN STREETS**



**Wuppertal  
Institut**

**UN HABITAT**  
FOR A BETTER URBAN FUTURE

**UN**  
environment

**This publication is part of the Urban Pathways project**

The graphic design was prepared by Barbara Lah

**Berlin, 2018**

# URBAN

URBAN PATHWAYS

[team@urban-pathways.org](mailto:team@urban-pathways.org)

Oliver Lah  
+49 (0)30 2887458-16

Project Office  
Schwedter Strasse 225  
10435 Berlin

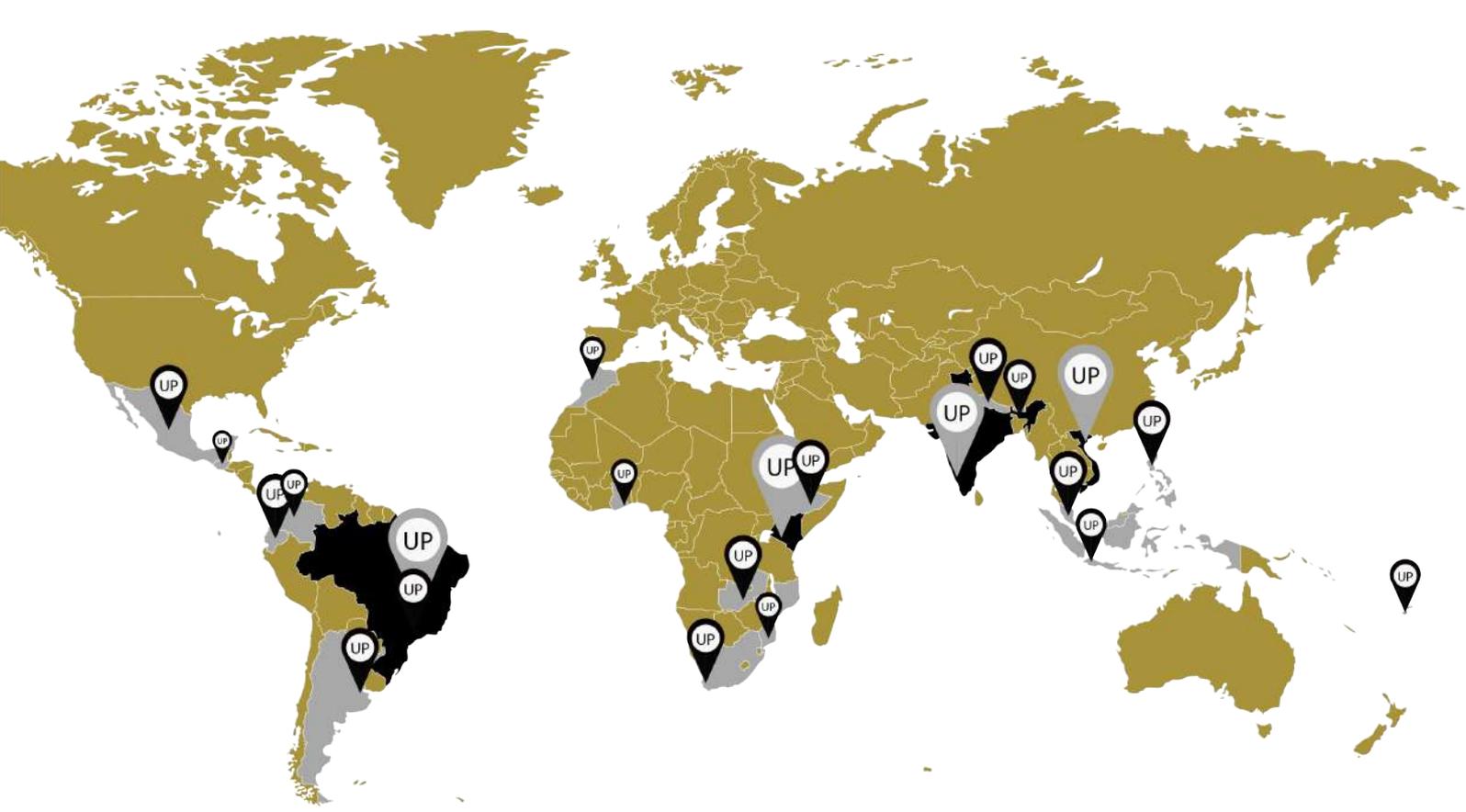
# PATHWAYS

Supported by:



Federal Ministry  
for the Environment, Nature Conservation  
and Nuclear Safety

based on a decision of the German Bundestag



# URBAN PATHWAYS REPLICATION CITIES



## OPEN STREETS IN CAPETOWN

Open Streets Cape Town is an initiative that aims to change and challenge the paradigm of urban mobility by carrying out campaigns, temporary interventions, dialogues, and walks that raise citizen awareness, spark public debate, and ultimately drive behaviour change around the role of streets in the life of the city - taking inspiration from Bogotá's Ciclovía, a recreational programme that creates 120km of car-free streets in the Colombian capital every Sunday and public holiday.

The city of Cape Town initiative is the first formal Open Streets programme in Africa, and offers a practical way to help bridge the city's social and spatial divides. Open streets Cape Town aims to create shared public spaces that allows for respect, helps bridge social and spatial divides and enables safer and more cohesive communities. The openness of public spaces also allows for the city to be seen as a platform for expression, allowing communities to explore their city in a safe and sustainable way.

The framework of understanding for this initiative is that streets connect cities, which in turns connects people living in cities. Streets should be safe for pedestrians as well as other forms of non-motorized transport users – moving away from the focus of motorized vehicles (Open Streets Cape Town, 2018).



# CAPE TOWN SUMMARY

## OPEN STREETS

### CITY OF CAPE TOWN

### HIGH USE OF PRIVATE VEHICLES

The **City of Cape Town** is one of South Africa's three capital cities and houses the legislative arm of government. Cape Town is also the capital of the Western Cape Province, the seat of the provincial administration and the high court.

A **high use of private vehicles** is experienced in the city of Cape Town, due to an unreliable public transport system – contributing to the biggest source of air pollution in the city. The general transportation problem is due to multiple service operators operating across modes and results in uncoordinated routes and lack of integrated ticketing and payment systems. Coupled with safety concerns, commuters are discouraged to using public transport systems. The administration plans to spend more than USD 57 million over the next five years on road infrastructure projects. In 2017, with the aim to reduce air pollution and traffic congestions, Cape Town introduced flexi-time for workplaces to allow for staff to work from home or commute outside peak hours, this resulted in traffic jams now starting earlier.

The city has outlined in its **Vision 2032 city plan** to integrate different modes of public transportation to form a seamless system. The aim is also to invest in technologies to facilitate a convenient, secure and cost-effective fare system that works across all modes. Although the city of Cape Town has 450km of cycle lanes, very few people use bicycle to get around. Real and perceived crime and criminality hinders foot-traffic and non-motorised vehicle usage of the infrastructure. Historical legacy issues related to the policies of apartheid has created a fragmented and divided city – fuelling racial tensions, social inequalities, and contributing to non-uses of public spaces.

### VISION 2032 CITY PLAN

## KEY TRANSPORT AUTHORITIES

- — Department of Transport and Public Works
- — Transport and Urban Development Authority (TDA)
- — City of Cape Town provincial Department of Transport for the Western Cape
- — Passenger Rail Agency of South Africa (PRASA)

## MOBILITY CHALLENGES

- — Fragmented and unreliable public transportation system forces commuters to use private vehicles to drive to work and for leisure
- — The public rail system is 70% above total capacity and suffers from high and increasing levels of crime and vandalism. The rail system has not been modernised and lacks feed in transport modes
- — Low adoption of cycling and pedestrian walking due to road safety, real and perceived, and personal security issues

## STAKEHOLDERS

- Schools, tertiary institutions, crèches
- Non-governmental Organisations
- Residents and ratepayers' associations
- Improvement districts
- Neighbourhood watch organisations
- Elected representatives
- Businesses
- Arts and cultural organisations
- Sports clubs and groups
- Libraries
- Taxi associations and public transport operators
- Iconic local figures and celebrities
- Police, fire stations, emergency personnel

## PLANNED ACTION - OPEN STREET DAYS

In partnership with the city of Cape Town, Open streets day's will close major streets for motorized transportation on specific days. The public is then encouraged to enjoy the car free streets where activities are hosted on the day – these include music, art, interactive workshops, dancing, yoga, chess and other sports and games. Open Streets is free and everyone is encouraged to participate and help plan the day – the organisation of this activity is usually done in broad consultation with local businesses, civil organisation in the area, and the whole community. The city of Cape Town's transport and Urban Development Authority (TDA, 2018) provides the administrative support and governance framework for this action – financial support is gained via sponsorship and donations. Open Streets days close sections of the street to motorised traffic, streets then become platforms for community building, recreation and active mobility. Open Street Days encourage spontaneous activity in the streets and create opportunities for citizens to make the most of their streets. In Cape Town from 2013 to 2017, twelve Open Street Day activates where held in five parts of the city. These events attracted between 3000 and 1500 participants.

## FUNDING

Since this event/activity is usually non-commercial securing funding resources might pose a challenge. Creating partnerships with corporate social responsibility arms of local businesses or large companies willing to partner would be beneficial. Engaging with local government early and securing funding is the goal – this is challenging as initially local government will only get on board if the projects success is visible and recognized in the community. Crowd funding, online platformS where individuals are targeted to support the programme could be a beneficial first step.



## RESULTS

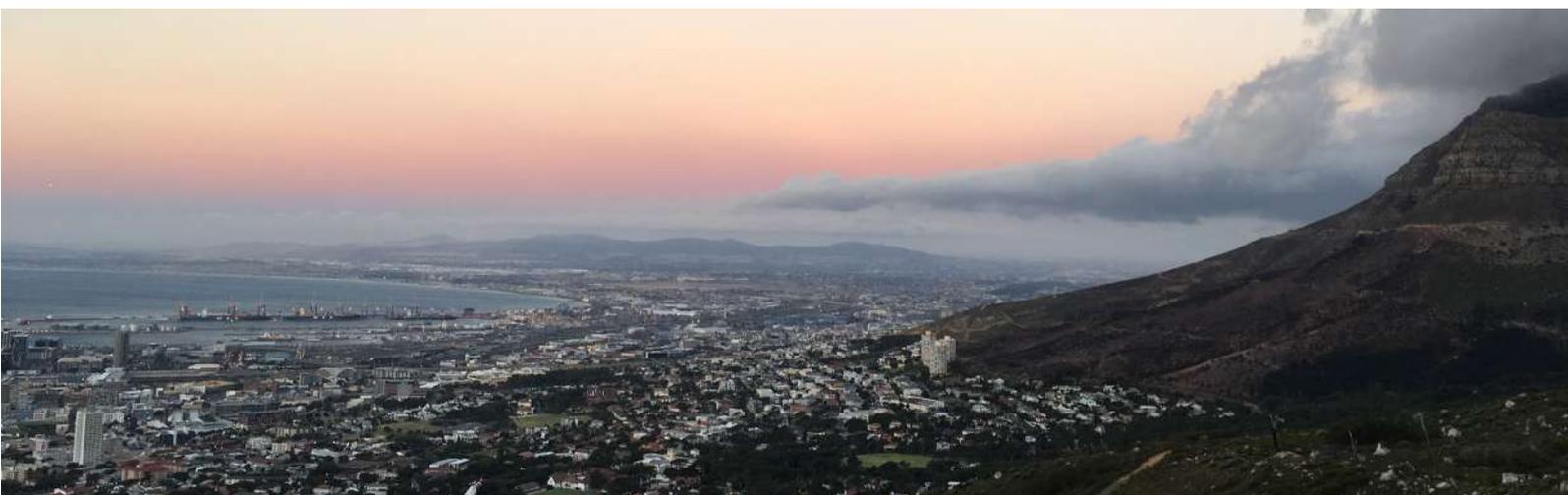
### **Local citizens have positively received open street days.**

Around 5000 people participated in the first open streets day and the initiative has now been expanded to other parts of Cape Town, which include, the central business district (CBD), Langa, and Mitchells Plain. Citizens of Cape Town are not used to 'owning' these streets. The heavy presence of motorised transport, fear of safety, and inaccessibility of the streets to pedestrians and non-motorised transport options such as bicycles often makes people feel like their 'owning' the streets is unreal and not a reality of South Africa.

Most urban South Africans, no matter where they live, do not feel that they own their public spaces, is an obvious manifestation of a systemic problem. Providing a platform to experience streets safely, freely and inclusively, if only for a short period during Open Streets Days, plays a role in the systemic change required in Cape Town to people to be and feel safe on their streets, and make use of them. This programme helps to connect high-level plans – such as the City's Transit Oriented Development approach that aims to challenge spatial divides – with people at a personal level.

## TRANSFERABILITY

Replicating this event is possible in other cities. Since this is a community-based activity, large-scale involvement and partnerships are necessary. Hosting a planning workshop to map out stakeholders, communication plans, necessary legal documents and public safety is necessary. In October 2018, Open Streets Cape Town, in partnership with Urban Pathways and the UN-Habitat hosted a 6 day workshop with other African administrators with show case Open Streets, Cape Town and to develop practical replication means for this initiative in other African cities to take place.



# TECHNICAL & FINANCIAL CONSIDERATIONS

- Citizens are not accustomed to walking the streets. The open street day requires local community, business and citizen participation and involvement
- Negotiations with local administrators to put-in-place regulatory requirements for road closures
- Various other civil society groups and business communities must be engaged so that the participation is broad citizen based. Reaching out to other organisation is important to making the event a success – such involved potentially means bringing together artist, musicians, interactive workshops, dancing, yoga, chess and other sport and participation activities
- This is not a Market – but does support the local communities and businesses in the area
- With some permits in place a street party could be one potential but not the main idea with Open Streets – limiting the sale of alcohol so that this becomes more inclusive an activity and not limited to particular sectors of society.
- While freedom of expressions should be encouraged, it is not an activity that is seen as a street parade or float parade.
- As the encouragement is for streets to be seen as safe, accessible and liveable these events should not be 'once off' activities.
- Local administration legal approval is a requirement for such an event. Since Open Street is regarded as an event – organisers have apply for an even permit each time.
- The process of obtaining an event permit is bureaucratic – and a positive healthy working relationship needs to be established with local authorities for this to occur.
- The long-term goal is to institutionalise the event – normalising this activity into a regular occurrence and ingrained in the fabric of society.
- Alcohol prevalence at events heightens the risk assessment of the city administration. If the event is categorised as low-risk, which is a category usually assigned to events that don't sell alcohol, it is better for the event to occur as less city emergency personal needs to be on stand by and 'policing' the event is seen as low-risk.
- Public Liability Insurance: since local administrators require an event permit, organisers become responsible and liable for the 'space'/street during the event. It becomes mandatory for organisers to buy public liability insurance to cover incidents that might take place.
- Depending on city regulations, security personnel or even certified security guards would be required to be present. In Cape Town, the participation of 5000 participants requires the appointment of 50 security personnel from a registered security company.

# POLICY / LEGISLATION

## Non-motorised Transport policy framework

The United Nations guiding document on non-motorised transport identifies transport policy as being able to substantially contribute to solutions addressing global warming (United Nations , 2011). Five key-thematic areas are identified to assist in this policy formation:

- a. Linking transportation to urban planning to reduce motorised trips.
- b. Creating non-motorised transport infrastructure.
- c. Increase and improving public transportation systems.
- d. Ensuring car traffic demand management.
- e. Promoting vehicle and fuel technologies and efficiency.

## Institutions

- National and provincial (state-level) officials should be targeted as key stakeholders to address the policy changes needed as well as solicit buy-in.
- Local community organisation such as other non-governmental organisations, faith-based organisations and citizens groups.
- National authorities and national NGOs.
- The lead agency is usually the transportation authority in the city administration.
- Local and national media

## Legislation

- Integrated Public transport Network Plan 2032
- Densification Policy for Cape Town
- Urban Design Policy
- Non-motorised transport in the Western Cape – Draft Strategy

Open Streets Cape Town has had a positive impact on the communities and citizens in Cape Town who have engaged in this activity. Public spaces that previously was not used by the people living in the city or surrounding area become utilised and enjoyed. People have the opportunity to move around their city like they have not done in a very long time.

The initial event began on one street in Cape Town city centre and now has been replicated in other parts of the city. More people have come out to participate and the last event in early 2018 registered 15000 participants. As a result of Open streets, communities are also beginning to engage with each other in the preliminary workshops and stakeholder engagement meetings held prior to the event. This conversation is open up discussions about how people use their public spaces, what they envisage for their cities and to create a sustainable safe public spaces that is easy to use non-motorised transport.



**Open Streets Cape Town. (2018, 09 18).** Open Streets Cape Town. Retrieved 09 18, 2018 from Open Streets Cape Town: <https://openstreets.org.za/>

**TDA. (2018, 09 18).** Transport and Urban Development Authority . Retrieved 09 18, 2018 from Transport and Urban Development Authority Cape Town : <https://www.tda.gov.za/en/home/>

**United Nations . (2011).** UN-Habitat . Retrieved 09 18, 2018 from United Nations : <https://unhabitat.org/books/people-and-mobility-promoting-non-motorised-transport-options-and-compact-cities-as-complements-to-public-transport/>

# REFERENCES