Welcome to our November edition of

FUTURE CITIES SOUTH AFRICA

Future Cities South Africa is the delivery partner for the South African component of the Global Future Cities Programme, managed by the [UK Foreign, Commonwealth and Development Office (FCDO).](#)
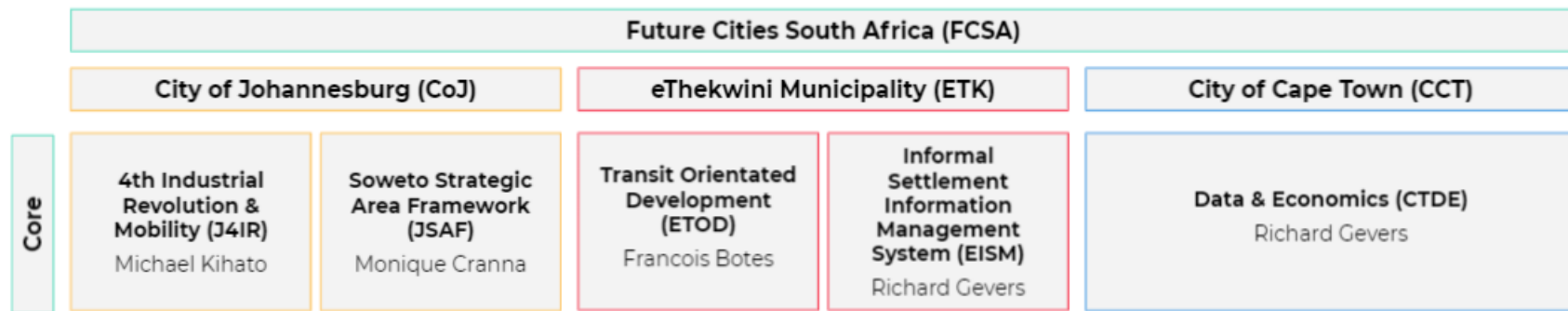
This programme is designed to contribute to inclusive and sustainable economic growth, poverty reduction and mitigation of gender, social and economic inequalities through targeted projects on transportation and mobility, urban planning, resilience and the innovative use of data.

Future Cities South Africa (FCSA) is a unique alliance of organisations and independent specialists. The programme is anchored by PwC ([UK](#) & [SA](#)) and including [Open Cities Lab (OCL)](#), [Zutari](#), [Palmer Development Group (PDG)](#), [Violence Prevention through Urban Upgrading (VPUU)](#), the [Isandla Institute](#) and others.

We are hugely excited to present our third newsletter, which is largely centred around project updates and insights from the work we've been doing in different Cities in South Africa. Look out for the blog piece by Monique Cranna on backyard housing construction, and its importance to housing people in Soweto.

Mirjam Van Donk, our Gender and Social Inclusion lead, has written a piece on embedding G&SI into City planning, and, as ever, we wrap up with updates on all of our core projects.

Read more about our latest core project updates

Future Cities South Africa (FCSA)				
City of Johannesburg (CoJ)		eThekwini Municipality (ETK)		City of Cape Town (CCT)

| Core | 4th Industrial Revolution & Mobility (J4IR)

Michael Kihato | Soweto Strategic Area Framework (JSAF)

Monique Cranna | Transit Orientated Development (ETOD)

Francois Botes | Informal Settlement Information Management System (EISM)

Richard Gevers | Data & Economics (CTDE)

Richard Gevers |

Blog Post: Why enabling micro-development in Soweto supports gender and social inclusion agenda

By Monique Cranna, FCSA

Soweto[1] is the largest township in South Africa, comprising a vast diversity of people and ethnicities. The township was officially incorporated into the City of Johannesburg in 2000 and now comprises nearly a third of the City's population.

In Soweto, like many parts of South Africa, the unprecedented urbanisation has made it impossible for local governments to meet the rapid demand for housing and other basic services. There is an increasing gap between supply and demand, affecting affordability. In previous years, this saw the rise of many informal

settlements proliferating the urban landscapes. In recent years however, our cities have seen the growth of informal settlement give way to the proliferation of backyard dwellings as the dominant form of both formal and informal housing supply. Whereas backyarding is increasingly recognised as an important informal contributor to housing options, a nuanced understanding of backyarding dynamics remain somewhat elusive due to, inter alia, its uneasy relationship with housing policy (e.g. 'double-dipping') and the variety of social and physical manifestations of backyarding (i.e. from accommodating extended family to supplementing income, and from shacks built from corrugated iron sheets to high quality extensions to existing dwellings).

Unlike RDP housing, backyard dwellings offer the geographic flexibility to respond to changing employment opportunities. Unlike informal settlements, backyard dwellings allow for immediate access to service. According to the findings of a recent Quality of Life Survey in Gauteng province, households living in backyards experienced the biggest improvement in quality of life compared to households living in formal structures or in informal settlements.

The team in Soweto undertook to gain better insights into the backyarding sector of Soweto, not only as a vital means to income, but also as part of the land value capture process. The focus of the Soweto Strategic Area Framework covers 38,400 households. This same area has 40,500 backyard structures, varying from shacks (that is, built from temporary materials) to high-quality rental accommodation, and built without one cent of government subsidy. For the government to house that many households would require the equivalent of three Cosmo Cities...

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Blog Post: What does it mean to embed gender and social inclusion in urban programming?

By Mirjam van Donk, G&SI Lead for FCSA

Cities are expressions of the norms, viewpoints and aspirations of local elites. Take for example the old colonial city: it was designed to facilitate economic control and political power of the rulers of the day. Not only did urban planning enshrine a sense of European superiority, it was also inherently male-biased as social norms expected women to be 'home makers'. The public realm was not a place for women, unless accompanied by men who were entrusted with their care (e.g. a father, brother, husband or uncle), and therefore the public environment didn't cater for their potential desire to be economically active, to move about freely and without fear for their safety, and to enjoy or create other urban opportunities.

But we don't have to go that far back in history to see that cities reflect powerful, often exclusionary interests, with structural consequences. Until 35 years ago, South Africa's cities and towns were designed to keep black people out, unless – and for as long as – their labour contributed to the urban economy. All aspects of urban governance, including planning and land use management, public and private investment, administrative fairness and political representation, entrenched this duality of superiority/inferiority and inclusion/exclusion.

The apartheid legacy of spatial segregation and exclusion is still evident in our cities today, notwithstanding public investment in poor neighbourhoods and demographic changes in more affluent neighbourhoods as a result of the upward mobility of a modest proportion of the black population. Anyone working in the urban sector knows that undoing this legacy is complicated and hard work, and that well-intentioned programmes can recreate exclusion and marginalisation. The public housing programme is a case in point.

So while urban institutions and programmes may no longer be explicitly biased towards particular minority interests, there is much in the remaking of cities that implicitly draws on capacities, systems and traditions that, if not prejudicial, are partial at best. So how do we change this?

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THE CITY OF
CAPE TOWN

The economic work-stream of the City of Cape Town's FCSA Data and Economics project aims to develop the analytical tools and associated expertise needed to improve City decision-making, especially decisions related to infrastructure expenditure and tariff setting. In this regard the substantial progress has been made in the past six months.

During challenging times for the economy, one of the best ways local government can provide the necessary stimulus, is by investing in infrastructure. This not only represents a counter-cyclical injection of spending into the economy, but also helps promote private sector investment through creating an attractive and competitive environment for businesses. But for the latter to hold true, investments must look to maximise societal benefits and minimise both direct and indirect costs. Through the FCSA programme, the City has now developed a comprehensive approach to socio-economic project appraisal. This has included the development of a template/model for socio-economic Cost Benefit Analysis (CBA) and Multi-Criteria Decision Analysis (MCDA), as well as a set of user guidelines.

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THE CITY OF
JOHANNESBURG

The Soweto Strategic Area Framework (SSAF) has entered its final phase. In October, the team concluded conceptualising three area-based scenarios: one focused on transit-orientated development, a second on areas of greatest economic activity or potential and the last one focused on quality of life. After running the analysis, each map gave an indication of 'most' and 'least' suitable areas, according to the given criteria. This provided the team an evidence-based output to inform "where" to focus the spotlight for targeted spatial intervention in the framework. The final focus area for spatial targeting is a combination of the three using urban design elements to connect the various spatial elements. Going forward, most of the team is in full delivery mode finalising the project toolbox, framework and SSAF report...

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ETHEKWINI METROPOLITAN MUNICIPALITY

1. eTH Informal Settlements Data Support

The objective of the ISIMS project is to develop an informal settlement information management solution that will facilitate improved collection, integration and strategic analysis of data. The ultimate goal is for

ISIMS to serve as a data management tool aimed at supporting planning and delivery of upgrading actions - redressing spatial, social and economic inequalities to support inclusive, resilient and sustainable human settlements. This will support the advancement of collaborative informal settlement action in the eThekwini Municipal Area and catalyze the development of improved solutions to the broader data management challenges in the city.

In order for the municipality to further improve the delivery of incremental services to those living in informal settlements, timely and accurate data is needed across a wide variety of areas (e.g. provision and maintenance of electricity, water and sanitation, waste removal, etc.) to help the municipality formulate an accurate picture of the current situation and assess what actions to prioritise in the immediate and longer-term future. At present, data is being managed by various stakeholders, both internal and external to the eThekwini Municipality, across a variety of systems and platforms. As a result, there is currently no integrated data management system with relevant protocols and standards for the collection, storage, sharing and analysis of both spatial and non-spatial data. This limits the eThekwini Municipality's ability to effectively facilitate the delivery of services to informal settlements and enhance collaborative informal settlement action.

2. eThekwini Transit Oriented Development

The ETOD project has reached a key inflection point, with the City now undertaking the preparatory work to establish the Transversal Working Group Workstreams, as recommended in the Interim Institutional Arrangements Report. Further technical work needs to take place within the Workstreams in order to ensure that full transversal integration and buy-in is achieved in developing the outputs, and that the institutional change process is embedded in the project. The Future Cities South Africa [MR1] team is standing ready to support this important City action.

This important development follows the FCSA team travelling to Durban to visit the GO!Durban Integrated Transport Public Transport Network (IPTN)[MR2] sites, and help the City develop action plans around the emerging workstreams. The site visit and first workshop took place on the 21st and 22nd September and were attended by representatives of, inter alia, the Human Settlements Department, the eThekwini

Transport Authority, Development Planning and Land Use Management, and Infrastructure Departments. The second workshop took place on the 12th October, and served to further extend the work done in the first workshop.

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