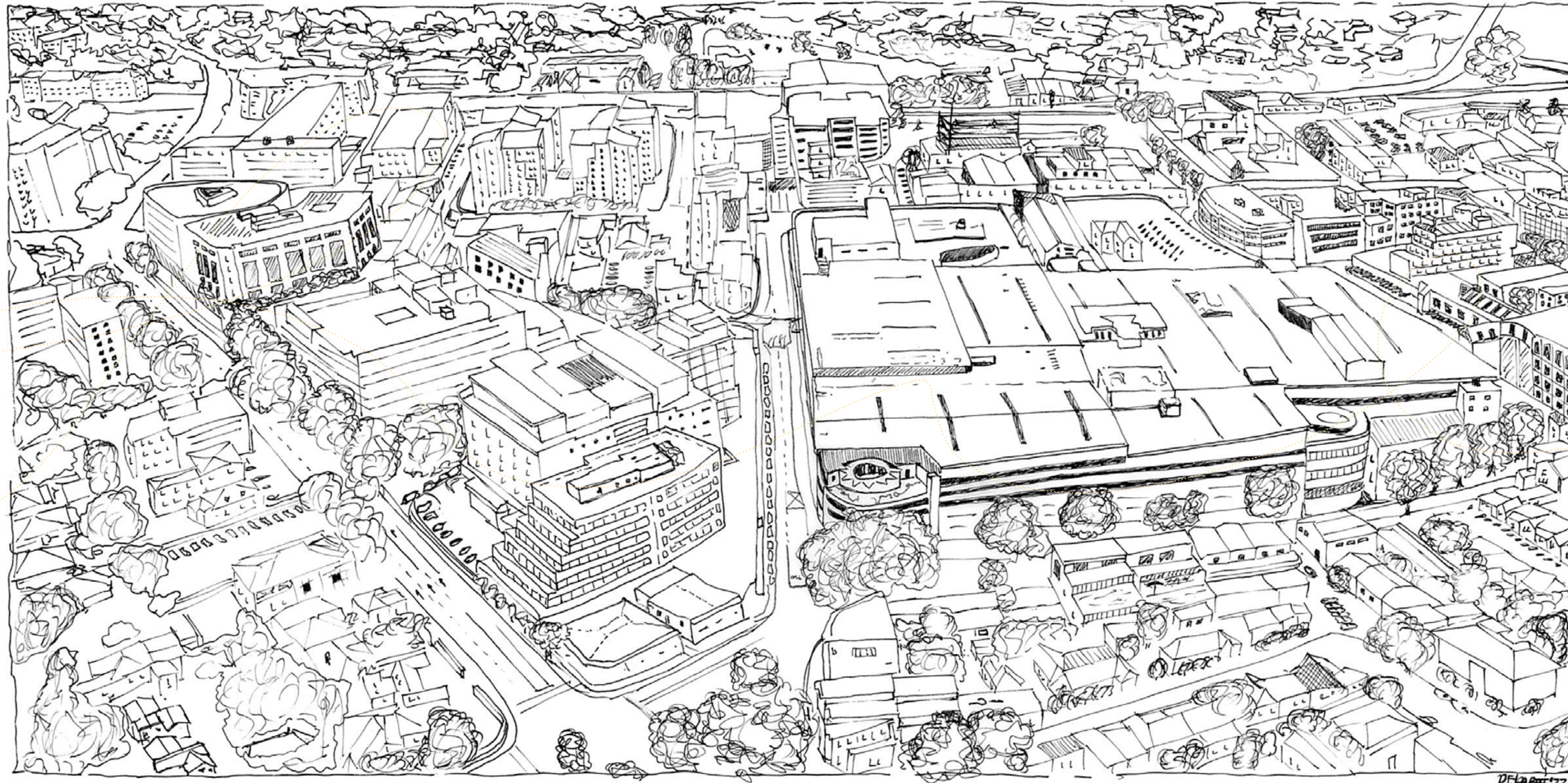


# RE-IMAGINING THE STREET AS PLACEMAKING TOOL IN CLAREMONT CBD





## RE-IMAGINING THE STREET AS PLACEMAKING TOOL IN CLAREMONT CBD

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**Signed by candidate**

Karla Stander

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"THE **STREET IS THE RIVER OF LIFE** OF THE CITY, THE PLACE  
WHERE WE COME TOGETHER, THE PATHWAY TO THE CENTER"

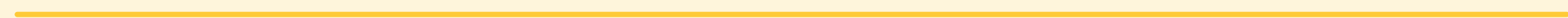
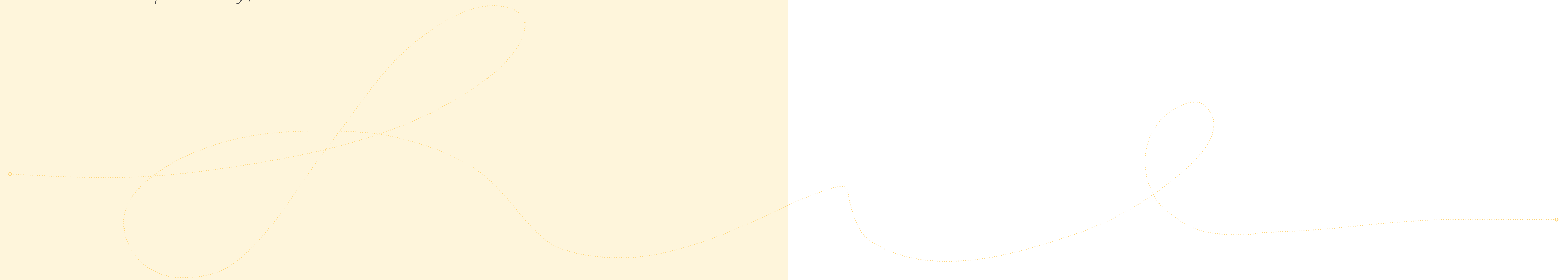
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# ACKNOWLEDGEMENTS

*Thank you to my supervisor, Hedwig Crooijmans-Lemmer and co-supervisor, Dr. Katie Ewing, for providing guidance and feedback throughout this project, and most importantly, for challenging me.*

*Thanks to my husband, Ritz, for putting up with me being in the office for hours on end, and for gracefully taking up the roles of household Master Chef, Sweep South, Dr Phil, Nanny McPhee, and most importantly, Comrade.*



# EXECUTIVE SUMMARY

Among the many problems that exist in the urban built environment today, uninviting pedestrian spaces is a prominent characteristic- especially adjacent to inner-city shopping centres. Often, this is accompanied by a divorce of the building from the street, where the irony is that the street, which is a prominent public pedestrian space and connector of people, places and everyday lives, is often an underappreciated and unrealised pedestrian space. In the CBD of Claremont suburb, Cape Town, this is a reality and the resulting social ills such as dead zones, a lack of public surveillance, high crime rates, poor quality of space and lack of sense of place- all which can clearly be seen in this area.

To realise the dual role that the street can play as both a public pedestrian space and a connector of people and place, professionals and roleplayers in the built environment should challenge the norms around street form, street-building interaction, people's perceptions that shaped the current day street and continue to influence its physical and perceived position within our cities and town. The literature component of this study seeks to unpack the qualities and functions of urban streets and their possible role as quality public space. The design component of this study seeks to explore and identify interventions at a local scale.

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# 1. INTRODUCTION | THE PROJECT

## 1.1 INTRODUCTION

Placemaking is a collaborative process that deals with improvement of urban space with the aim of creating a sense of place. Understanding how streets function and find identity as infrastructure of movement and places of social interaction and spaces of commerce provide insights into their nature and shed light on possible methods that can be applied to evaluate local areas. This is followed by an unpacking of best practice criteria that informed the characteristics that allow streets to as placemaking tool. By understanding the way that the street acts as a connector and as a public space in the urban landscape, guided a targeted analysis of the subject site towards understanding the conditions of this area. The literature review resolves in a summary of findings that lead the research into the methodology phase by highlighting possible analyses for evaluating and interpreting the quality of streets an the pedestrian space at the neighbourhood scale and street scale in Claremont. The sections to follow, elaborate on the design as process approach and present the 2D & 3D tools that was applied and interpreted to identify the conditions that contribute to placelessness in Claremont CBD. The theoretical framework provided the toolkit for and design principles that can be utilized in addressing the placelessness at the heart of Claremont.

## 1.2 RESEARCH POSITION

All pedestrians, whether regular visitors, residents or passer-throughs, will be subject to the conditions along the public realm. For Claremont CBD, the harsh pedestrian environment detracts from the user's options and experience of the space. It is held that at some point in any journey, all urban dwellers become pedestrians, whether they own a motor vehicle or not and that streets should thus be optimally developed to nurture all humanity and the socio-economic uses of everyday life. It is hoped that the proposed interventions along the identified core core streets can reshape and create urban public space in Claremont. The resources locked within this urban landscape should be understood, unlocked and amended, but ultimately the design should be cognizant of the complex historical influences and events that shaped the current day Claremont. While it is held that some urban areas should be enhanced, the design will also motivate radical change in the built form. As a point of departure, it is held that streets, as a freely accessible public space, should be developed with a human-first approach as they nurture and enhance our humanity, as ultimately humans are the client of the urban design process, and (should be) the main users of our streets.

## 1.3 RESEARCH QUESTION

### MAIN RESEARCH QUESTION

How can the street and its placemaking qualities be applied as a tool for re-imagining placelessness and urban fragmentation in Claremont, CBD?

### SUB-QUESTIONS

1. What are the contributing factors to the lack of sense of place in Claremont's CBD?
2. What qualities of the street makes it fit to address the urban ills in Claremont's CBD; i.e., what makes a good street?

## 1.4 RESEARCH AIMS

By undertaking this research journey, the researcher hopes to challenge the perceptions around the street, and the afterthought way streets are dealt with in design. Through the urban design research project, the researcher aims to

- 1) sufficiently and systematically analyze the subject area to generate a comprehensive understanding and profile of existing conditions of the study area,
- 2) to understand the street as public space and connector; and how these qualities can be unlocked in streets to create sense of place along streets that are lacking,
- 3) to provide an informed design that could facilitate change within the area and realis optimal place-making conditions along the streets of Claremont.

## 2. METHODOLOGY | STREET AS PLACEMAKING TOOL

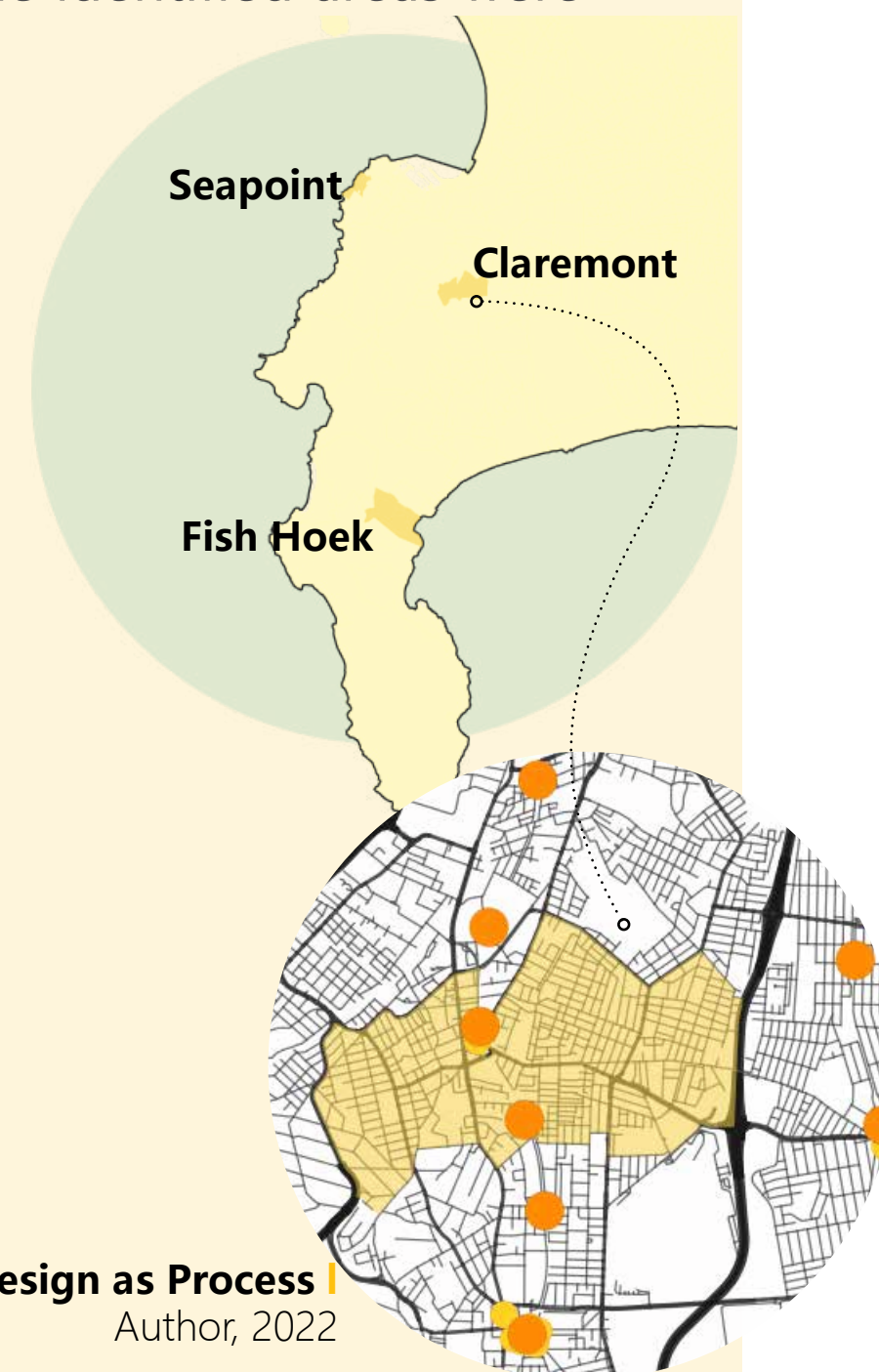
### 2.1 APPROACH : DESIGN AS PROCESS

It is vital to treat the process of design as one that must be constantly investigated and re-investigated, with flexible responses to aspects which cannot be predicted at the beginning of a project (Carmona 2021, p.38-39). In recognising this approach, the methodology allowed simultaneous steps of creating, testing, purging and responding where necessary. This is encapsulated in a “design spiral” (Zeisel, 1981) further defined by Carmona as a “test-image-evaluate” process (2021, p.39). This diagrammatic representation of the Design-as-Process approach by Zeisel, has been reworked to accommodate community inputs as a crucial part of the process which acted as a road map for the design project as shown below.

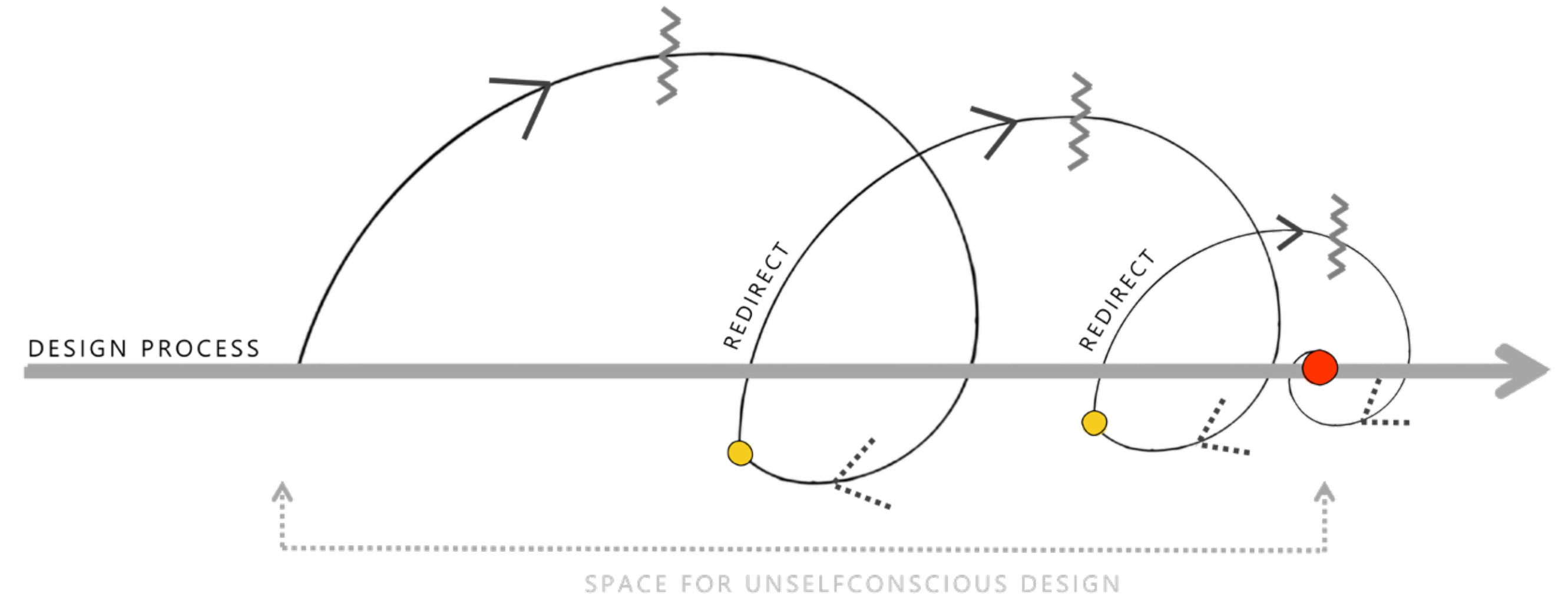
#### TOOL 1: LITERATURE STUDY

The research process started with an initial literature study that informed the criteria and qualities of streets that contribute to placemaking. These findings identified the qualities that need to be researched in a Cape Town context. The qualities of streets as discussed later, allowed the researcher to identify areas in Cape Town that would yield an understanding of the research question in a local context. Based on personal experience and preliminary site analyses on data relating to human congregation, public transport services, pedestrian routes, crime and safety, the researcher identified 3 possible study areas that could yield valuable insight into understanding these conditions and the sense of place along streets in Cape Town. The identified areas were Seapoint, Claremont and Fish Hoek, in particular along Main Road.

Through a process of analyzing these identified areas, testing and critiquing them based on the completed literature framework and allowing space to incorporate feedback into the design and analysis, the researcher purged the design to focus on Claremont. The initial studies, mapping, design analyses proved that Claremont Central Business District (CBD) could provide a rich analysis and sufficient design informants.



Purging as part of Design as Process | Author, 2022



- CREATING | The action of creating and designing that starts with the preliminary investigation & literature review
- INPUTS & REFLECTIONS | Conceptual deviations informed by community, research & observations.
- TESTING | Moments of reflection and testing of the design. (Individually, co-design, formal crit).
- PURGING | Opportunity to discard “errors or inappropriate ideas” (Carmona, 2021). Each purge tightens the scope of design possibilities.
- LANDING | The final scope of design.
- UNSELFCONSCIOUS DESIGN | The design process makes allowance for unintended design, design interventions & incremental design thoughts throughout the process.

Design as Process | Author, 2022

#### TOOL 2 : FIELDWORK INTERACTIONS

Firstly, the researcher analyzed the neighborhood in terms of urban design criteria as informed by the literature review. This was done through 1) site visits, walking tours and observations using Gehl Institute’s 12 Quality Criteria (Annexure A); and 2) semi-structured interviews once ethics approval was obtained (see the questionnaire adapted for a local context from Gehl’s Quality of Place survey attached as Annexure B). Once this was completed, the researcher identified Claremont CBD as a unique urban area that would make for a good study locale. Applying a multiscale analysis of the area, the researcher was able to identify the urban issues that contribute to a lack of sense of place in Claremont CBD, and the areas of intervention.

#### METHODS:

Studio Interaction	Base Mapping QGIS & Aerial	Peer-to-peer	Professional opinions
Fieldwork Exploration	Walking and talking	Photo studies	Drawing & Visual representation
Social Engagement	Workshops	Interviews	

■ Preferred   
 ■ Moderately comfortable   
 ■ Uncomfortable

Site Analyses Methods | Author, 2022

## 2.2 SEMI-STRUCTURED INTERVIEWS

The researcher conducted semi-structured interviews with participants using the Gehl Institute questionnaire adapted for a local context from Gehl's Quality of Place survey (attached as Annexure B). The results of the interviews are captured on the next two pages and provided the researcher a good understanding of the current conditions of the urban space. This approach use randomly selected participants based on the availability of participant candidates. This random sample of participant surveys allowed the researcher to identify areas for further investigation.

This was followed up with more in-depth interviews and collaborative mapping with two participants that regularly frequent the area, or lived there. These participants were selected particularly for their knowledge of the area. The summary of these interviews are capture on after the above interviews summaries. The completed transcripts are available upon request from the researcher.

## 2.2.1 Initial Interviews (continued)

Using the identified Gehl survey tool for measuring the perceived quality of public space, a preliminary understanding of Claremont's CBD could be gathered. Participants were chosen at random and were given the survey instrument to complete. It is interesting to note that participation seemed to increase when the researcher offered to complete the form on participant's behalf (i.e., writing and ticking), as opposed to being offered the survey instrument and pen to complete the form independently. The benefit of this was that the participants were also more willing to engage in the process, offer opinions and additional information. The results of the survey as presented to participants are summarised below. The complete survey tool with the 19 questions as presented to participants, are attached as Annexure B.

### 1. How often do you visit this place?

The majority of the participants visit the area regularly with most of the participants indicating that they visit the area around Main Road, Public Transport Interchanges and stations daily to weekly. This indicates a familiarity with the space. It also could be a reflection of the type of urban user that navigates through this urban area and selected study area. It was also found that many of the people who were questioned made use of the public transport facilities in the area.

### 2. How did you get here today?

Most of the participants indicated that they took some form of public transport to or from the area, with taxi and bus being the most commonly indicated; or they walked. This highlights the importance of the area as a pedestrian zone and the interconnectedness of public transport and walking in this area.

### 3. What best describes your relationship to this area?

The majority of the participants were employed within the nearby area or where students were waiting to be shuttled to the University of Cape Town campus. Of the participants who were willing to participate, only 2 of the participants were in the area with the sole intention of shopping. The majority of the participants were either on their way to work/ school or back, or waiting for some form of public transport.

### 4. What brings you to this space today?

This question closely links to question 3, but also offered participants additional reasons for being in the area, such as walking a pet, sightseeing and recreational events. It is interesting that participants in this space seem to be using the space functionally, rather than recreationally as none of the participants selected these options. Some indicated that they were meeting friends or shopping; the majority however were passing through or on their way to work or school.

### 5. If you answered "just passing through" are you headed anywhere in particular?

It also seemed that questions 4 & 5 are too similar as people indicated their intended destination at question 4, such as school or work.

### 6. How much time do you plan on spending here today?

As many of the participants were on their way to a different destination, most indicated that they intend to spend less than an hour in the area, with the bulk of the participants indicating their intention to stay 30 minutes or less.

### 7. How do you feel about this neighborhood? & 8. How do you feel about this particular space?

It was interesting to note that many participants seemed to think that the question had been repeated and subsequently the difference in these questions had to be discussed with participants to obtain an answer. It might be due to the way in which the majority of the participants used the space, namely to pass through it or wait for transport of one or another form.

Questions relating to the participants' feelings about the space, received opposing answers. Responses seem to be split down the middle with half of the participants indicating that they had neutral to strongly negative feelings about the space and some indicating that they felt strongly positive about the space. There seems to be a correlation between participants who use the space temporarily, for example the occasional shopping visit or passing through, and negative feelings about the space. One participant laughingly said that the area was "not a park but a street", indicating that the street for this participant at least, is not seen as a public space.

### 9. What three words would you use to describe this public space?

The following words were used to describe the area:

Bus stop. Dark. Noisy. Dangerous. Not safe. Dirty. Stinks. Rubbish. Cars. Buses. Many men. Safe. Relaxed. Half half. Alive. Vibrant. Beautiful. Fun. Many People. Friendly. Okay. Busy Shops. Work. Noisy. Cars. "walking far".

It is interesting to note that participants' descriptions of the space seem to be influenced by the immediate area where they were when answering this question, regardless of their familiarity with the space. For example, participants who were asked to describe the space who were standing along Main Road, the building underpass on Stadium on Main and the Bus Stop near the Claremont station tended to use words such that indicated noisiness, car-dominance and unwanted smells and sights. Whereas participants who were asked this question at the intersection of Vineyard Road and Dyer Street (the spill out space for Cavendish Square gave more descriptions that were generally more positive and focussed on excitement, vibrancy and activity. This highlights the significance of the sense of place along certain areas in Claremont CBD, particularly the transport stops and Main Road, and indicates areas that require further unpacking to understand.

### 10. What two things would you like to do in the public spaces of this area that you can't do now?

Most participants expressed a desire to be able to sit and relax freely. While others expressed their need



### 2.2.1 Initial Interviews (continued)

to be safe in the public space and the ability to go about their day-to-day activities safely. One participant indicated a desire to learn more about the history of Claremont in the public spaces of the CBD.



#### **12. How would you rate your feeling of personal safety in this space right now?**

Feelings of public safety ranged from very well to very poorly.

#### **13. What would make you feel more safe in this place?**

From the survey it seemed that many felt that a higher police presence would contribute to increased feelings of safety. This was disheartening, as higher police presence is not a viable solution or even a desirable condition. Other participants felt that simple infrastructure changes, such as additional lighting at building underpasses, more camera surveillance and safe crossings would contribute to their sense of safety in the urban space. It was interesting to note that many participants felt very safe in the space, often when the researcher felt unsafe. Significantly, it seems that there is a correlation between feelings of safety and familiarity with the space. This indicated a need to understand this relationship (and ambivalence in responses) better.

#### **Concluding remarks | Notes**

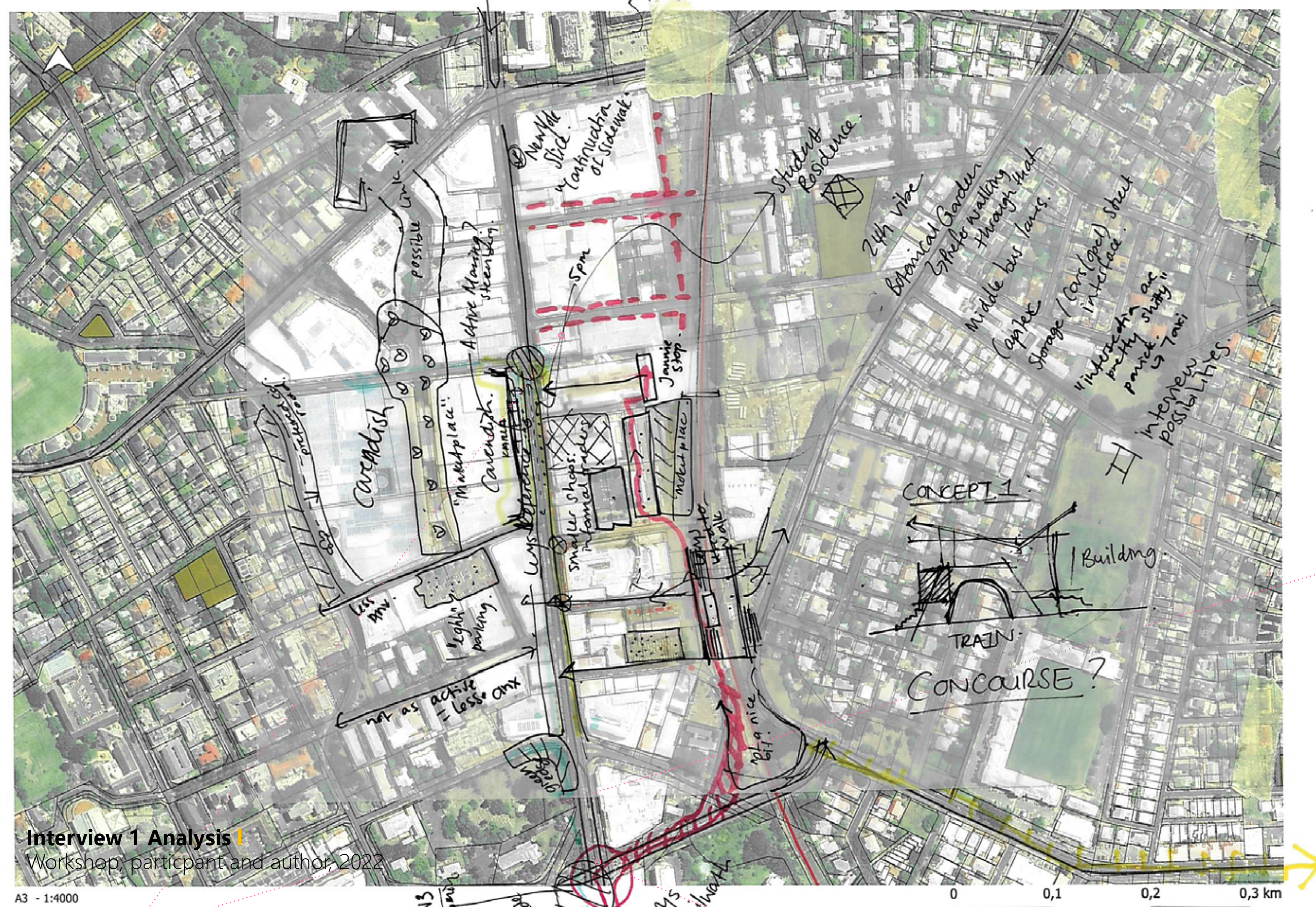
Question 14-20 deals with the participant's demographic information such as age, gender, area of work, and nationality; and their familiarity with the space. These were used to understand participants' connection and use of the space and the above interpretations. The completed survey answers are stored on a password protected cloud location and can be requested from the researcher.

Question 11 has been omitted from the Gehl survey tool as it touched on highly personal participant information, namely salary income. This was intentionally omitted for two reasons. Firstly, the researcher feels that all opinions should be valued equally regardless of the income bracket of a participant. In omitting this question from the survey tool, the hope is to mitigate the risk of biased interpretation. Public space should be humanized, and accordingly all opinions equally valued. Secondly, information on the salary brackets of participants do not add significant value to the discussion. In short, in the South African context, including the salary information of participants can negatively influence the interpretation; and it is ultimately irrelevant to the argument of quality of public urban space for all.

Lastly, a local informal trader indicated that a connection to power ("electricity") would greatly help local informal traders in the area.

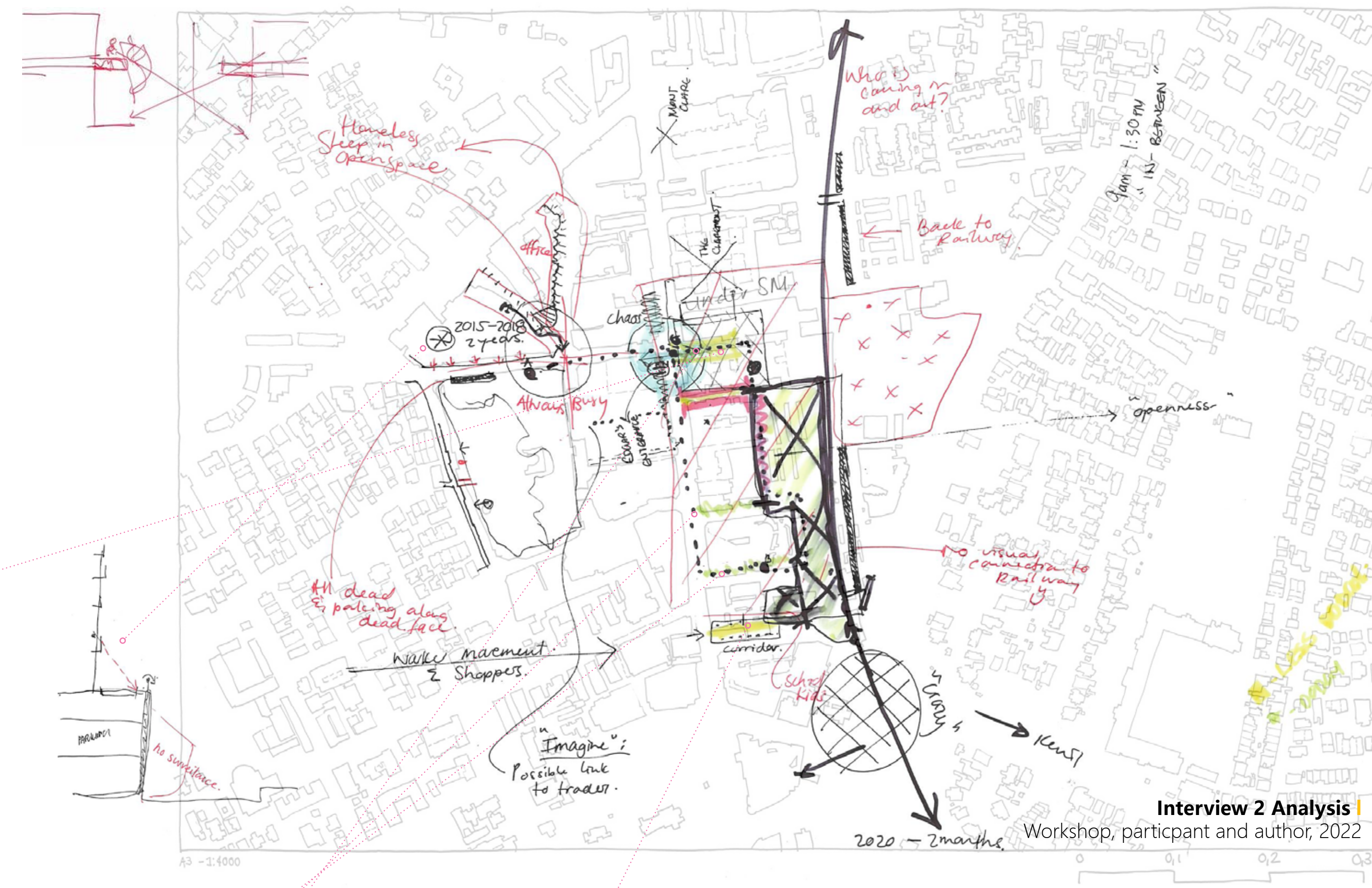
**PARTICIPANT 1: JAMMIE SHUTTLE USER**

The participant is intimately familiar with the routes and spaces along Main Road as she walks along Main Road between her residence in Kenilworth and the University of Cape Town's (UCT) free bus shuttle service, called the Jammie Shuttle. She identified certain areas as being dangerous and unwelcoming towards pedestrians, particularly along the Stanhope and Claremont Boulevard intersection towards the Public Transport Interchange (PTI). As a result she prefers to walk along Main Road northwards. To access the Jammie shuttle stop, prefers to walk through the Stadium on Main centre, and make her way towards the bus stop; instead of walking along Roscommon Street that is a shorter walk.



**PARTICIPANT 2: EX-RESIDENT**

As an ex-resident of the area, this participant has walked the streets surrounding Cavendish Shopping Centre and the PTI many times, as she did not have a vehicle at that time. She identified apartments that are known to have students occupying (marked in x on map) and mentions that students prefer to live in this area as it is close to public transport services and the Jammie shuttle. She identifies Newry, Ralph, and Roscommon Streets as "dodgy". She mentions that walking after dark in this area is dangerous and not advised, and attributes this to a lack of public surveillance.



**Roscommon Street**  
 What makes the space so unwelcoming for pedestrians?  
 Why do people prefer to walk through Stadium on Main centre?

**Intersections**  
 "Intersections of anxiety".  
 What are the conditions at these intersections?  
 Is it cars, taxi's, signal lights that create the unfavourable condition, or something else?

**East-West Roads**  
 Why are these roads (Ralph, Roscommon, Newry) mentioned by both participants as unfavourable?

**Building interface**  
 What are the conditions that create a lack of public surveillance?

**Station Street**  
 What makes this street different and active?

## 2.3 LIMITATIONS

The sample size of the study is limited as a small representative group was selected at random to create an initial guiding profile of the area. 10 Participants were approached at random around the study area, and 2 were selected as described earlier. Due to safety concerns the researcher was limited to certain hours to conduct interviews which limited the scope of observations, for example night time use of public spaces compared to day time use of the same space. The part time nature, and resulting stop start nature of the study was found to be a limiting factor. Lastly, the researcher used available data sources (Open Portal, Municipal Data, online resources, etc.,) but the researcher acknowledges that some data sources could be outdated.

## 2.4 DATA ANALYSIS

The research relied heavily on material obtained from secondary sources including the press, articles found on the internet, analytical studies, and statistical publications for a substantial portion of its findings. In the course of carrying out this research project on urban design, a wide variety of sources, such as, but not limited to, media articles, government policies and regulations, census data, and statistics, were studied.

By using GIS software, this element of the project tries to analyse the spatial data and create a visually appealing diagram if planform the available sources as a way onf convening meaning and interpretation. To be more specific, information about GIS layers was utilized in the construction of maps that were imported from the following sources:

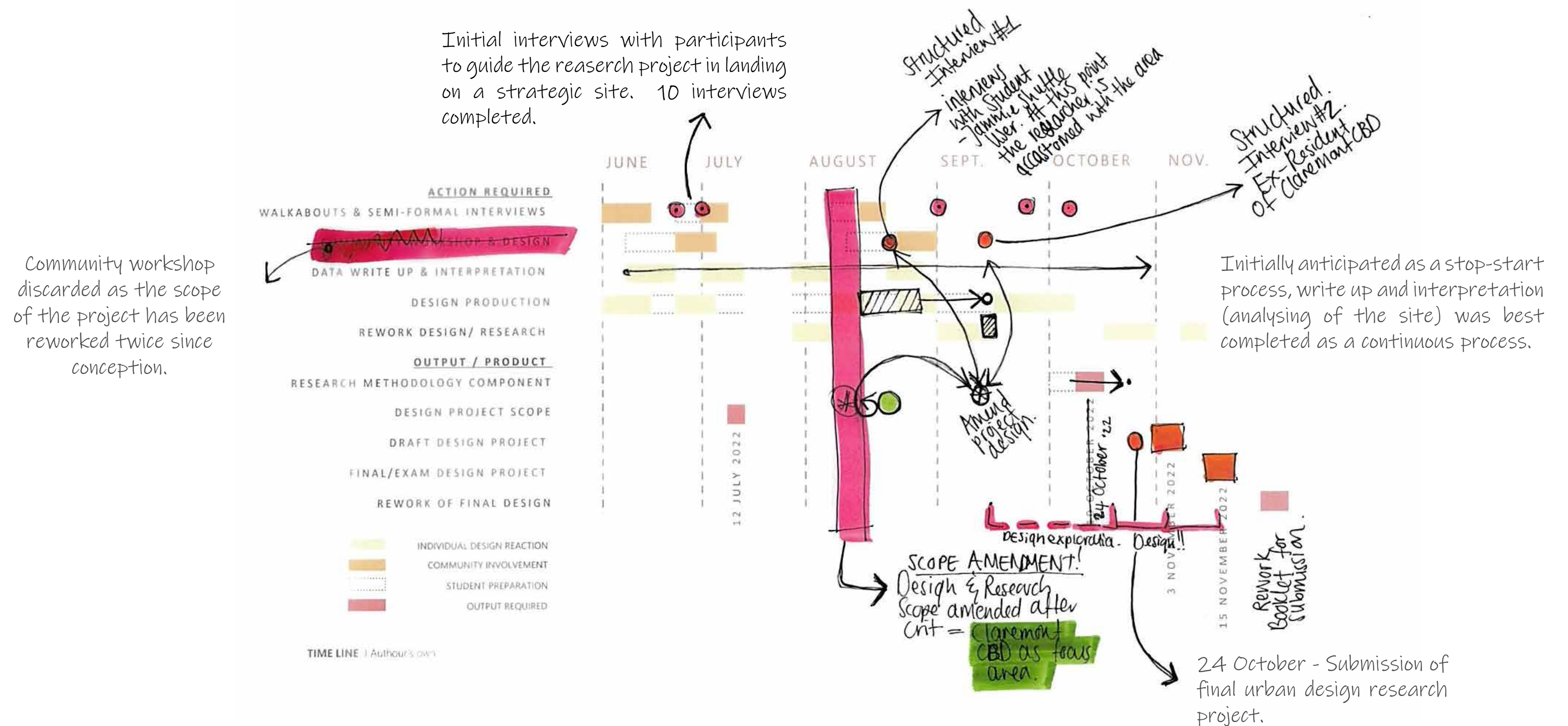
- 1) the City of Cape Town (CoCT) Open Data Portal (<http://odp.capetown.gov.za/>)
- 2) UCT GIS resources available to students of the Architecture, Planning, and Geomatics school.
- 3) Generated maps using Google Earth draw tools, that are

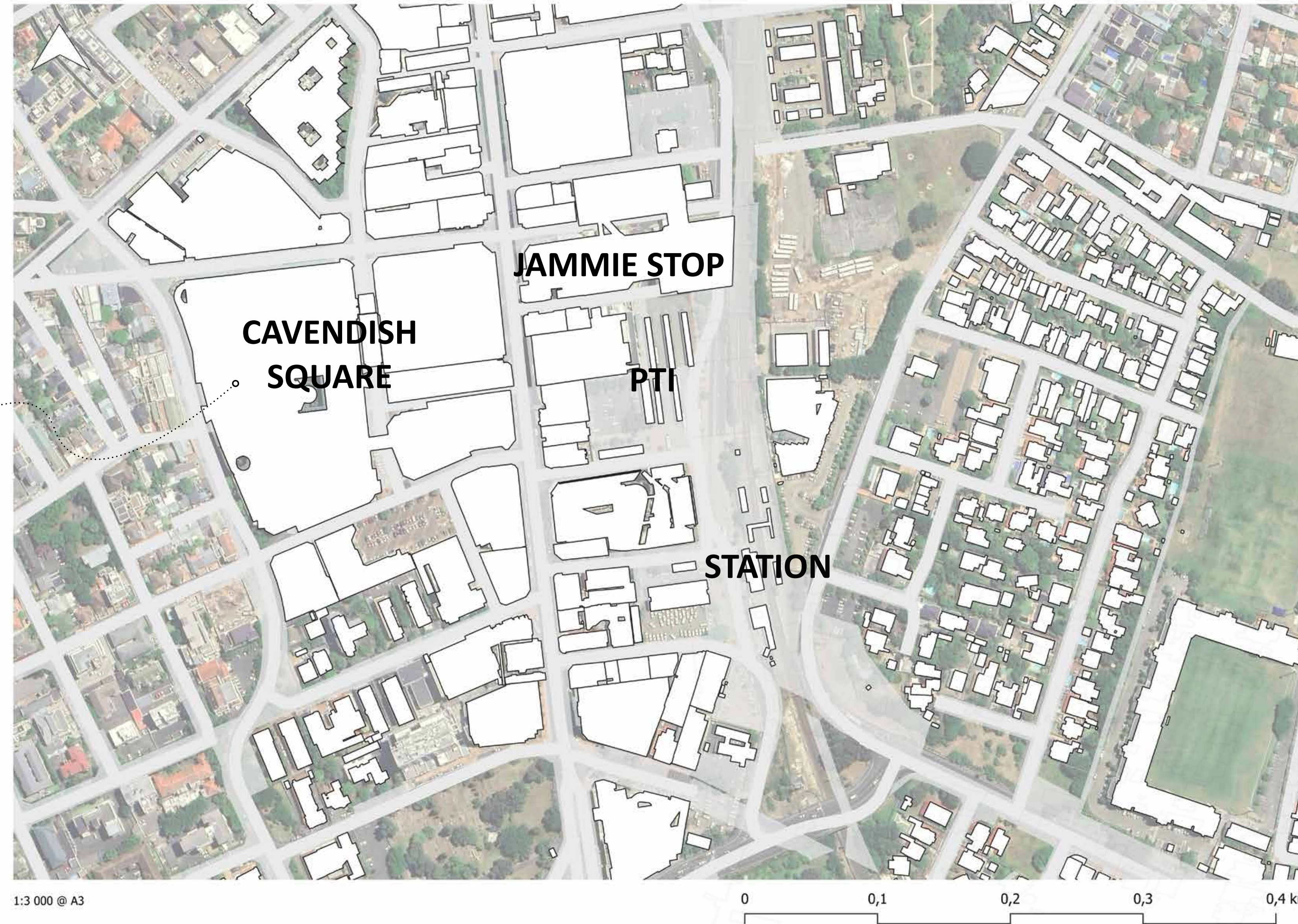
exported in required formats for importing and manipulation in other software such as QGIS, Adobe Illustrator, AutoCAD and Sketchup.

4) Some layers were download form Cape Farm Mapper (<https://gis.elsenburg.com/apps/cfm/>) or redrawn and exported to other formats

5) CoCT Online Zoning Viewer (<https://citymaps.capetown.gov.za/EGISViewer/>) was used to import additional data layers.

Visualization of all of the obtained GIS data was accomplished with QGIS free software, and Adobe Illustrator, AutoCAD and Sketchup.

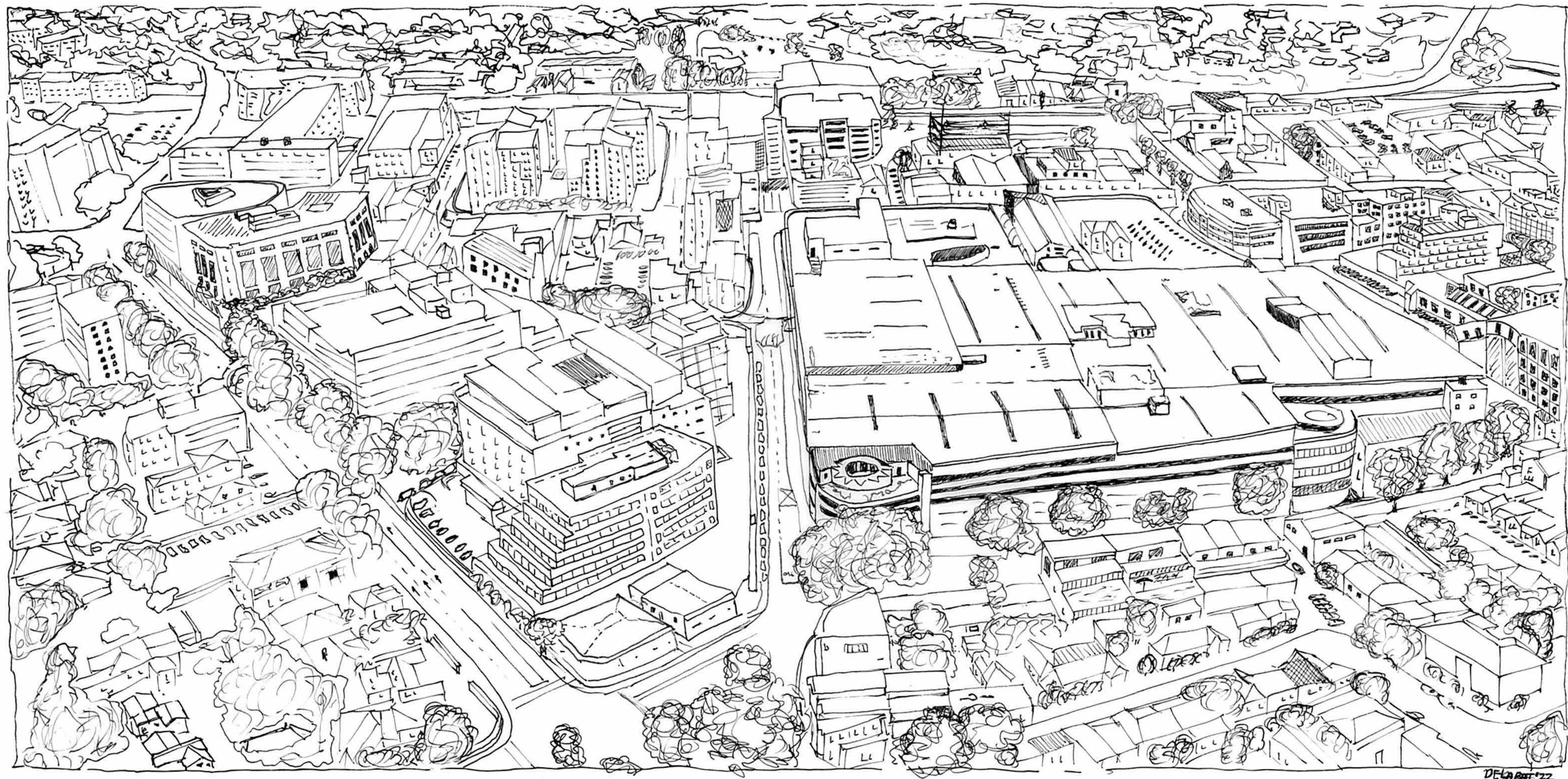


3. **LANDING** | STUDY AREA

Located in the Western Cape of South Africa, the area is nestled on the eastern side of Tafelberg in the South Suburbs of Cape Town metropolitan area. The identified site is located adjacent to the wedge of land between Main Road and the Railway line; the significant public transport facilities within that, and the streets that connect these spaces.

Based on the above, the area around the public transport interchange, Main Road and Cavendish Square was selected as the primary focal area for this study. This area will be further analysed using different design and data analysis techniques.

**Landing the site** | Composite image indicating the location of Claremont within the larger metropolitan area & regional context; and the placement of the CBD within Claremont  
**Source:** Author, 2022



The 1 km building | A walk around Cavendish Square would amount to roughly 1 kilometre. Source: Author, 2022

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## 4. LITERATURE REVIEW | THEORETICAL FRAMEWORK

### 4.1 INTRODUCTION

This section will present the findings of the literature review and in so doing, provide the framework for further analysing. The section considers place-making and its impact on design; the street and its qualities of space and connection and conclude by presenting the literature framework in terms of the design requirements that the framework generate.

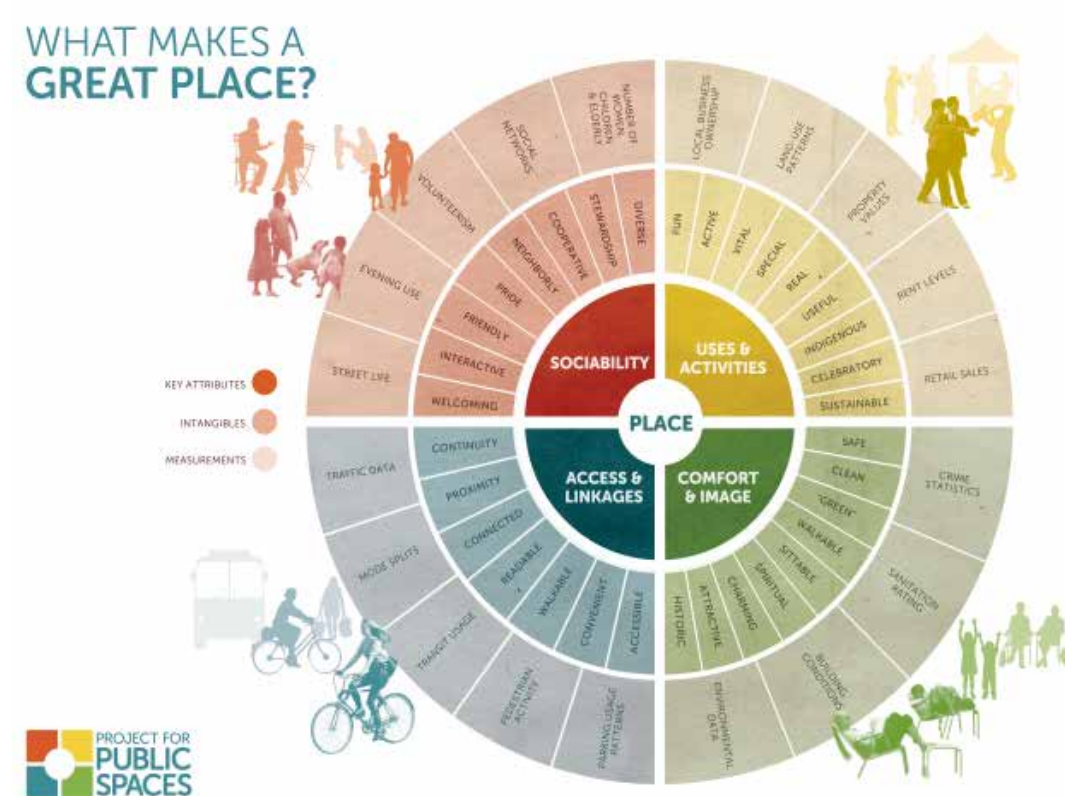
### 4.2 PLACEMAKING

In understanding the thesis statement, it is necessary to understand what placemaking is. Defining the concept of placemaking is troublesome as it stretches across several disciplines, over arches many other well-known terms and is a process that deals with the tangible and intangible equally. The text below provides a synopsis of the article-long definition by Project for Public Spaces (2008).

*"...placemaking refers to a **collaborative process** by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, placemaking facilitates creative **patterns of use**, paying particular attention to the physical, cultural, and social **identities** that define a place and **support its ongoing evolution**.*

*With **community-based participation** at its center, an effective placemaking process capitalizes on a local community's assets, inspiration, and potential, and it results in the creation of **quality public spaces** that contribute to people's health, happiness, and well being."*

*Source: Project for Public Spaces (2008)*



This shows that at its core, placemaking is a collaborative process that deals with improvement of urban space with the aim of creating a sense of place. Even though this brief summary falls short of explaining the concept as a whole, it will be used as the working definition for placemaking in this research project.

**PRINCIPLES OF GREAT PLACES** | Source: Project for Public Spaces, Oct.2015

### 4.3 THE STREET

The statement also requires an understanding of streets and their functioning within this complex process. Streets are pieces of infrastructure that knit together three functions as they are routes of movement within and between urban areas; they are focal and social areas for communities (Falk & Rudlin, 2009:193); as well as the space and connection for commerce (UN-Habitat, 2013:2). These three functions of streets influence the identity of streets and require further unpacking. It is also evident that the type and traffic flow of a street or road impact the sense of community and social activities of streets as it was found that residents on lightly trafficked streets could have up to 3 times more friends and acquaintances as those on heavily trafficked roads (CABE Space, n.d; Appleyard, 2022). For these reasons it is crucial that streets be recognised as a significant part of the public realm that shape the urban experience; and should therefore be designed to harness these benefits. Recognising the street as a the stage for human movement and mobility rights, would help designers to pursue the qualities that benefit all users of this public space, regardless of their choice in transport; which in turn would create streets that cater to different needs and equality (Prytherch, 2018:197-198).

Understanding the design status quo of Claremont's streets would provide a rich understanding of the actions required to re-imagine (where necessary) streets so that they would benefit all users. For Cape Town, Low (2003: 235) advocates for proximate design of streets with narrower streets that are lined with economic activities and have scaled public-pedestrian spaces. This not only provides opportunities for public interaction but also contributes to urban vitality that can sustain human and economic encounters 24/7. Moreover, this highlights the significance of design that encourages proximate street layouts, narrower streets and activity on street edges. It would be beneficial to understand other qualities of streets that would strengthen the role of streets as public space.

### 4.4 A "GOOD STREET"

Project for Public Spaces has identified 8 principles of streets that possess a sense of place and attract people. Streets that exhibit these qualities have a high measure of activities and destinations, safety, inviting and detail rich, designs that foster lingering, interaction and social opportunities, uniqueness, accessibility, and flexibility. Below the researcher has summarized these principles and given examples of how these principles can be studied or measured for a specific site.

As seen from the above, the qualities that make a great street are numerous and complex, spanning from the physical to the intangible and perceived. Even though the researcher provides some preliminary methods that can be used to 'measure' a possible site for these qualities, the given methods alone are by no means adequate in measuring these principles in a site. Furthermore, it can be seen that, towards understanding the ability of the street to act as a placemaking tool, multiple scales of investigation will need to be applied spanning from the urban block down towards the street and its components.

The literature review has also provided us with identity markers of good streets that we can use to find relevant local streetscapes that could provide a richer understanding street as placemaking tool in Cape Town, whether because the sites are lacking or preside over one or more of the qualities.

Activities & Destinations	Safety	Inviting & Detail-Rich	Designed for Lingering
<ul style="list-style-type: none"> <li>Streets with more options are more attractive to diverse users. The rule of 10 implies that great places have 10 things to do or interact with at multiple scales (See corresponding image).</li> <li>Inside-out quality where indoor activities spill out onto streets.</li> <li>Buildings should interact with the street and have an active building edge.</li> <li>Should allow for activities such as vending, events that create more complex forms of socializing.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic movement, speed and levels can influence user experience.</li> <li>Crime levels (real or perceived) should be mitigated by having eyes on the street.</li> <li>Pedestrian movement spaces should be safe from speeding cars and intersections should be provided.</li> </ul>	<ul style="list-style-type: none"> <li>Many small details that involve design of buildings, landscaping, sidewalk features &amp; street layout.</li> <li>The small scale of buildings and clustering of buildings creates dynamic and diverse streets.</li> <li>People are attracted to rich detail and interesting features, which includes visibility into buildings and their activities.</li> <li>Lighting, art &amp; other features or moments.</li> </ul>	<ul style="list-style-type: none"> <li>People spend time in spaces where they feel comfortable or are intrigued.</li> <li>Meeting basic needs (seating, bathroom, food &amp; drink options, shade &amp; weather protection) will increase the possibility that users will stay in spite of weather changes.</li> <li>People lingering in a street makes it seem more appealing to others as well.</li> </ul>

Interactive & Social	Unique	Accessible	Flexible
<ul style="list-style-type: none"> <li>Streets should facilitate interaction-planned or unplanned.</li> <li>"Triangulation" of features and activities that spark interaction- even between strangers.</li> <li>Interaction can be sparked by inspiration (features, art, entertainment) of from physical function (seating options, water features).</li> <li>Great streets have multi-sensory experiences (sight, sound, smell, taste, touch).</li> </ul>	<ul style="list-style-type: none"> <li>Great streets have a unique identity and feel.</li> <li>One or more feature that is unique to this street/place.</li> <li>Communicates the street/place's history, culture, values.</li> <li>These streets tell a story of the identity possibly through art, landscaping, pavement materials &amp; design, signage, events, institutions, people &amp; business on the street.</li> </ul>	<ul style="list-style-type: none"> <li>Meeting space for local community (transcending gender, ethnicities, income levels).</li> <li>Should have diverse destinations and activities.</li> <li>Needs to be accessible to all.</li> <li>Accessible via walking, cycling &amp; transit (not only vehicle).</li> <li>Prioritizes pedestrians (shorter block lengths, regular intersections &amp; crossings, pedestrian routes).</li> </ul>	<ul style="list-style-type: none"> <li>Great streets need to maintain the use year-round (even in changing weather).</li> <li>Should ideally meet multiple community goals.</li> <li>Good streets have some degree of flexibility of use (weekend vs weekdays) and how the different uses are shown (different materials, temporal signage &amp; amenities) even if it is short term.</li> </ul>

Furthermore, it can be seen that, towards understanding the ability of the street to act as a placemaking tool, multiple scales of investigation will need to be applied spanning from the urban block down towards the street and its components. The above and adjacent serves as tool for analysing the quality of the urban street, especially in terms of the street as place for social interaction. However, the literature review has also touched on the other qualities of the street, namely its function as movement corridor and connector of space and commerce. In understanding the street as a structural organising element of the urban space (Falk & Rudlin, 2009:192), it is necessary to understand its position in the larger context of the city. This also correlates to the issue of scale as mentioned in the previous 2 pages. The literature has been summarised in a table for easy reference.

STREET AS CONNECTOR	STREET AS PUBLIC SPACE
<p><i>Streets are a single component of the urban design components and form part of the street network, urban block, the building, the public network. (Falk &amp; Rudlin, 2009; Marshal, 2005) which in turn influences the urban grain &amp; urban fabric.</i></p> <p><i>Streets are routes of movement through an area and focus area for a local community (Falk &amp; Rudlin, 2009). In understanding the place that the street occupies in the urban space as a route of movement, it is crucial to understand also the hierarchy, form, connections, movement and framework of streets at neighborhood level (Marshall, 2005; Uytendogaardt et al, 2000) and also at street level (Falk &amp; Rudlin, 2009).</i></p>	<p><i>In understanding the role of the street as a focus area for local communities, it is crucial to consider the street's public spaces, ability to contain urban space, accessibility, permeability, perceived quality of existing space and lastly its ability to nurture economy. (Project for Public Space, 2008 &amp; 2015; Carmona, 2021; Hartnett, 2017; UN-Habitat, 2013).</i></p>
<p><b>NEIGHBOURHOOD LEVEL ANALYSIS</b></p> <p>Street framework Urban block Neighbourhood public space Building Footprint Movement on street Connections Urban grain Urban fabric</p>	<p><b>STREET LEVEL ANALYSIS</b></p> <p>Documenting adjacent public space (r) Mapping ability to contain urban space (enclosure study) (r) Access points (mapping) (r/c) Permeability (r) Perceived quality of street space (c) Economic spaces on the street (r/c) Movement on street (r/c)</p>
<p><i>The researcher can conduct the neighborhood level analysis individually using GIS data, satellite imagery and observations, activity &amp; economic opportunity mapping, sections, day vs night comparisons, landscaping mapping.</i></p>	<p><i>The street level analysis would require some community involvement. It would be unwise and erroneous to attempt to quantify all these criteria (for example perception of quality of space) and to this end a flexible interview approach will be applied where possible. Using the <b>Twelve Urban Quality Criteria</b> by Gehl as point of departure, the researcher will conduct site walks, photo analysis and create initial observations. Thereafter, the researcher will engage with locals and pedestrians by means of the survey questionnaire attached as Annexure B.</i></p>

(r) Researcher  
(c) Community Involvement

**ADJACENT PRINCIPLES OF GREAT STREETS I** Summary of 8 principles of great streets and possible ways to study/ measure these qualities within the chosen context. (Created by author from article by Project for Public Spaces, Oct.2015)

**ABOVE 2 MAIN QUALITIES OF THE STREET I** Summary of the 2 main qualities of the street. Source: Author, 2022



View of the Public Transport areas and railway line | Source: Google Earth 3D city view, 2018

## CASE STUDY 1 | PEDESTRIAN STREET REDESIGN - SMALL & STRATEGIC BOSTON | USA

In 2014, the Boston Planning and Development Agency launched the Mt Vernon Street Redesign initiative off the back of the area redevelopment master plan which was newly launched. The proposed changes were meant to make the street safer and more accessible for pedestrians and to balance all modes of transportation in a heavily car-dominated street and city. The 1970's car-centric planning and design of Boston was legendary; as was the decline of this city when the envisioned automobile dominated city did not come to pass.

The 2014 redesign aimed to enliven dead spaces by animating the space with activities such as retail or social activity encouraged by possible additions like outdoor furniture or public art. The proposal aimed to enhance the identity of the area through inter alia public art on strategic overpasses that acts as a gateway to the neighborhood.

This redesign project was implemented through a two phase design, namely:

1. 25% Design: A preliminary design that defined the basic structure of the street—for example, the number of vehicular routes, width of sidewalks, bicycle accommodations, location of landscaping and trees, street furniture, wayfinding, street lighting, bus stops and similar. Community involvement forms a significant part of the 25% design phase, and regular meetings were held between 2014-2015.

2. "100% Design": This follows the 25% design and produce detailed drawings that, when complete, provide the design for construction bidding.

Applying the 2 phase approach, allows early community involvement, and accountability and flexibility in the process. (BRA, 2014; BRA 2014; Dorchester Reporter, 2014).

In 2022, it seems that only some of the ideas envisioned for the area were realised. However, it is noted that not all urban improvements projects should be radical to be considered successful, as often small, even temporal change, can become significant and permanent change.

Concept | Source: BRA, 2014

### What we can take forward:

- early and comprehensive community planning and involvement is crucial
- a phased approach is a valid and strong design tool
- small-scale, strategically located interventions can be significant



## CASE STUDY 2 | PARKING TO PARK(LET) CAPE TOWN | South Africa

In 2020, local business owner of Café Frank's installed the parklet along Bree Street in Cape Town City Central. The addition of the parklet, according to the owner, saved his business during the Covid-19 epidemic and ensuing public space utilisation restrictions by extending the outdoor seating area. (CCID, 2021). There are multiple examples of past, present and planned parklets for Cape Town with the majority being in Long and Bree Street.

*"Parklets bring change to inner-city environments by converting car space to people space, and open the conversation of how important this shift would be at scale". "The creation of parklets and positive public spaces have huge benefits not only to businesses but to building confidence in a neighbourhood"* - Kirstin Wilkins (source: CCID, 2021).

Parklets are mini-parks constructed on existing on-street parking lots. Existing local and global examples of successful installation of parklets show how parking spaces can improve community, environmental, and economic outcomes as parklets are often built where urban parks are lacking or footpaths are too narrow. Parklets improve street environments by reclaiming space for pedestrian use and retaining pedestrian movement, doubling as a pause area and adding vibrancy. (Auckland Council, n.d).

Even though this particular parklet is associated and use by a private restaurant and not publically accessible in the traditional sense of a freely accessible park or seating area, the parklet still provides other benefits such as activating the pedestrian realm in the urban concrete jungle of Cape Town.

Parklet concept design | Source: NATCO, n.d.

Franks Café Parklet | Source: CCID, 2021

### What we can take forward:

- ensure local business and stakeholder input
- small-scale, strategically located interventions
- support small & local businesses
- activated street spaces & active building frontage spilling out onto the street
- human-first approach



**CASE EXAMPLES 3 | TEMPORAL STREET INTERVENTIONS**

The below images are generated by Urban Ideas (Urb-i) by comparing Google Earth imagery. They depict temporal street interventions that were often implemented on trial basis, which led towards more permanent transformation of urban space. These interventions often include surface treatment such as painting of the street surface, adding benches, movable furniture such as planter boxes and other street furniture. These powerful visual examples show that not all interventions need to be implemented start to finish from scratch, but that incremental design can effect permanent change to the pedestrian realm (Urb-i, n.d.)

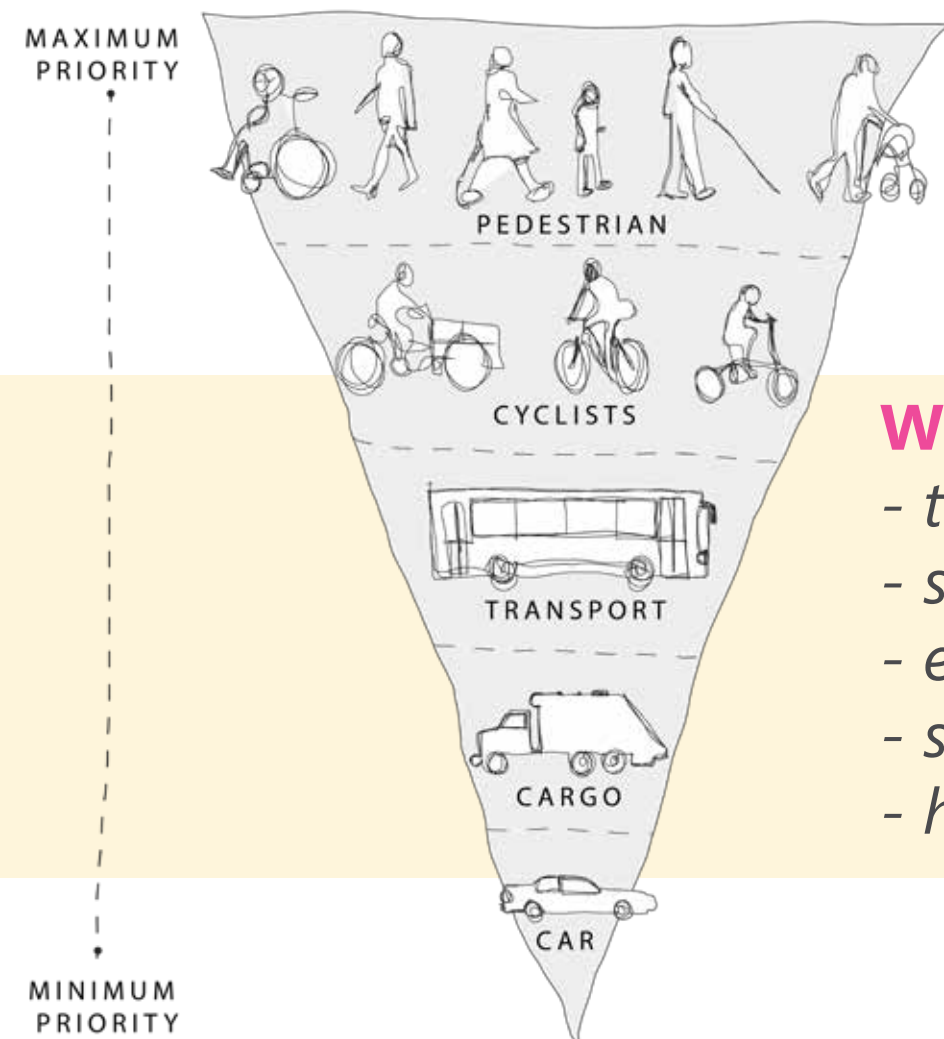
**Example 1:  
2838 PL Wroclaw, Kotlarska (Poland)**

A side street has temporarily been closed to car-traffic by means of barriers. The closed-off street has been repurposed as a restaurant seating area. The temporary road closure has also activated the adjacent pedestrian walkway.



**Before & After Poland** | Source: Urb-i, 2014

**Street Priority Diagram** | Source: Author adapted, 2022

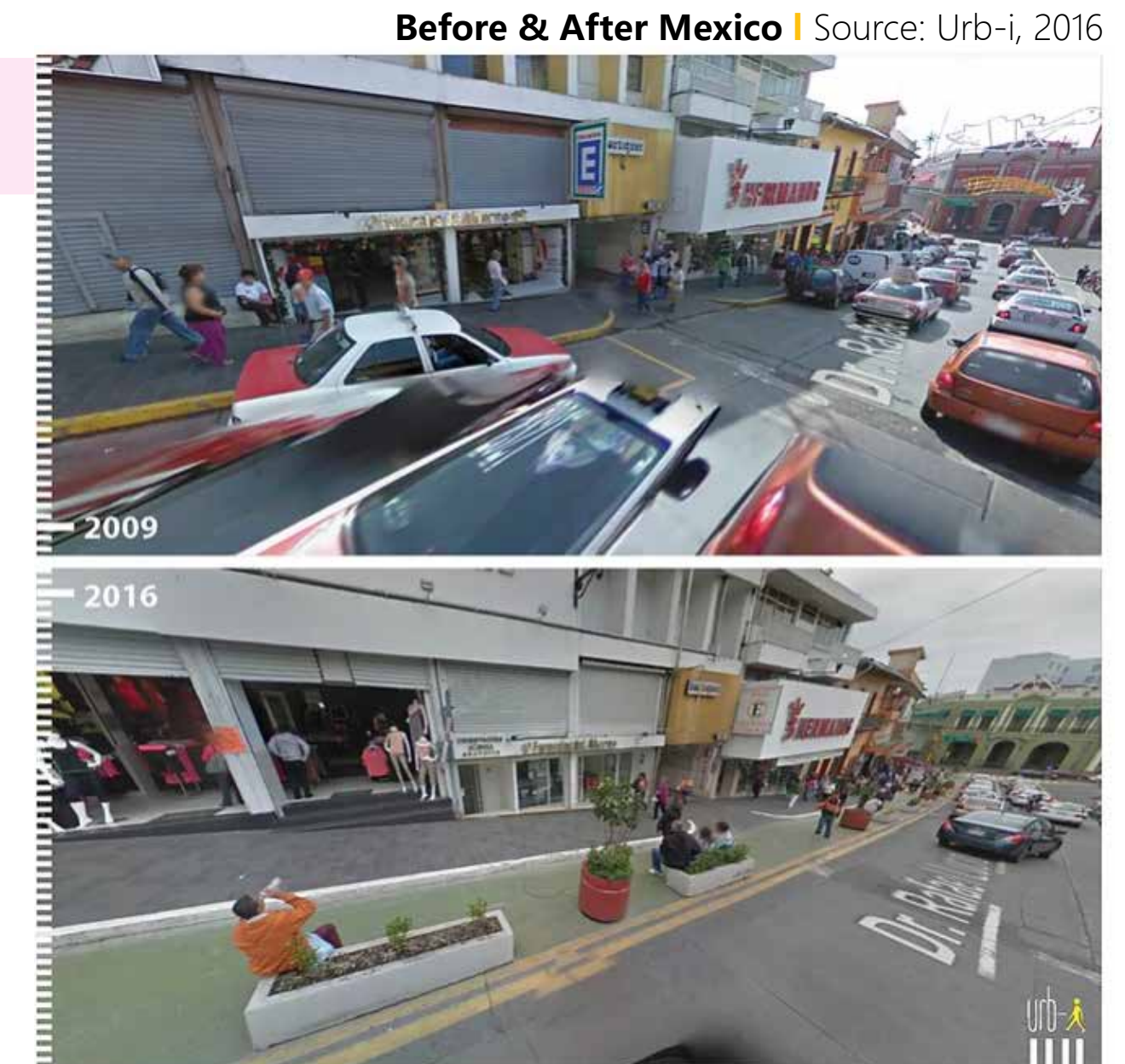


**What we can take forward:**

- temporary can become permanent
- sometimes a lick of paint is all it takes
- effective pedestrian environment starts with a change in how we think about urban space and streets
- street doesn't mean car/ taxi/ bus- it could be pedestrian only
- human-centric approach

**Example 2:  
2891 MX Xalapa, Dr. Rafael Lucio (Mexico)**

Surface treatment and movable planter boxes were installed to cordon-off a section of road previously utilised for parking and driving resulting in a pedestrian walkway along the building shopfronts.



**Before & After Mexico** | Source: Urb-i, 2016

**Example 3:  
2101 BR Belo Horizonte, Rua Cataguazes (Brazil)**

Surface treatment by means of vibrantly painted patterns contributes to the creation of a space, not just a road. The addition of movable barriers, such as planter boxes and concrete slabs, and seating easily and effectively moved this urban road into the public realm.



**Before & After Brazil** | Source: Urb-i, 2016

## 4.6 Conclusion: The street as placemaking tool

### STREET AS CONNECTOR

The initial site analysis, literature review and case study analysis has provided valuable insights into understanding the concepts of placemaking, the nature and characteristics of streets, and most importantly, has highlighted the potential of streets as significant contributors to public sense of place when activated and celebrated. The capacity of the street to improve urban spaces can be divided into two characteristics, namely the street as a connector and the street as a public space. The below table summarizes key features and requirements within each of these categories.

### STREET AS PLACE

STREET AS CONNECTOR	STREET AS PUBLIC SPACE
<p><i>Streets is a single component of the urban design components and form part of the street network, urban block, the building, the public network. (Falk &amp; Rudlin, 2009; Marshal, 2005) which in turn influences the urban grain &amp; urban fabric. Streets are routes of movement through an area and focus area for a local community (Falk &amp; Rudlin, 2009). In understanding the place that the street occupies in the urban space as a route of movement, it is crucial to understand also the hierarchy, form, connections, movement and framework of streets at neighborhood level (Marshall, 2005; Uytendogaardt et al, 2000) and also at street level (Falk &amp; Rudlin, 2009).</i></p>	<p><i>In understanding the role of the street as a focus area for local communities, it is crucial to consider the street's public spaces, ability to contain urban space, accessibility, permeability, perceived quality of existing space and lastly its ability to nurture economy. (Project for Public Space, 2008 &amp; 2015; Carmona, 2021; Hartnett, 2017; UN-Habitat, 2013).</i></p>
<p><b>DESIGN REQUIREMENTS FOR STREET AS CONNECTOR</b>            Complete &amp; connected grid/ <b>network of walkable streets</b>            Massing of buildings need to be <b>navigable</b>            Neighbourhood public spaces need to be <b>connected</b> (as the public realm)            Movement interventions should be an <b>extension of the existing</b>            Connections should be <b>realistic</b> and <b>whole</b> (i.e., truly walkable, connected routes, inclusive)            Scattered pedestrian space can form a whole – if <b>links</b> are honoured            There should be a degree of <b>permeability</b> into urban areas  <b>Crossing</b> of transport infrastructure should be made easy, safe and realistic (i.e., intersections, railway, underpasses, bridges)            There should be clear, unambiguous <b>pedestrian connection between public transport stops</b></p>	<p><b>DESIGN REQUIREMENTS FOR STREET AS PUBLIC SPACE</b>            Public spaces adjacent to streets should be at <b>human scale</b>            Buildings need to respond to the public realm (<b>edge interaction</b> at human storeys, i.e., Ground &amp; Second)            Buildings should protect and enclose urban space (<b>appropriate height</b>)  <b>Access points</b> into public space should be celebrated, easy to navigate, and welcoming  <b>Community</b> should be involved in creative solutions (Perceived quality of street space)  <b>Economic spaces</b> along the street should be protected &amp; <b>provision</b> should be made for these uses  <b>Pedestrian movement</b> spaces along streets should be prioritised  <b>Public Transport Interchanges</b> should be recognised as crucial public spaces (as they are crucial connection points)            Pedestrian space between PTI's should form an easily, navigable network so as to ensure ease of use of public transport (i.e., <b>improved pedestrian environment between transport stops</b>)            Pedestrian spaces should have <b>triangulation of uses</b> (i.e something to do, to see and to interact with)  <b>PTI's</b> should be recognised as a <b>destination point</b>, not a "back-of-house" use</p>

This is significant for Claremont, as the initial site analysis has highlighted the lack of sense of place in Claremont CBD. The following sections will elaborate on the conditions of the study area applying a multiscale analysis. The qualities of good streets contribute to a sense of place within an urban space, as identified in the theoretical framework, will be implemented in the design approach and guide the strategic areas for further analysing.

# 5. CONTEXTUALISING | ANALYSIS AT CITY SCALE

## LAND PARCELS AND LAND USE

The size and shape of land parcels act as first indicators into the space and the areas. For example in the plan below, the Phillipi Farms to the south east can be easily identified. While the and larger, less dense land parcel grouping is clustered along the side of the mountain.



**MAP INFORMANTS**  
 OCEAN  
 LAND PARCELS  
**Land Parcels** | Source: Author, 2022

## TRANSPORT INFRASTRUCTURE

The below plan indicates the North South axes of the railway line. It also shows the lack of existing MyCiti services in the Southern Suburbs. The yellow lines indicated the proposed East West connection MyCiti connection which highlights the importance of these public transport interchanges as significant public-pedestrian spaces.



**MAP INFORMANTS**  
 OCEAN  
 EXISTING MYCITI BUS ROUTE  
 PROPOSED MYCITI BUS ROUTE  
 RAILWAY LINE  
 ARTERIAL ROADS  
 MAJOR ROADS  
 STREETS  
 RAILWAY STATION  
 BUS STOP  
 MYCITI BUS STOP  
**Transport infrastructure CPT** | Source: Author, 2022  
**CPT transport diagram** | Source: Author, 2022

## INFLUENCE OF RELIEF

The below map, when compared to the other maps on this page clearly indicates the settlement-shaping effect of the mountains. The 'gap in the concentration of human population along the areas of Claremont CBD can even be seen on this scale.



**MAP INFORMANTS**  
 OCEAN  
 URBAN EDGE  
 HUMAN SETTLEMENT CONCENTRATION  
 CONTOUR LINES  
 RAILWAY LINE  
 MAIN ROADS  
**CPT human settlement** | Source: Author, 2022

## GREEN INFRASTRUCTURE

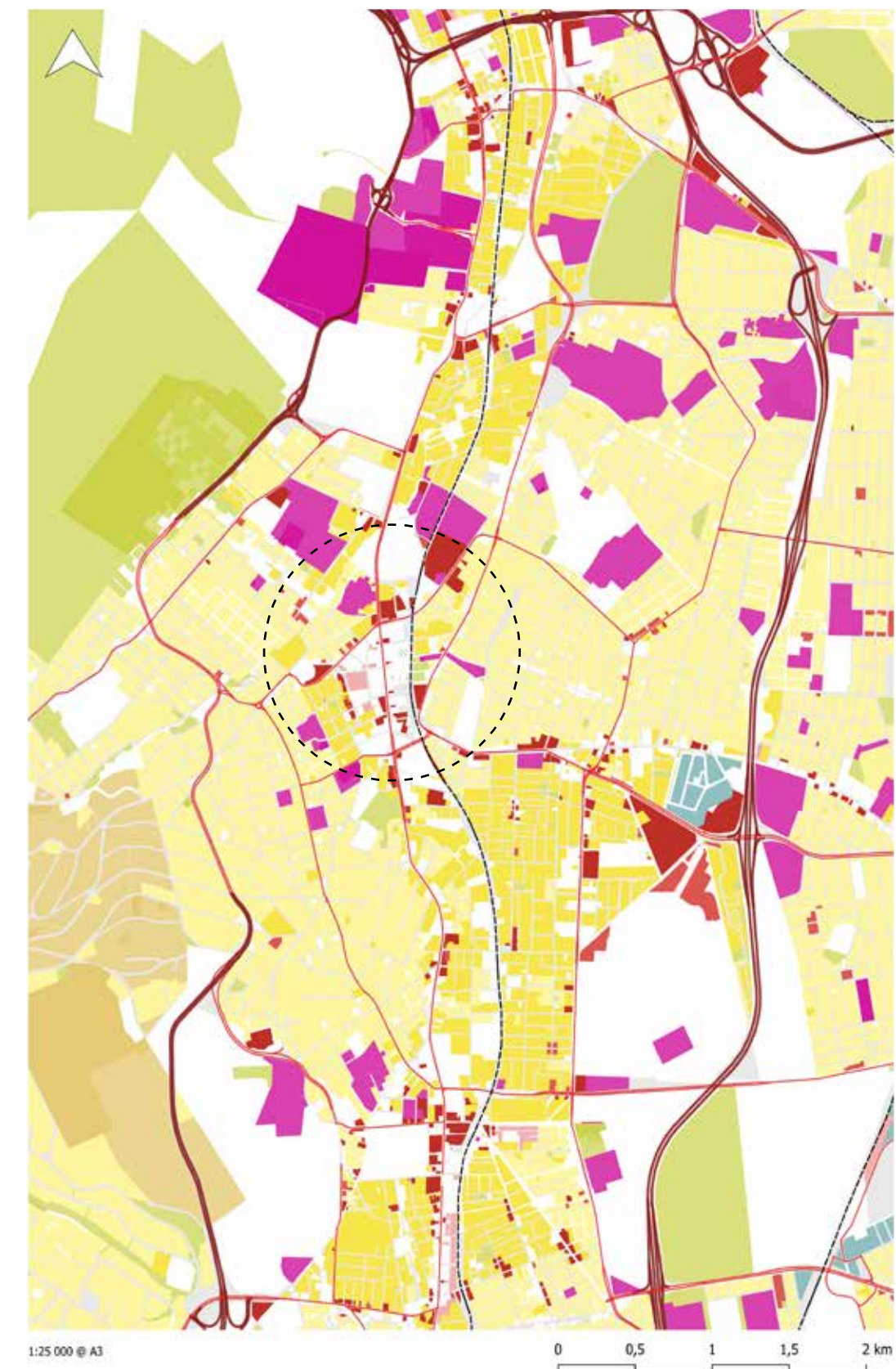
The map indicates the green infrastructure (terrestrial biodiversity network), waterways and parks of the region. The areas of Kenilworth, Newlands, Claremont and Rondebosch seem barren. However, this maps highlights how little natural landscaping is left. The aerial image shows a seemingly green and lush area. This requires further unpacking.



**MAP INFORMANTS**  
 OCEAN  
 RAILWAY LINE  
 TERRESTRIAL NETWORK RESOURCES  
 WATERWAYS  
 PARKS  
**CPT Green Resources** | Source: Author, 2022

ZONING MAP

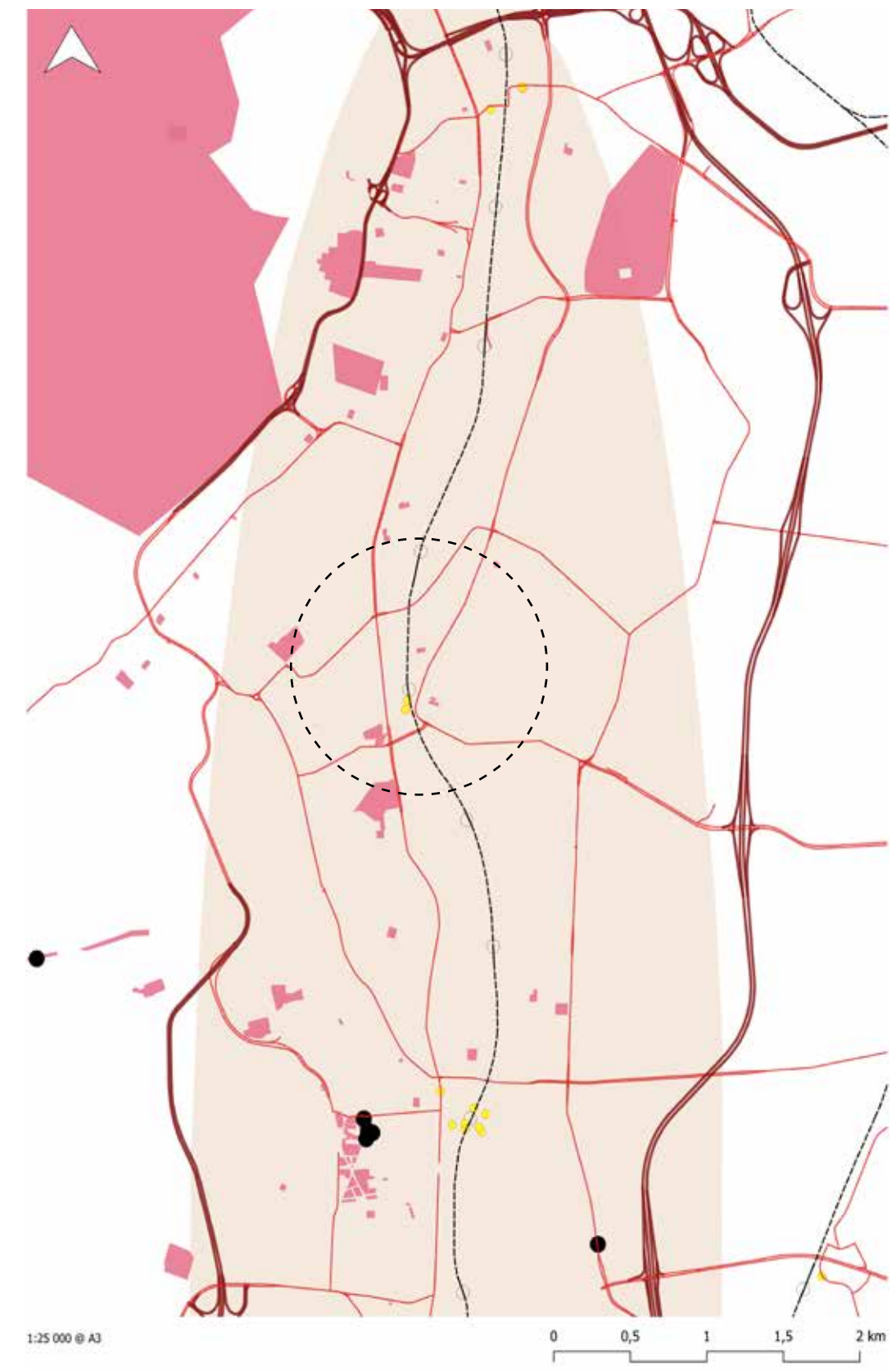
The map below shows larger stretches of split zoning, in particular clustered around the Claremont CBD. In other areas, these white pockets are often mixed use, especially along business corridors. The relative position and scale of UCT (topmost purple hatch) can be seen.



**Zoning - initial |**  
Source: Author, 2022

HERITAGE AND TOURISM RESOURCES

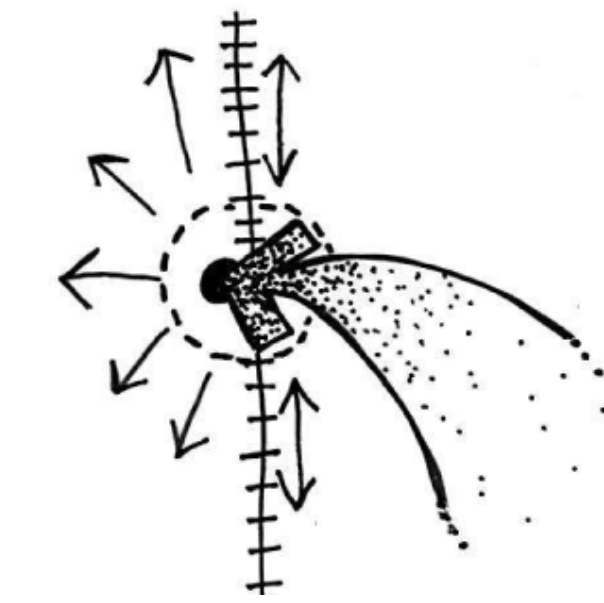
The plan below shows Claremont and the larger area as part of the proposed heritage corridor as per the CoCT 2022 Draft District Plan, as well as the proclaimed National heritage resources. As a whole, these resources seem to be clustered on the mountain side of the Railway line.



**Heritage resources |**  
Source: Author, 2022

5.1 CONCLUSION

It seems that Claremont benefit as a result of its location along several significant transport service infrastructure lines. As well as the relative closeness to the mountain which is a significant, and recognised natural resource. Claremont's position within the larger urban system is important, as it acts as receptor to the labour force that enters into the space, and it is an emerging economy. The section below will unpack the spatial conditions of Claremont in more detail.



**Bird's eye view |** The change in urban form can be seen on this compiled image. Source: Google Earth, 2018

**A Transport Knuckle |** Claremont as receptor of the labour force and how population concentrations come in and leave again. Source: Author, 2022

## 6. CONTEXTUALISING | ANALYSIS AT LOCAL SCALE

### 6.1 UNPACKING THE CONDITIONS

This section unpacks the urban conditions of for Claremont through representations of the existing conditions, and further tools (such as diagramming, photo studies and mapping). In doing this, the researcher was able to identify the urban problems and possible intervention areas. This section will inform the design concept.

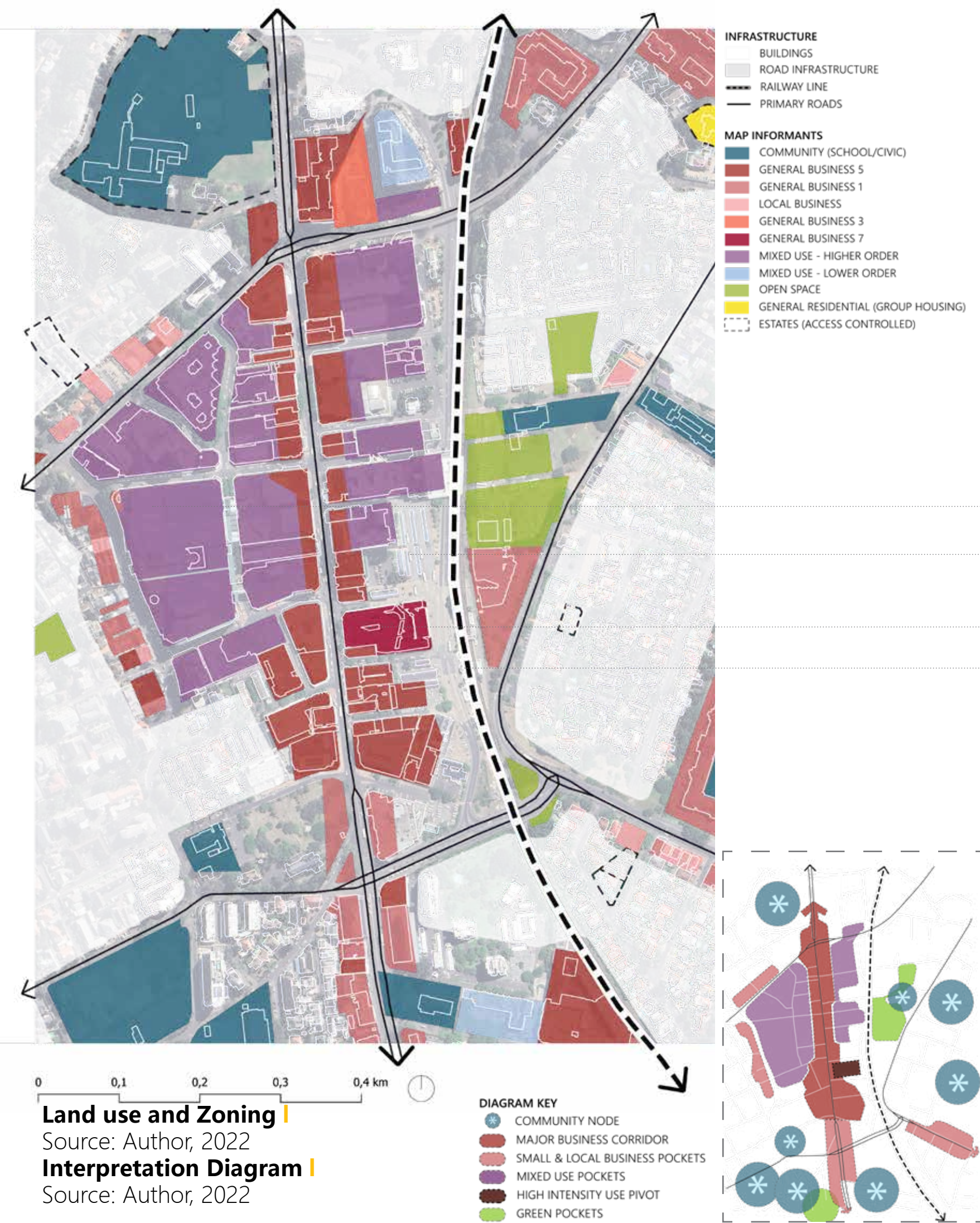
The below map was generated by using data from Strava (a popular exercise, activity tracker app), relating the preferred walking and jogging routes in Claremont CBD. It shows that people prefer to walk and jog along the light coloured routes, namely Main Road, Campground Road and Palmyra Road. This served as an interesting departure point for analyzing and testing pedestrian movement, and the quality of place within this area further.



**Jogging and walking concentrations in Claremont CBD** | Source: Author from Strava heatmap, July 2022

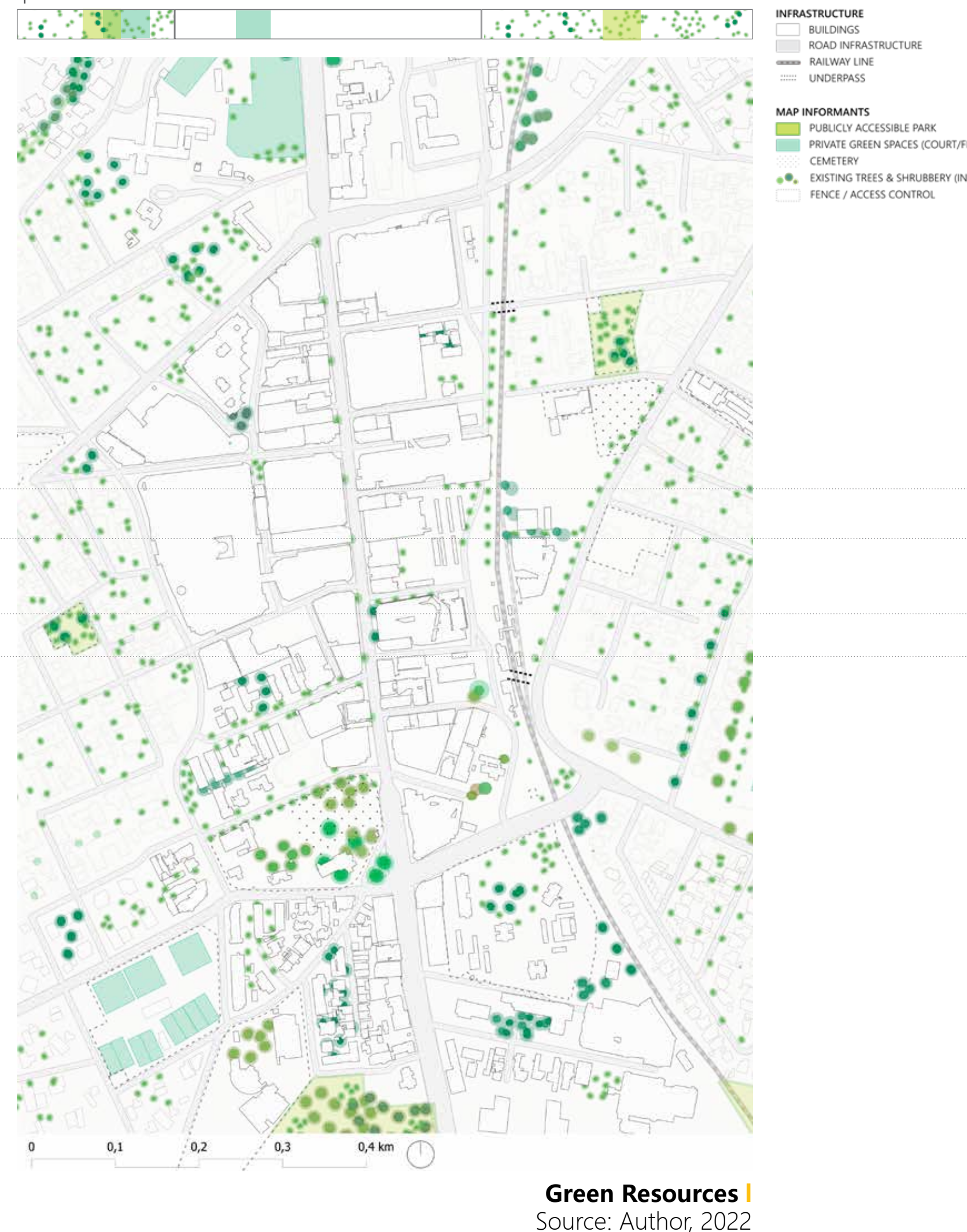
### LAND ZONING AND USE

The below plan and accompanying diagram show the concentration of higher order business uses along Main Road, with mixed use parcels flanking this area. It also identifies the placement of significant local nodes.



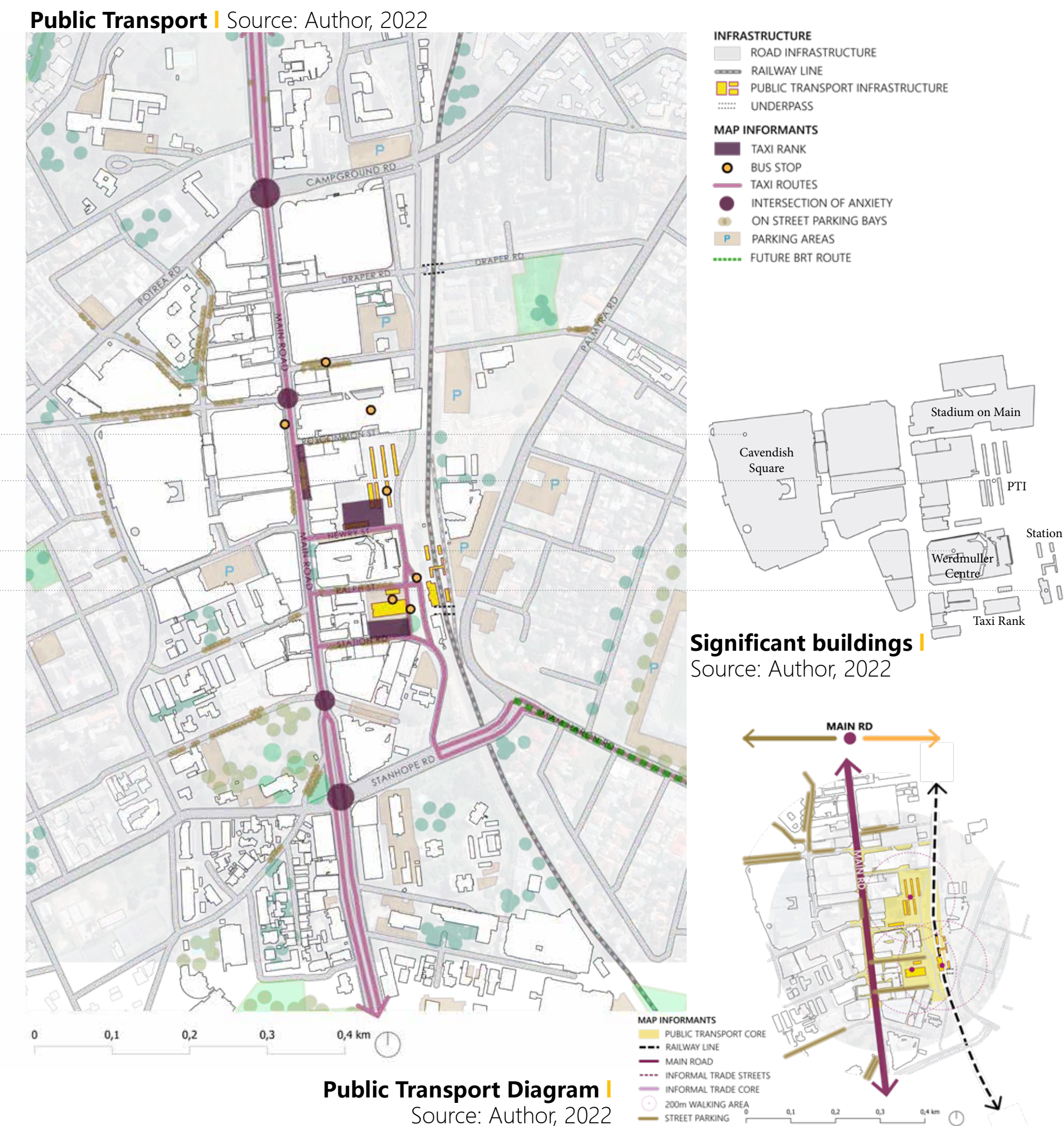
### GREEN RESOURCES AND ACCESS

This plan shows the scattering of trees along the residential areas of Claremont and indicates more barren conditions for the CBD. The residential area is punctuated by soft landscaping resources such as parks and recreational facilities. However, these are often access controlled and cannot be appreciated and enjoyed by the public. The map indicates a need for greening and extra soft landscaped spaces in the heart of Claremont.



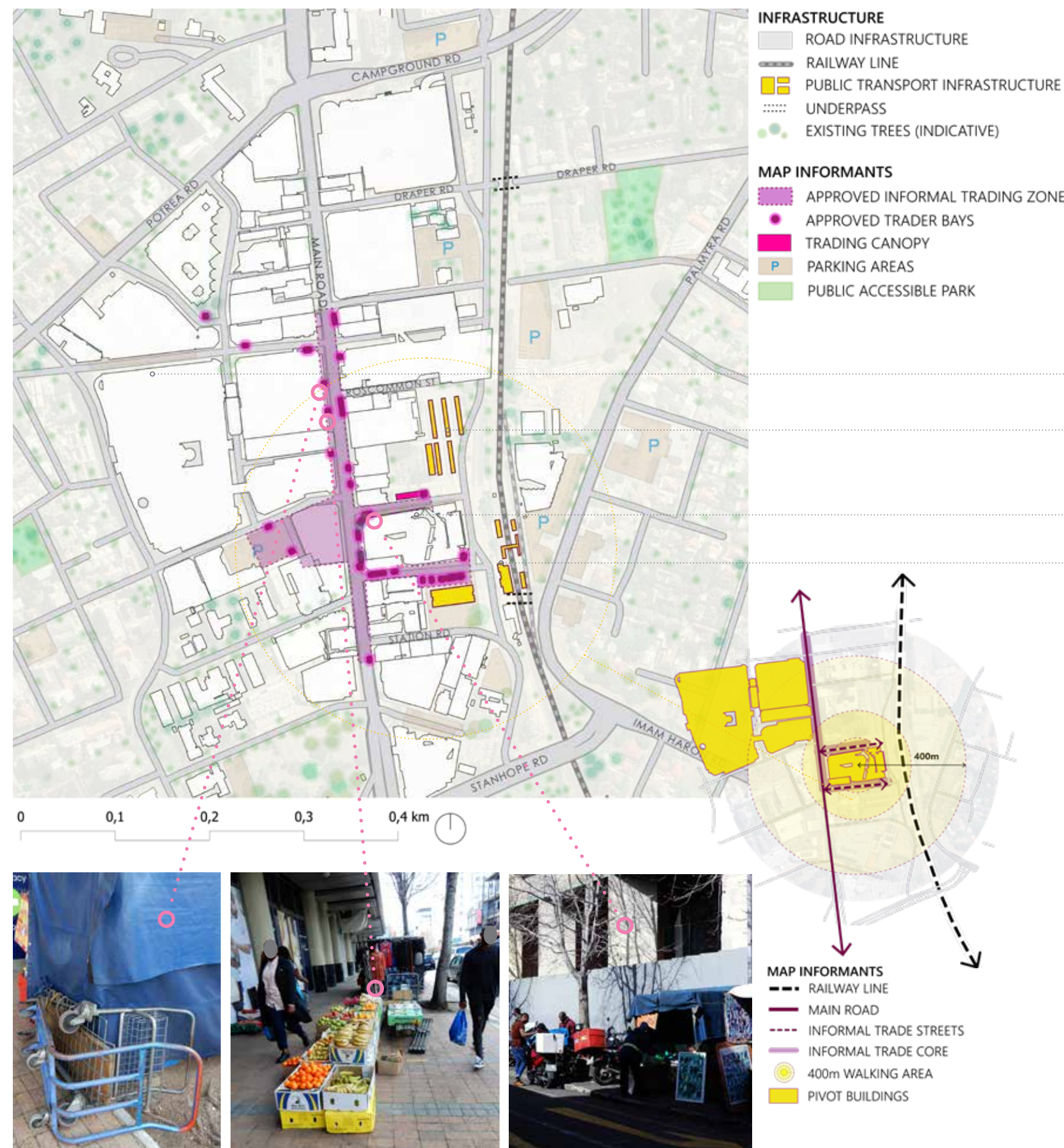
### PUBLIC TRANSPORT

The map and diagram identifies the placement (and significant position and role) of the public transport uses in relation to Main Road. The map and diagram identifies the placement (and significant position and role) of the public transport used in relation to Main Road. Furthermore, the map hints at a car-dominated space west of Main Road and a Public Transport character East of Main Road. This will be further developed in the next sections.



INFORMAL TRADE

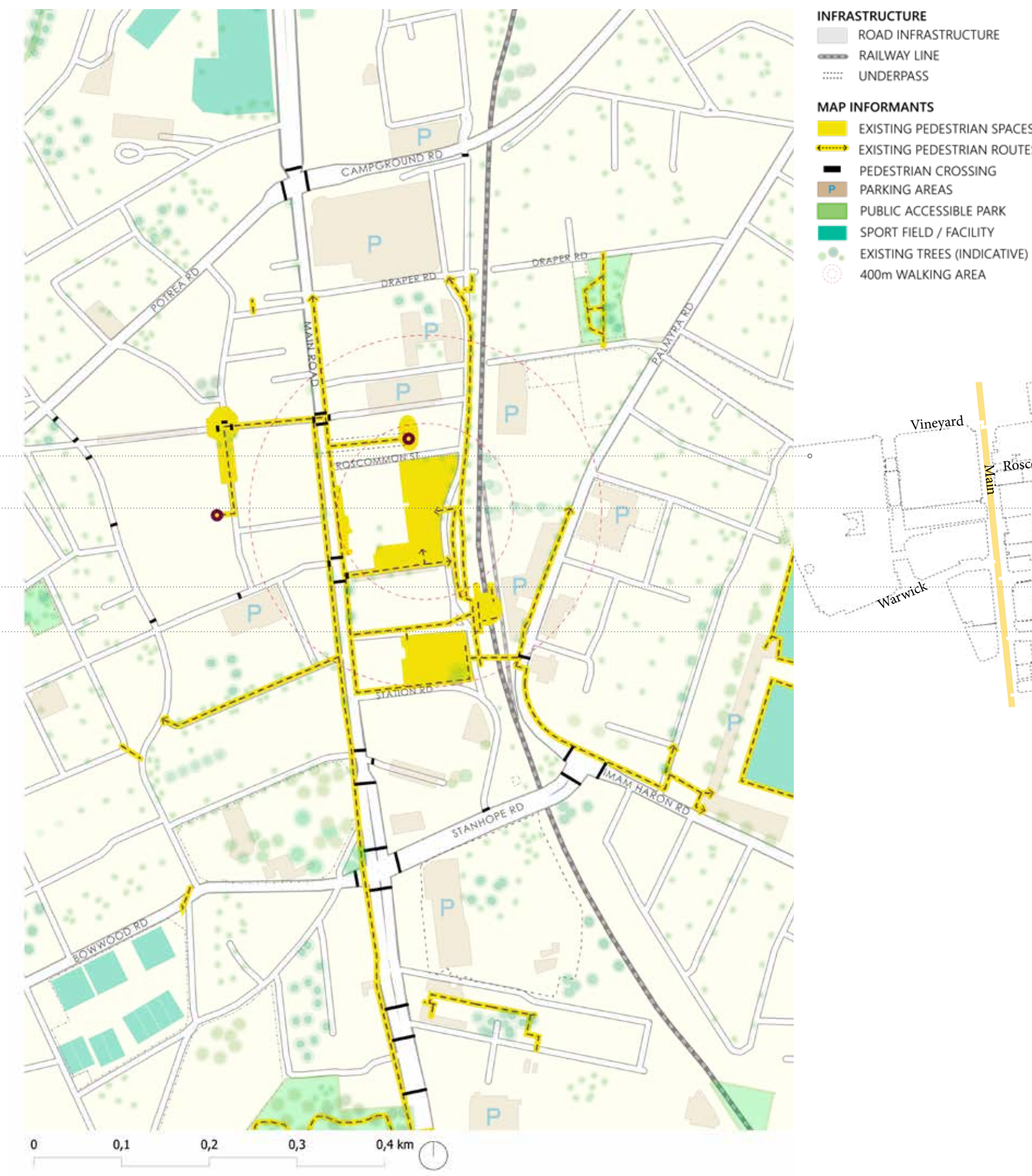
The plan and accompanying photos and diagram shows the significance of Main Road towards stimulation of informal trade in the area. Inter alia the ample sidewalk space along Main Road, especially on the Western side, the foot traffic generated by the public transport uses, and the existing infrastructure of the taxi ranks, all contribute to a concentration of informal trade. The condition of these trade stalls are visually unpleasing, and stalls are patched together from available materials- this also affects the sense of place here. The ensemble of plan, photos and diagram also highlights the pivotal position of the Werdmuller centre and Cavendish Square.



Informal Trade conditions | Source: Author, 2022  
 Photos | Source: Author, July 2022  
 Trade Diagram | Source: Author, 2022

EXISTING PEDESTRIAN AREAS

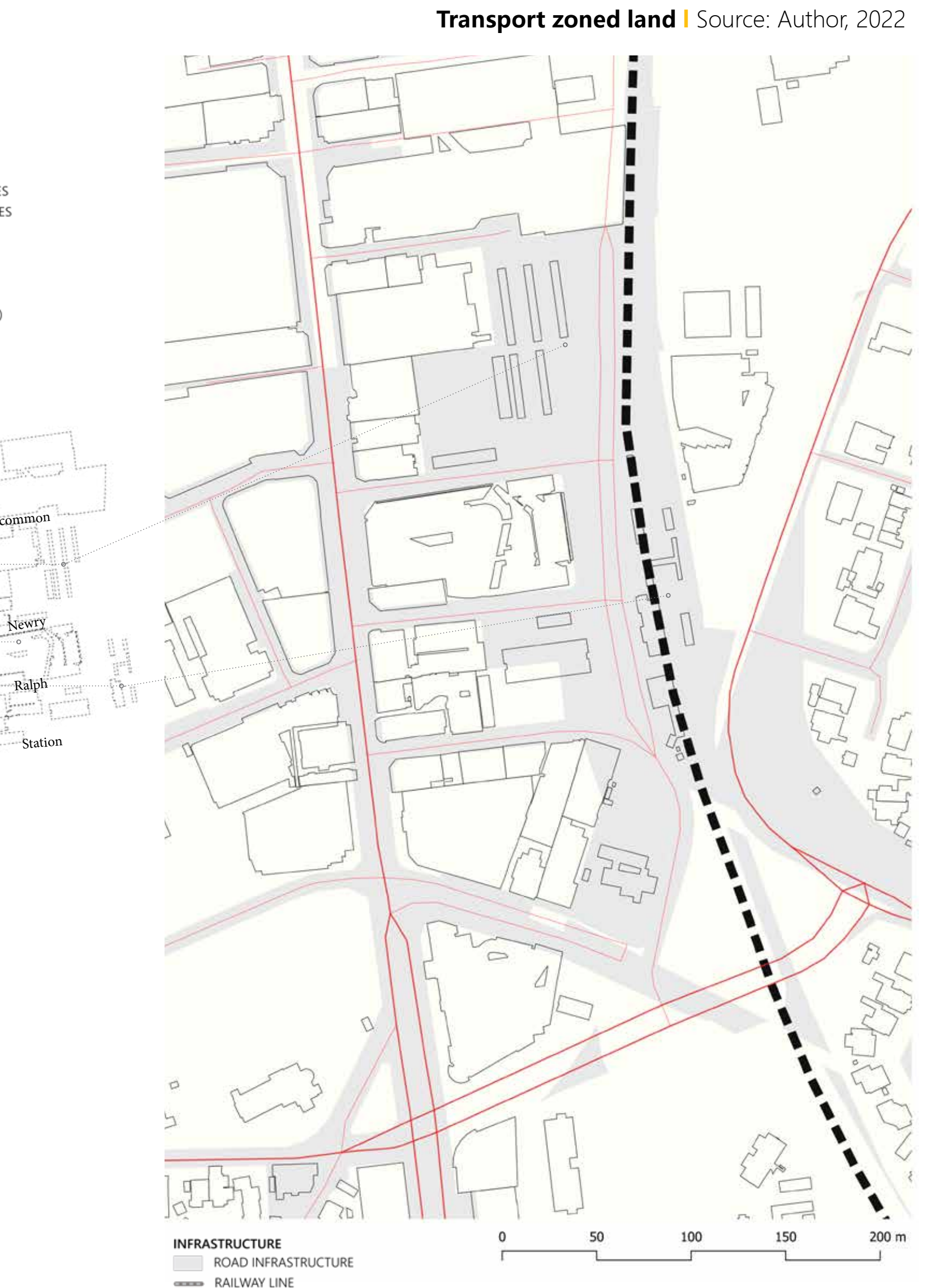
The below plan shows the predominant and preferred pedestrian routes, as well as the main generators of foot traffic in the area. Namely the public transport hub wedged between Main Road, Roscommon Street and Ralph Street and the railway line. The below plan and diagram highlight the significant position of Roscommon-, Newry-, Ralph-, and Warwick Street; and Main Road. The plan also shows the preferred route through Stadium on Main towards the bus stop under the building.



Existing pedestrian areas | Source: Author, 2022  
 Significant streets diagram | Source: Author, 2022

TRANSPORT SPACES

The below plan shows the transport zoned land in the heart of Claremont. Together with the adjacent plan, it clearly shows the significance of this area in terms of pedestrian movement. The extent of this area is such that the prevailing urban conditions in this area significantly influences the heart of Claremont, and the spatial conditions experienced here.



6.1.1 HISTORICAL CONTEXT: MAIN ROAD

According to Dave Dewar, the social and commercial separation of Claremont happened at Main Road- with working-class, public-transport-using residents living on the east in proximity to the bus stop, taxi rank and railway station on which they depended for mobility and access (Mukuka, 2019). In contrast, west of Main Road was the “domain of the private car” and more privileged owners (Mukuka, 2019). The lingering perceptions of “right” (West) and “wrong” (East) side to Main Road also shaped the social landscape as well as the commercial landscape as it dictated the development opportunities that was appointed each side. This can also be seen in the rental prices on either side of Main Road, as seen from this extract by Sean O’ Toole:

*“Two internet cafés open on adjacent sides of Main Road. Where the owner of the business closer to the mountain [West] pays R180/m<sup>2</sup> rental, his competitor across the road [East] forks out only R30/m<sup>2</sup>”. (Source: Article by Sean O’Toole, 2014).*

That is an increase of 6 times for a ±12m wide road (20m if the pedestrian space is included). It is thus also not a surprise that Cavendish Square Shopping Centre located to the West of Main Road, which was built at the same time (and same landowners) as the much-contested Werdmuller Centre just across Main Road, speaks to a narrative of car-dominance, sterility in design and use, and is designed to be disconnect from Main Road and the surroundings; a complete disconnected space cosmetically manufactured.



6.1.2 HISTORICAL CONTEXT: RAILWAY LINE

The railway line from Salt River Junction to Wynberg that serves Claremont, was constructed between 1861 and 1864 by the Wynberg Railway Company, but in 1876 the Cape Government Railways took over the business (Transnet, 2009). In later years, this railway line formed a crucial part of the pedestrian network for Cape Town residents as part of the larger, City-wide network of railway lines and stations. It was estimated that by 1960, approximately 100 million railway users and 200 million bus- and tram users were carried across Cape Town annually (Kigma, 2004. p.440). To exentuate this significant number of public transport users in previous days, it was noted that in the early 2000’s annual bus users only tallied around 46 million in Cape Town (Kigma, 2004. p.441). It should also be noted that the mini-bus taxi does not feature in these numbes, and that obtaining accurate trip information on this privately operated leg of the current day public transport network is significantly more complex. However, it does start to paint a picture of what a structured and utilized public transport system in Cape Town can look like. Since then, there has been significant national and local push for public transport use and reliable services with services like the MyCiti (implemented 2010) and Golden Arrow bus services seeing increases in users (MyCiti, 2015).

The Claremont station has three tracks and two platforms: a side platform and an island platform. On the western side of the tracks (towards the commercial activity along Main Road), the station structure is located at ground level. A significant bus stop for the Golden Arrow Bus Services and a sizable minibus taxi rank are located close to the station on the opposite side of Claremont Boulevard. These services have been in their current locations for several years, as can be seen from the aerial images adjacent. With the railway line as the historic public transport spine for Claremont, these support services were crucial in ferrying passengers to and from the railway services and their every day lives.



**Claremont Railway Station**

Far left: The railway station at Claremont has always been an important feature in the urban network. As seen in the previous section, the railway line and stations effected where the population that were dependent on public transport settled. (Source: tbc). Top right: pedestrian railway crossing at Claremont and underpass at Harfield Stations

Left: A 3D image that shows the scale of the pedestrian crossing as well as the motorvehicle dominance (parking, roads, etc.) around the station. Source: Google Earth 2022

**A Changing Pedestrian Landscape** | Top: Taken circa 1905, Main Road had a dominant pedestrian feel with buildings interacting with the human level by means of cantilevers, active second floors, balconies & awnings. Middle: In 1963, Henshilwoods was a family run shop in Main Road and used to be a popular shop for the residents of the Southern Suburbs, before “the days of the Shopping Mall” (Du Plessis, E, 2008). Bottom: By 1980, much of the architectural identity has been replaced by brick-clad multi-story buildings; though at ground level, buildings retained some interaction with the pedestrian realm by means of setbacks, facades, glass shopfronts, awnings and cantilevers. Also note the location of Henshilwoods shop of which an earlier version is featured in the top photo.

## 6.1.2 HISTORICAL CONTEXT: RAILWAY LINE (continued)

For the width of Claremont, the railway line is fenced off on all sides and creates a pedestrian impermeable structure that can only be crossed via the pedestrian bridges at the Claremont station and the two underpasses within a 600m distance from each other; and Harfield station via an underpass as seen in the image. These pedestrian crossings are not inviting and requires unnatural pedestrian actions; in the case of Claremont bridge-a steep climb and a train ticket; and in the case of Harfield station- a walk through the dark underpass. For car-users the situation is slightly better but still lacking as the railway line has limited crossover opportunities restricted to two crossings respectively at Stanhope Road onto Imam Haron Road; and Campground Road - both which are elevated by-passes. For the extent of the area of Harfield, the railway line is impermeable. For car-users in this area, the railway line has no crossings with a single restricted crossing opportunity closest the to Stanhope crossing being Kenilworth Road approximately 1.4km further South.



**Slim Connections** | Top Right: By 1980, the car-dominated zone (red hatch) adjacent to the railway line is already evident - parking, road, and "back of house" -type uses dominate here. The plan also shows how the railway line physically bisects neighbourhoods on either side. A slim connection can be seen in the form of a "maximum effort" crossing - a pedestrian crossing with an elevation of approximately 5m or the underpass (south).  
Source: Author, 2022

*"In the 1950's public transport in South Africa was at its pinnacle. The major cities enjoyed extensive networks of rail, bus and tram systems... During the 1960's, authorities adopted the North American Transportation Planning approach focusing primarily on private cars. Freeways were built, arterials were widened, tramlines were buried under bitumen and footway widths were reduced to accommodate parking. This private car planning philosophy has prevailed for almost half a century." Ron Kigma (2004, p.439).*

## 6.1.3 HISTORICAL CONTEXT: WERDMULLER CENTRE

The Werdmuller centre forms a significant part of the urban fabric in Claremont, and the streetscape. For one, the sheer size of this iconic modernistic building has it covering a whole street block in close proximity to the Claremont Railway Station, the taxi rank, public transport interchange (PTI), Main Road, the Cavendish Shopping Centre; and is situated along major pedestrian routes resulting from the triangulation of these retail and mobility structures. For another, the current dilapidated and vacant-boarded-up state of this building makes it a blight in the Claremont streetscape that cannot be overlooked, due to its sheer size and the significant impact it has on inter alia the sense of place and pedestrian experience in this space. To understand what should be done with this building in the future, requires an understanding of the building's history and the context that created the "Weirdmuller", as it is referred to by some (O'Toole; 2014).

Designed in 1965-1969; and completed in 1974/1975 by famed architect Uytendogaardt on behalf of then-owners Old Mutual Properties (Wolff, I, 2009\*; Wolff & Wolff, 2012), the Werdmuller Centre was designed and built in a time referred to as an "oppressive political arena" (OFC, 2013). According to Wolff (2009), the much-debated design of the building was three-fold, namely:

- Re-connection:** To reconnect communities to the city within the political environment of the time,
- Pedestrian Priority:** To have a design that prioritised the needs of the pedestrian and so doing serve a portion of the community that relied on walking and public transport for their livelihoods and lifestyle,
- Social-shopping (marketplace- / souk-design):** And to investigate a more social approach to shopping in the form of an open-market or souk that foster micro-economies.

## 6.1.3 HISTORICAL CONTEXT: WERDMULLER CENTRE (continued)

It is also important to understand these intentions within the historical and socio-political landscape of the time, as this forms the backbone of the design and does not only shed light on the design of the building, but also on the context of Claremont pre- and post the 1970's.

**Mixed racial composition (pre-1969):** The mixed racial composition of Claremont pre-1969, and the high demand on walking and public transport, allowed for an array of different shopping centres and smaller home-style shops which in many cases were family-owned and operational for decades (HVA, n.d). Claremont was known for being a shopping district (Wolff, 2009), so much so that the area known as Lower Claremont was known as a "Market Place" (Murray, 1958). This characteristic of Claremont is evident in the design of the Werdmuller Centre (marketplace / souk-design) as it intended to provide high concentration of smaller vending spaces for very small vendors by means of a marketplace type design that is similar to the middle-eastern souks (Mukuka, 2019). For the Werdmuller centre, this means that in theory this could have worked and could have created a unique design that was rooted in context, and connected to the economic lifelines of the area, namely the pedestrians and public transport systems.

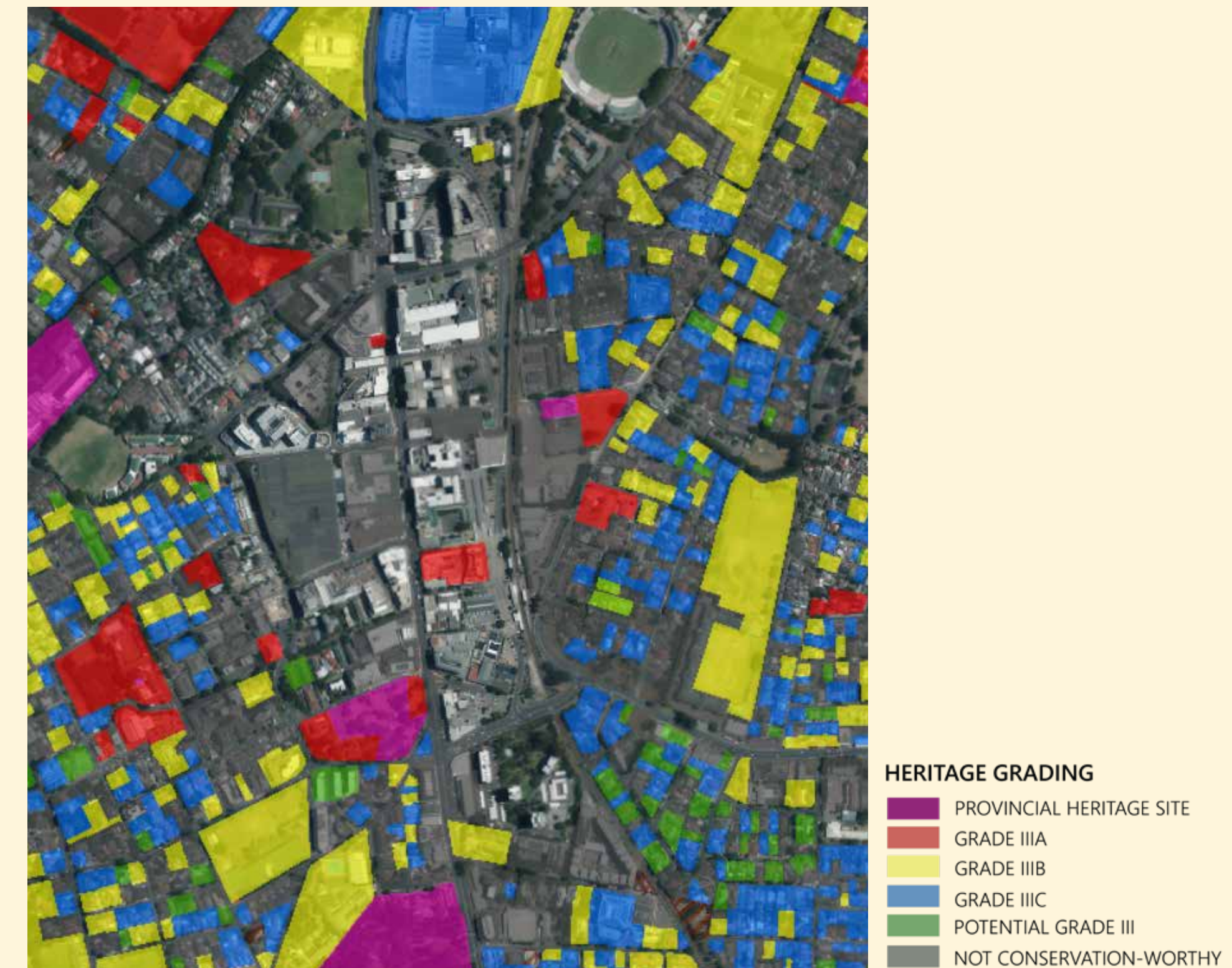
**Transport use & policies (pre and post 1975):** Claremont formed part of a well-organized range of modes of transport that historically and up to that place in time was made up of a network of buses, trams, and rail transportation (Wolff, 2009) and some taxi buses (Mukuka, 2019). Pre-1965, public transport was the norm, with the railway line forming the backbone of this mobility network. The work of Ron Kigma (2004) paints a comprehensive picture of the status quo of transport networks in Cape Town at this time; it speaks of millions of bus and train users and an urban population that used the public transport systems at its disposal. On a city-wide level in the mid-sixties to mid-seventies, two additional events related to transport resulted in further division of people across class and race. Firstly, private car ownership became more prominent and desirable; and secondly, the City's transportation policies and

design concepts underwent major changes (Wolff, 2009). One such transport related design was a proposed elevated by-pass for what is today known as Claremont Boulevard (Mukuka, 2019). However, in 1976, a year after the completion of the Werdmuller Centre, the City Council's Claremont Report of 1976 was published which showed that the proposed elevated by-pass was to be changed to a road on ground level (Wolff, 2009); and only in 2009 was the at-grade Claremont Boulevard as we know it today completed (Wolff & Wolff, 2012).

**Segregation planning (post-1969):** In November 1969, Claremont was declared a white-only area as per the Group Areas Act and evictions started within an area known as Lower Claremont (South of the M52- Imam Haron Street, today known as Harfield Village). Some narratives socially and demographically divide Claremont into East and West along Main Road (Mukuka, 2019; Wolff & Wolff, 2012) there are also those that divide it into a Lower and Upper Claremont (HVA, n.d; Field, 2002). Even so, it is calculated that approximately 19 000 people were evicted from the area (Wolff, 2009.). In many ways, this ripped out a portion of the identity of Claremont.

The design (and success) of the Werdmuller was in many ways compromised by these changes – where it was once designed as an externalized building that would've connected with its context; that would've tapped into and supported the active and well-utilized surrounding pedestrian network; and which would have provided marginalized groups a space to practice micro-economy- the building instead suffered from inter alia incompatible ad hoc additions; a disappearing customer base; smaller densities than anticipated; and a design that had to (and failed to) be amended for a more prosperous, car-owning clientele; and a lack of maintenance.

The below shows the lack of heritage buildings left within Claremont CBD. The area on which the "lavish shopping centre Cavendish Square was erected had previously housed black residents of Claremont" (Meyer, 2007:59). Design within these areas should honour these narratives. Significant remaining heritage resources include the Masjid al Jaima right of Main Road, the St Saviors Church and cemetery, and Ardene Gardens.



Heritage Resources | Source: CoCT online Zoning Viewer, 2022



1935



1945



1953



1998



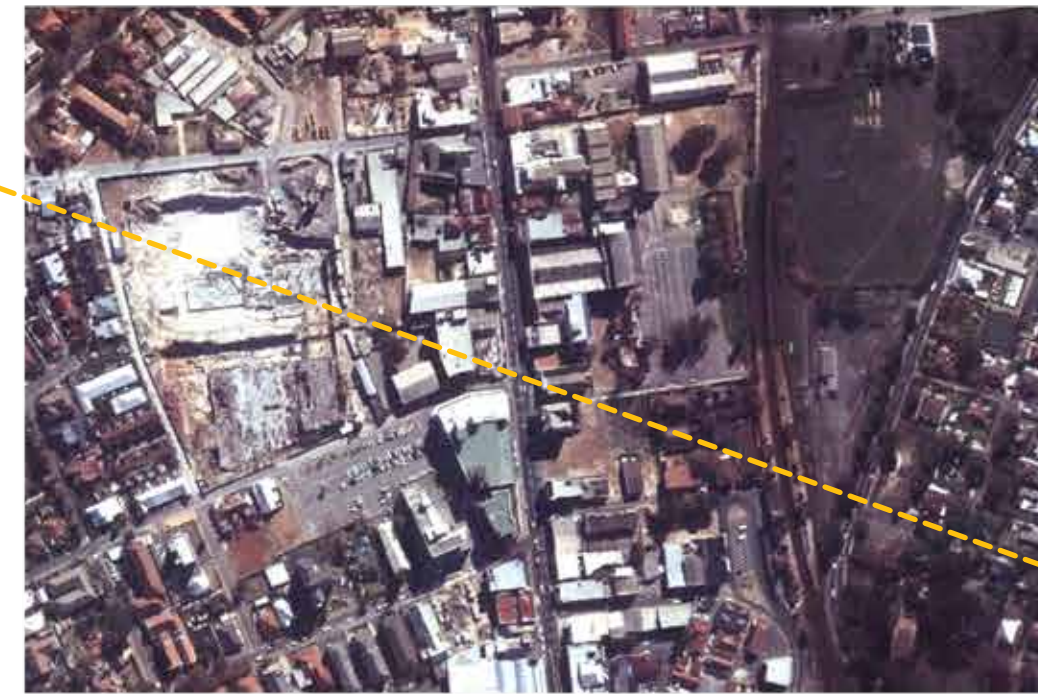
2004



1958



1968



1971



2009



2012



1982



1986



1997



2017



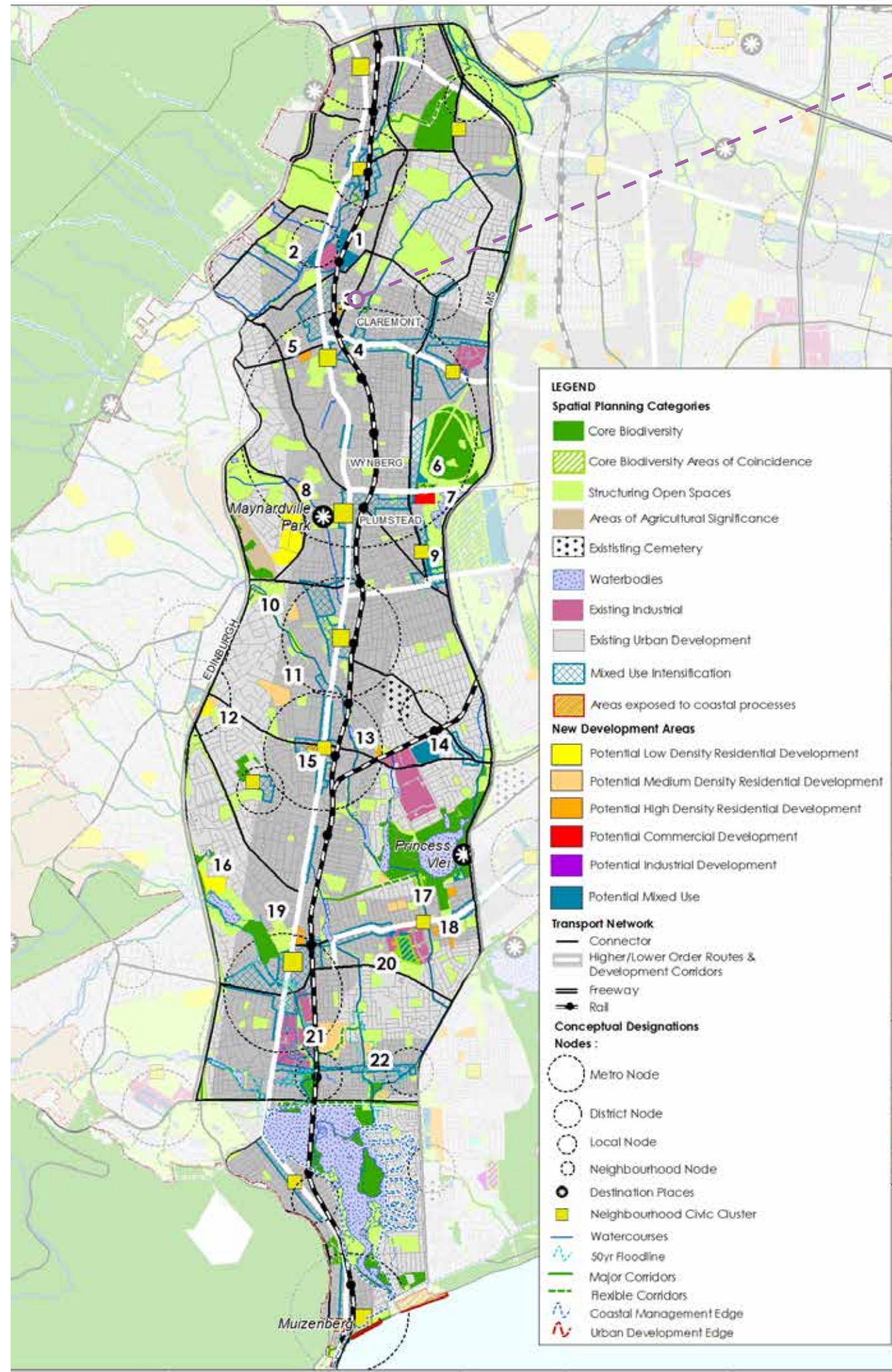
2022

**Changing Urban Landscape** | To be read together with photos on the previous page, this aerial timelapse of the CBD of Claremont ("the heart of Claremont") shows the change in urban fabric from smaller urban blocks with pedestrian permeability, to a urban landscape that is car-orientated.

Source: Author adapted from City of Cape Town online Zoning Viewer, 2022

The significance of change in landscape from smaller, pedestrian-scaled blocks and urban massing, is seen in the streets of the current-day Claremont CBD where buildings have their backs to the pedestrian realm, and are orientated in such a manner as to create long, stretched out building edges. Besides the sheer scale of urban blocks in this area that contribute to a harsh pedestrian environment, the car-dominated ideals that shaped Claremont, has created urban areas where buildings and pedestrian spaces are divorced from each other. This further aggravates the pedestrian conditions. Comparing the first aerial image from 1935 with the current 2022 Claremont, the sheer scale of these buildings become evident. Also, note the many streets that fit into Cavendish Square building.

6.2 POLICY CONSIDERATIONS

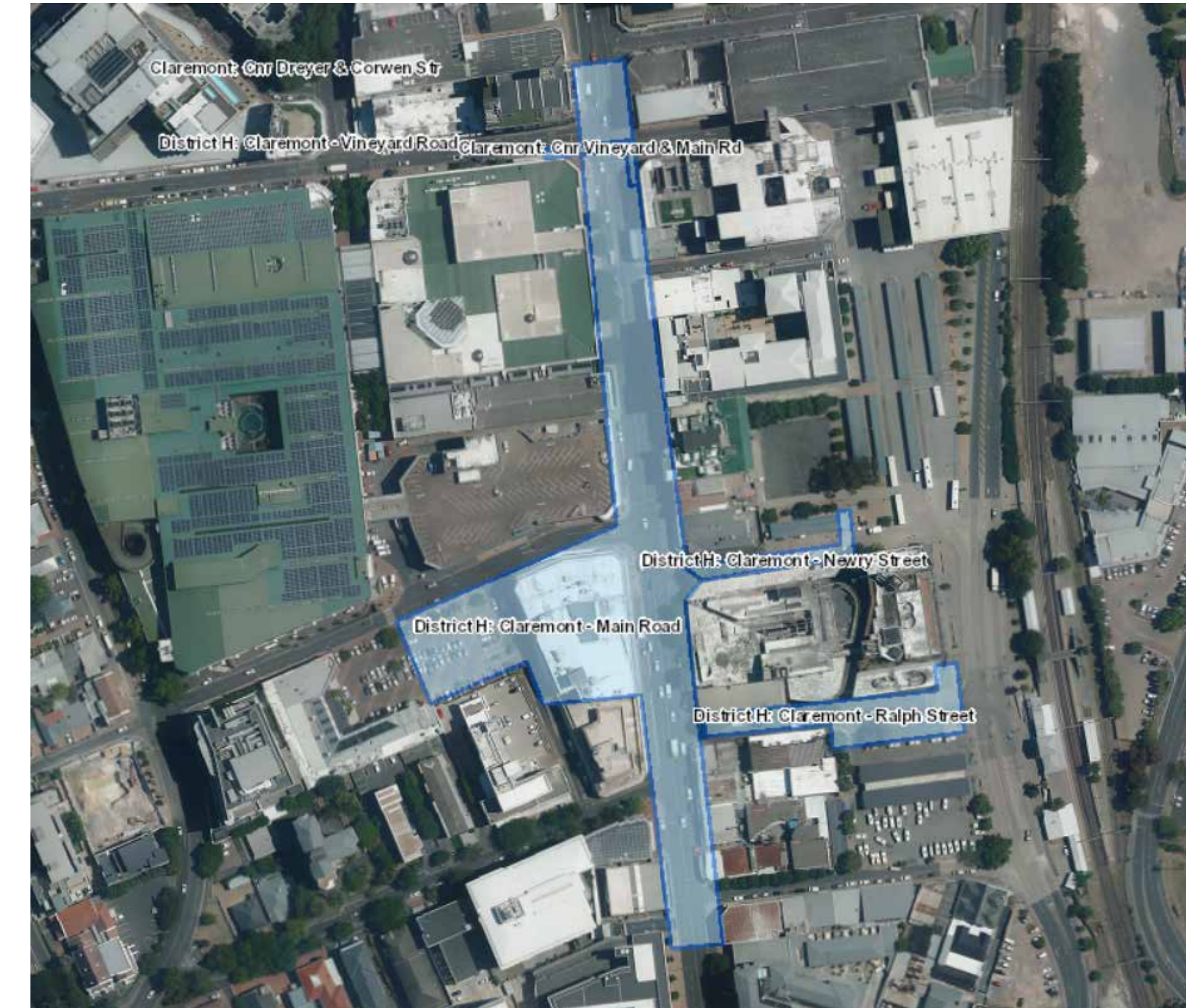


SCENARIO TESTING

What if the proposed Claremont East Station residential Precinct should come to pass?

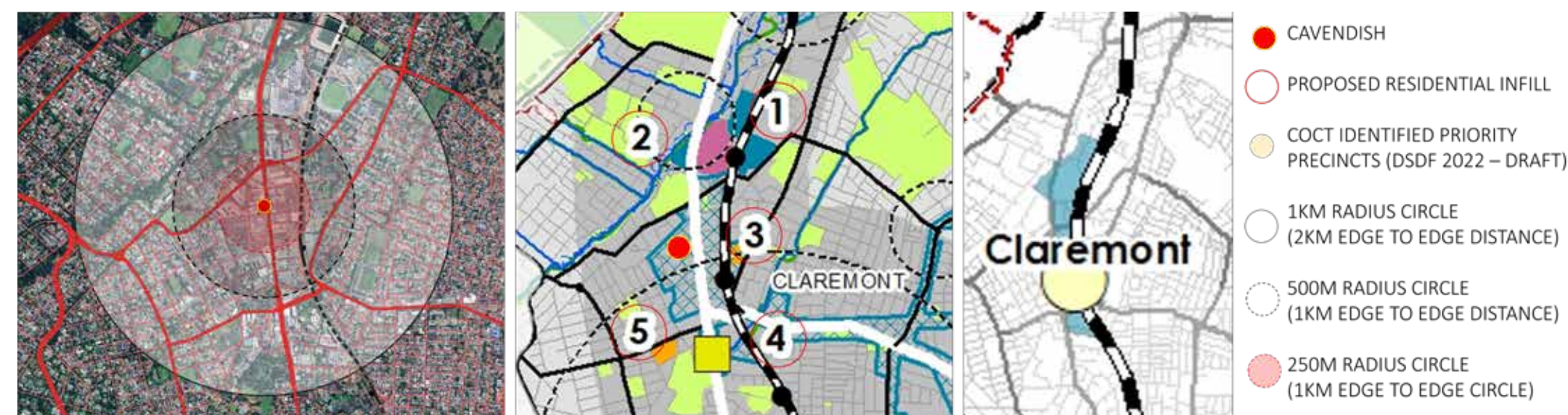
Based on the requirements that the design of the proposed site should promote high density residential typologies whilst also making provision for a portion of inclusionary housing within the housing stock, the need for connection of everyday spaces should be a primary design principle. For one, it can be argued that residents within the inclusionary housing market might experience some of the constraints and hardships (i.e., disproportionate travel costs, time lost in commute, disconnect from superior urban services, etc.) and that connected cities could create an urban landscape that would foster connectivity and proactively relieve some of these pressures. For another, it would be assumed that residents within the inclusionary housing market would be reliant on the public infrastructure and mobility services and, at the very least for this prospective group of residents, the connection that they will experience should be a critical consideration.

The below figure shows the District H informal economic development space and shows the **approved** area recognised for informal trader trade development. It is important to note that this area predominantly cover street areas, in particular Main Road, Ralph Street, Warwick Street and Newry Street. This put the Werdmuller centre at a pivotal location in terms of the interaction that is should have with these areas.



**Streets of trade** approved informal trade district for Claremont.

Source: CoCT, 2022

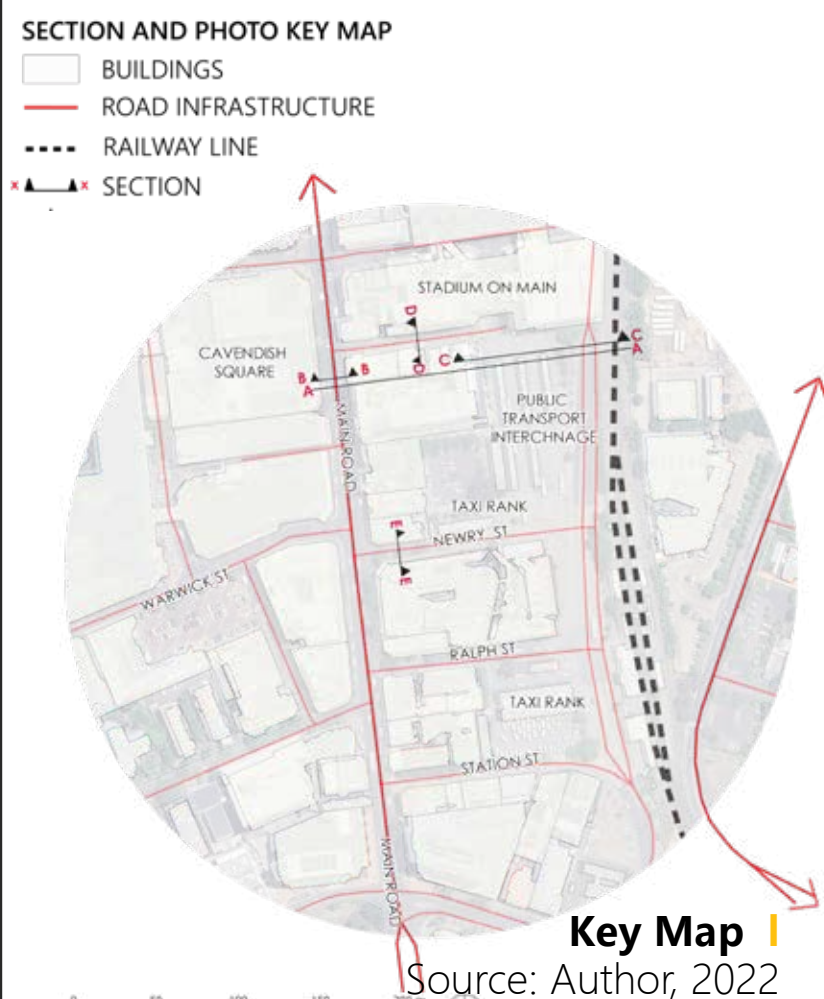


**Draft proposals for the district** the compilation of images show the proposed land uses as per CoCT's draft district plan for the Southern District.

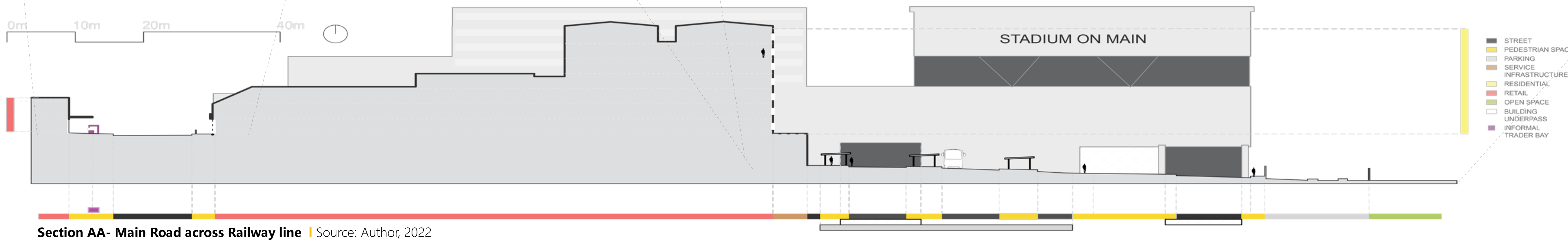
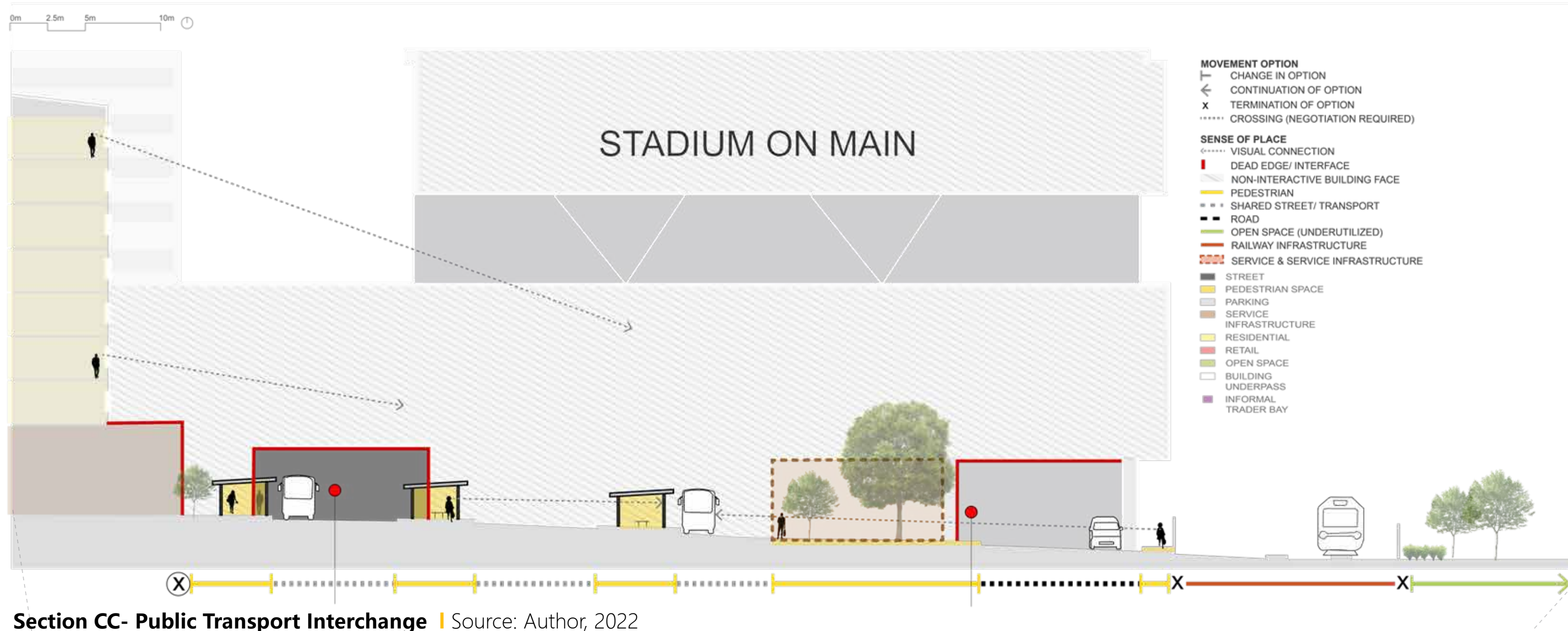
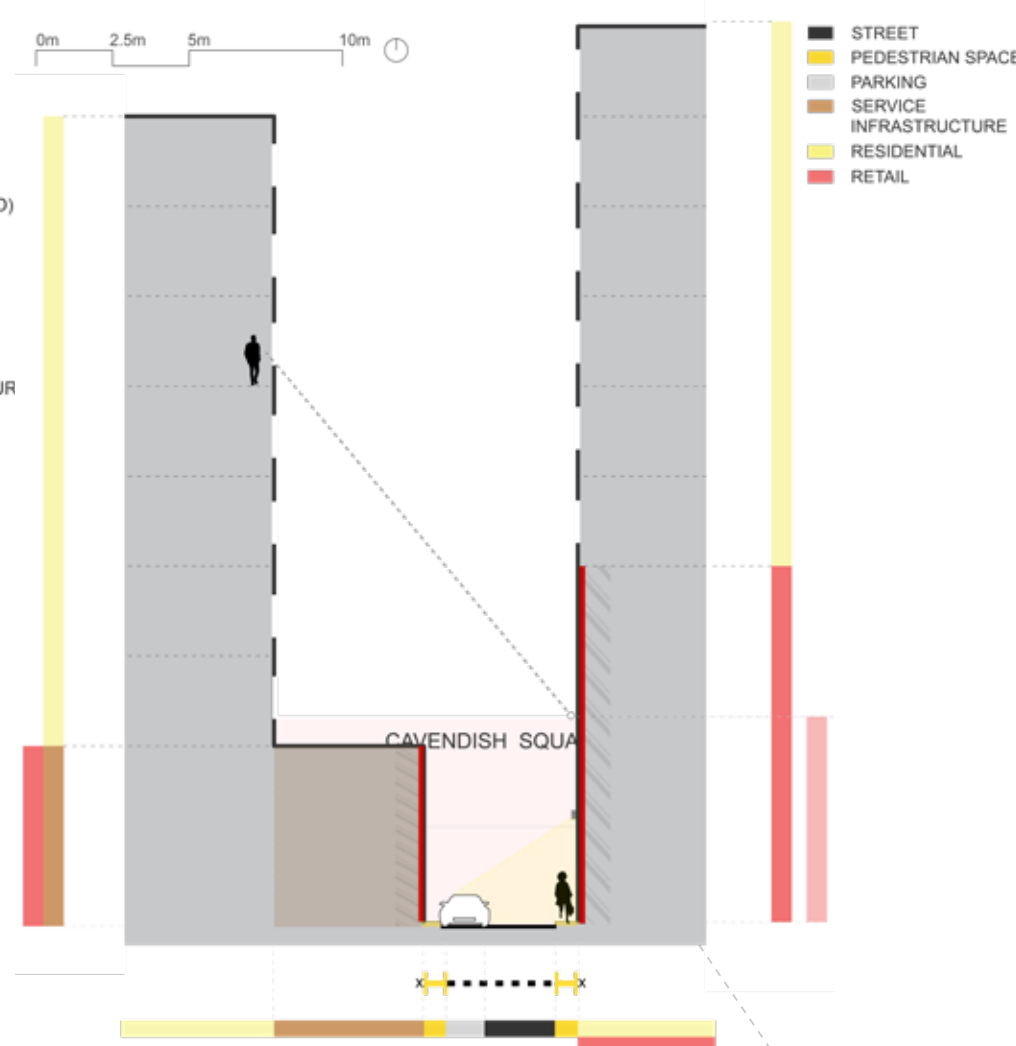
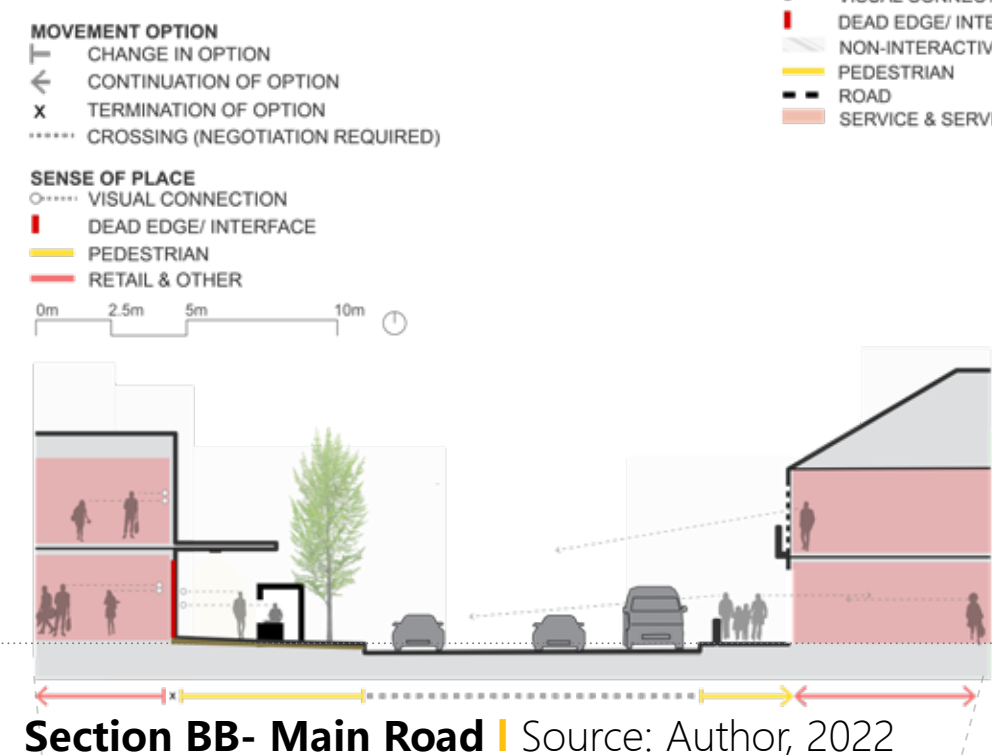
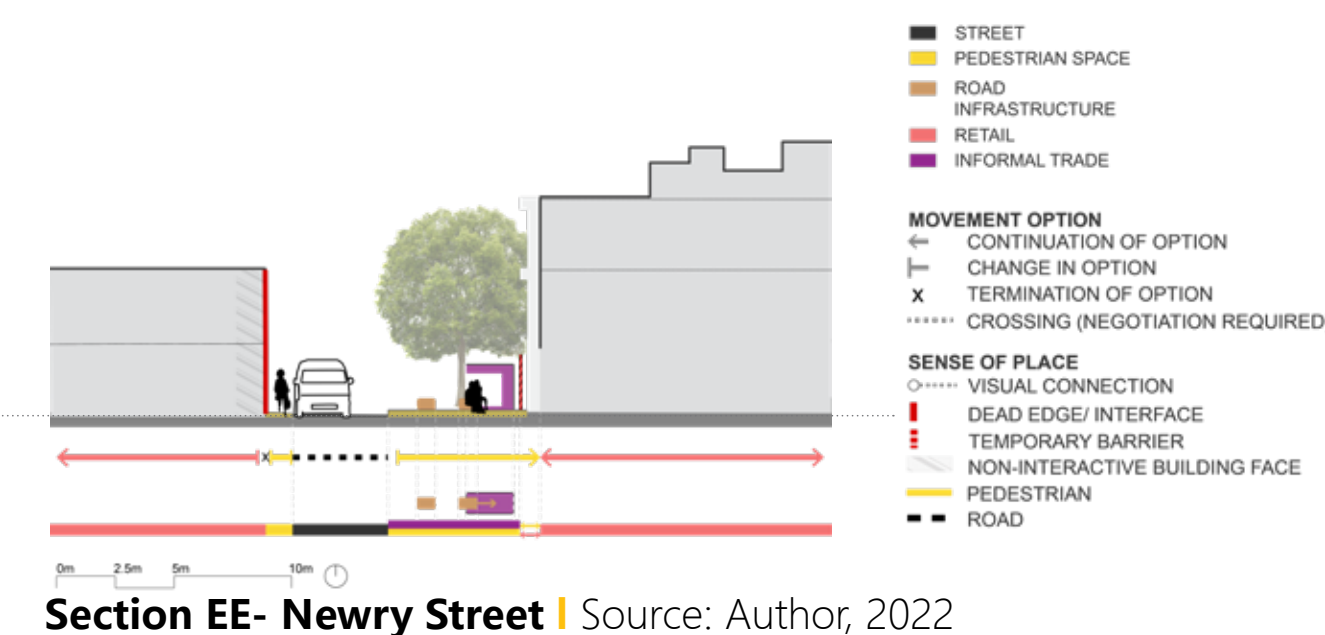
Top left: CoCT, 2022

Bottom: Author adapted from Google Earth and CoCT plans, 2022

### 6.3. STREET CONDITIONS



The below sections portray the scale that pedestrian users would experience when utilizing the space. For the most part, the buildings dominate the pedestrian realm, as can clearly be seen in Roscommon Street. Another concern that the sections show, is the lack of visual permeability and lack of public surveillance that these built spaces generate. As seen in all the below sections, on ground floor buildings are often completely inaccessible due to a lack of access to the building or a separation between the active spaces within the building and the street by means of service infrastructure, as is the case with the buildings along Roscommon Street and the public transport interchange. It can clearly be seen that buildings have their backs turned to these pedestrian space. Pedestrian and public space conditions are further deteriorated by on street parking. Another indicator of this divorce between buildings and the public realm and street, is the covering of windows as is the case along most of the west side of Main Road. This is possibly the most disconcerting as this indicates a deliberate and intentional divorce of buildings and streets. It is also interesting to note the use incorporation of bollards as seating for the informal trade stall on Newry Street.



## Interfacing and the importance of active building edges in Claremont CBD

One of the many social ills that befalls Cape Town is, is the low-density designs that persist in the built environment. A problem with low density development is that it creates reliance on cars to travel great distances, while at the same time making public transport less viable because densities are too low to support it. This car dependency creates congested traffic and suburban sprawl, with all the negative impacts on the environment and quality of life that come with it. For the poor in South Africa, spending hours travelling to and from work can be a huge burden. Claremont CBD acts as a collection and dispersal point for blue collar workers utilizing the public transport facilities.

Low density also creates two other urban ills: 1) **dead zones** at night when people leave 2) and **too low density** to maintain human surveillance (either passive or active) Public surveillance significantly decreases crime as it significantly increasing the chance of criminal and unwanted behaviour being detected, even in instances where it is yet to occur. In some instances, the possibility of being sighted deters criminal activity before it actually occur. There are many positive contributions that buildings with positive public edges can make to the public realm.

Positive street interface keeps streets safe by means of “eyes on street” surveillance. Contributions that a compliant building makes to neighbourhood security and equally so receives from the neighbourhood, could be significant. For secure building frontages, private spaces (interior restaurant space, living areas, etc.,) must, to some extent, also face public fronts and in so doing strengthen the amount of “eyes on street”- surveillance. Furthermore, visual sightlines from windows, balconies, doors, outdoor seating areas, porches and verandas, and communal living areas need to maintain views with as significant portion of the street and surrounding buildings and public space as possible. As such, visual obstructions should be minimized and avoided if possible. This also require thinking on the impact of design in Claremont CBD, buildings often have some degree of physical or visual interaction with the street on ground floor level, but not on consecutive floors. See the diagrammatic sketch representing the visually neglected public realm and the consequent condition adjacent. In this instance, the opportunity for public surveillance was missed.



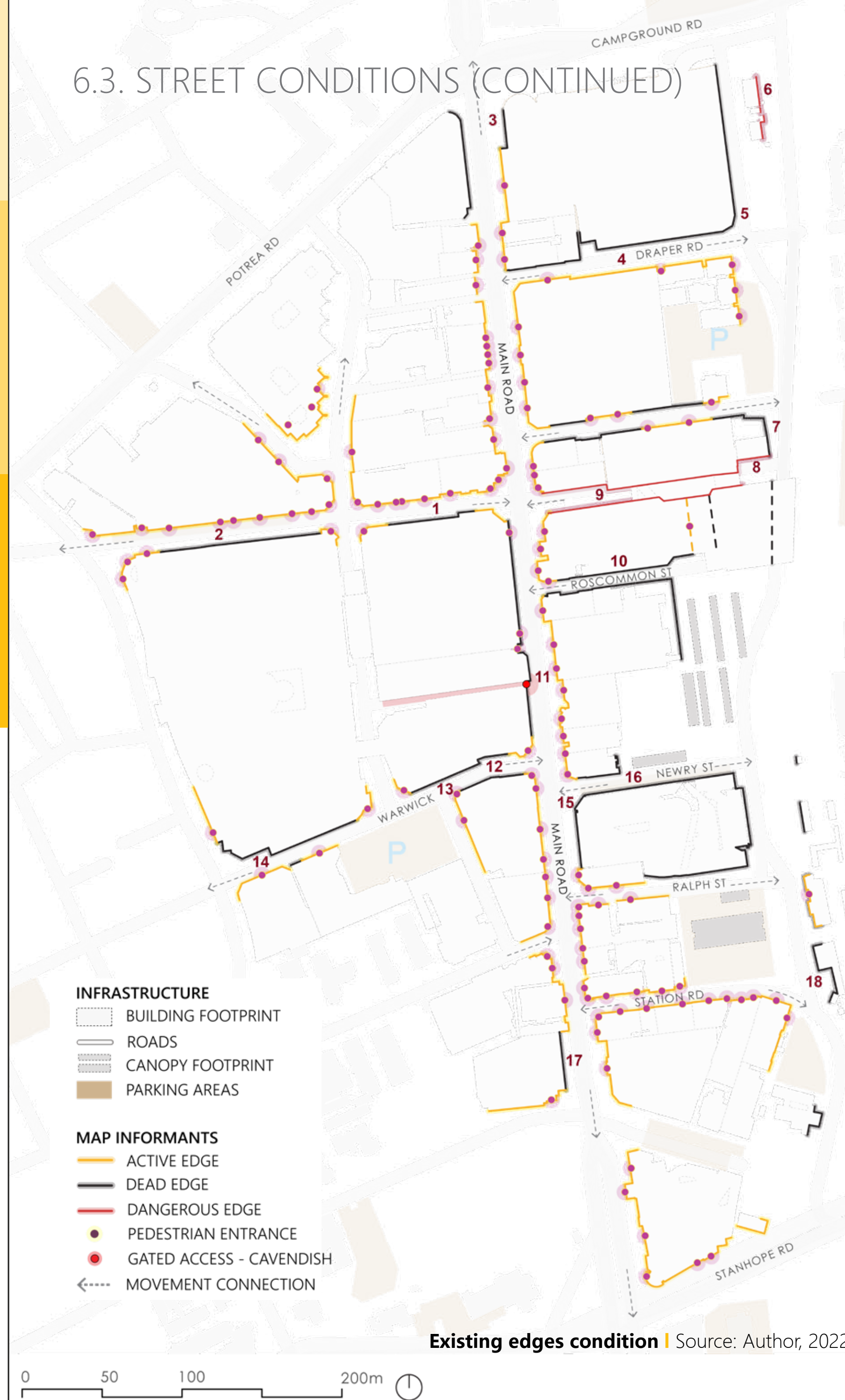
**Dead edges and multi-storey setbacks I** 3D imagery of the urban condition. (Source: Google Earth, generated July 2022). Note the lack of interaction that exists between the building on the right Vineyard Road (Cavendish Shopping Centre) and the severely dismissed public space along the street. See also the inset figure which captures the dead façade and complete lack of interaction on the building’s edge. Interaction with the public realm is critically diminished in this street



■ LIVING QUARTERS  
■ OCCASIONALLY OCCUPIED SPACE  
■ DISMISSED PUBLIC ENVIRONMENT

**Multi-storey setbacks I** The setback on first floor level, significantly reduces the amount of eyes on the street that could have been provided to the public realm along Corwen and Dryer street. The setback, although creating additional privacy for the tenants in this apartment, effectively reduces views from the active building space (in this case the inhabited storeys) and severs the available eyes on the street that could have been provided. Public surveillance is now restricted to chance glimpses from the occasionally occupied communal area and swimming pool, and the views from balconies and windows on higher levels. (Source: Author adapted from Google Earth, generated July 2022).

6.3. STREET CONDITIONS (CONTINUED)



**Edges Condition Compilation** | Source: Google Earth, July 2022 with the exception of 10. Author, August 2022



1. Vineyard Road at underpass



6. Claremont Boulevard at night shelter



11. Main Road-towards Cavendish Square



16. Newry Street towards Main Road



2. Vineyard Road- Cavendish on right



7. Claremont Boulevard near underpass



12. Warwick Street



17. Main Road at Storage Centre



3. Main and Protea Road- covered windows



8. Claremont Boulevard & Hawthorne Road



13. Warwick Street and Pearce Road



18. Claremont Boulevard towards station



4. Draper Street



9. Hawthorne Road underpass



14. Warwick Street - Cavendish on left



5. Corner of Draper Street and Fir Road



10. Roscommon Street from PTI



15. Newry Street & Main Road - Werdmuller current condition

The diagram and accompanying photos show the condition of building edges and clustering of pedestrian entrances along core streets in Claremont CBD. The Cavendish Square side of Main Road has little to no interaction with the street and pedestrian space. This is also true for the streets that connect the public transport area with Main Road and the economic and social activities along this street. The dead edges result in unwanted behaviour, as seen in image 6.

### 6.3. STREET CONDITIONS

This section further analyzes the conditions of the streets and urban space within the heart of Claremont. The following interpretations are significant as they not only help to sketch a picture of the current conditions, but will also contribute to identifying the strategic places of intervention.

The adjacent image shows a connection point to Cavendish Square gated shut. This alley which appears on building footprints to be a side street that breaks up the scale of the building along Main Road's western edge, is shut to pedestrians, and also contributes to harsh pedestrian conditions.

**Gated "access" to Cavendish**  
Source: Google Earth, July, 2022



#### Claremont Boulevard



Not all spaces in Claremont are placeless. On the right, the majority of the ground floor of the Claremont Apartments are active and interact with the street. On the left, the natural feature and significant views become apparent; unfortunately also the domination of the space by taxi's.

#### Main Road towards The Claremont Apartments



#### Claremont Boulevard towards bus stop



The railway line is a significant feature of the part of Claremont and adds unsightly infrastructure to the landscape. Moreover, it also creates a strong barrier.

Station Road is a good example of an established street where buildings interact with the pedestrian realm. Economic activity, windows and entrances open onto the street.

#### Station Road



#### Claremont Boulevard towards station and parking



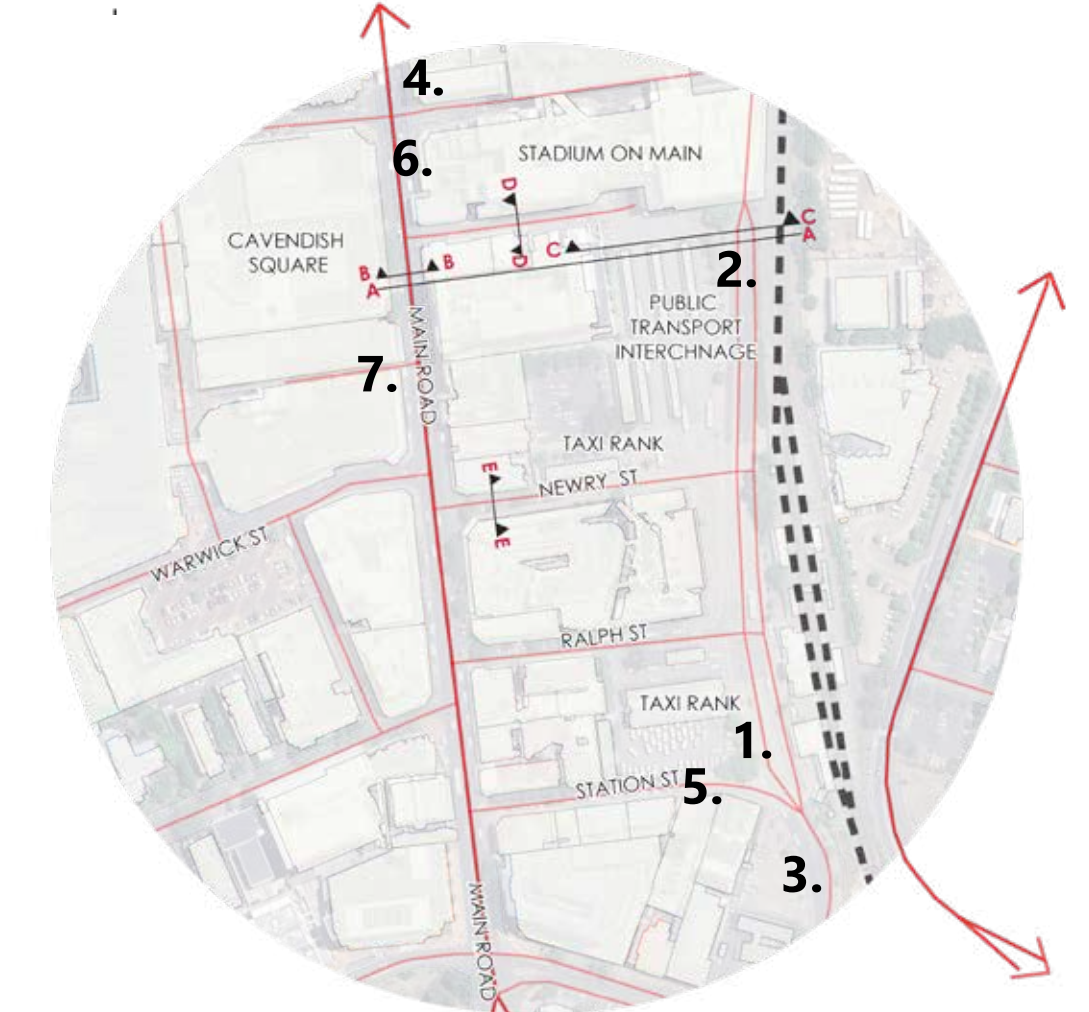
Although this road was identified as a dangerous road to walk along for pedestrians enroute to the station or bus stop, there are significant views of the mountains here. Also note the harsh parking terrain occupied by taxi's.

The entrance to Stadium on Main, the shopping centre that acts as replacement street towards the bus stop under the building. The interface of this building to the street is dismal, but significantly better than the alternative Roscommon Street.

#### Main Road at Stadium on Main Centre



**SECTION AND PHOTO KEY MAP**  
 □ BUILDINGS  
 — ROAD INFRASTRUCTURE  
 - - - RAILWAY LINE  
 x ▲ x SECTION



**Streets condition interpretation** | the compilation of sketches show the pedestrian condition within some streets in and around significant pedestrian spaces in Claremont CBD

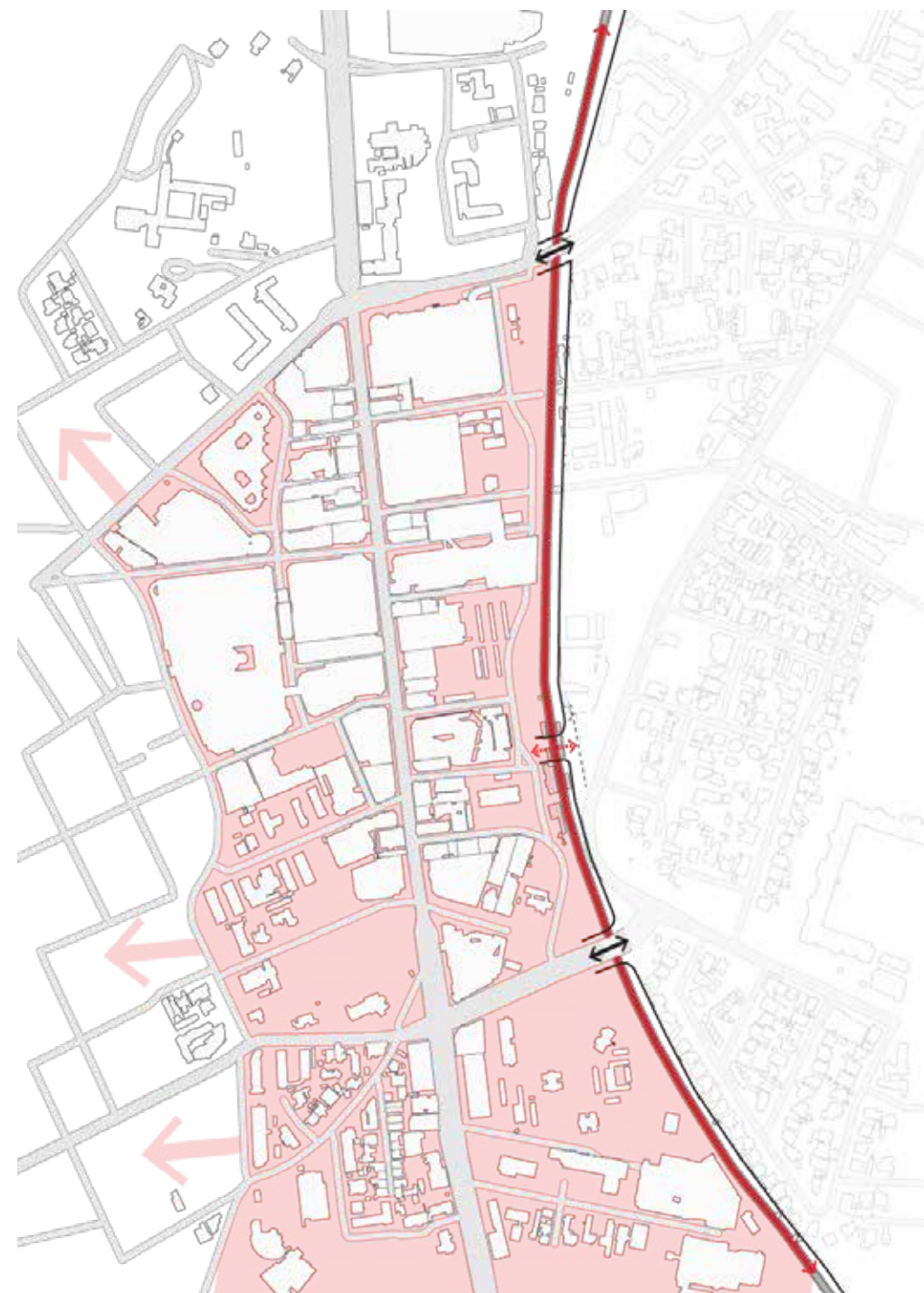
Source: Author, 2022

**Key Map** |  
Source: Author, 2022

## 6.4. CONCLUSION | THE URBAN PROBLEM

Part 1 and 2 of this urban design research project identified the constraints and conditions of the chosen area. The main concerns for Claremont CBD is a prevailing urban fragmentation, and the lack of sense of place within this business and transport heart of Claremont. This contributes to prevailing negative spatial conditions such as safety concerns, lack of sense of place, non-permeable spaces, car-dominant spaces, large internalised buildings, and fragmented pedestrian routes. The design solution will unpack and explore how the streets can reconnect the urban space and pedestrians by fulfilling its role as successful connector of space; and how the street can create a condition where pedestrian and public space is prioritised when the street is realised as public space. It is held that, based on the literature review and analysis of the study area, the design should apply the below 6 principles within the possible intervention areas.

See summary on next page

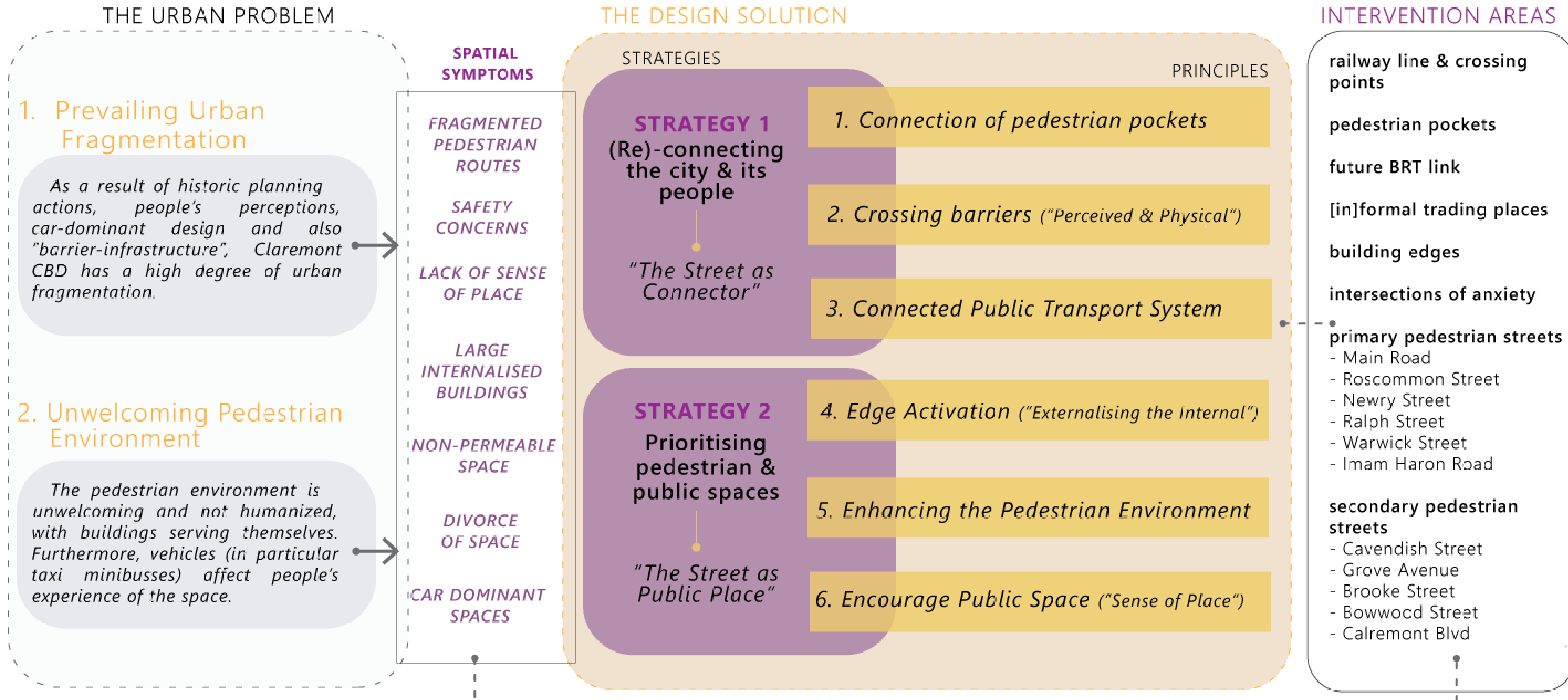


**A city to the West** | Access in Claremont CBD are "open" to neighbourhoods to the South, West and North, but less so to the East. The railway line further restricts East-West access. This highlights the strategic, and significant position of the PTI, station and taxi ranks (and the streets connecting these pedestrian spaces to the larger Claremont).  
Source: Author, 2022



**A connecting point** | The diagram above represents the daily influx of pedestrians to Claremont CBD, and the dispersal towards other parts such as larger Claremont, the City centre and such.  
Source: Author, 2022

SUMMARY OF FINDINGS | PART 1 & 2



KEYWORDS

integration - permeability - pedestrian environment - intentional design - systematic change - building edges - design for dignity - human-scaled - "beads on a string" - urban acupuncture - urban everyday - flexibility - walkability - sense of place

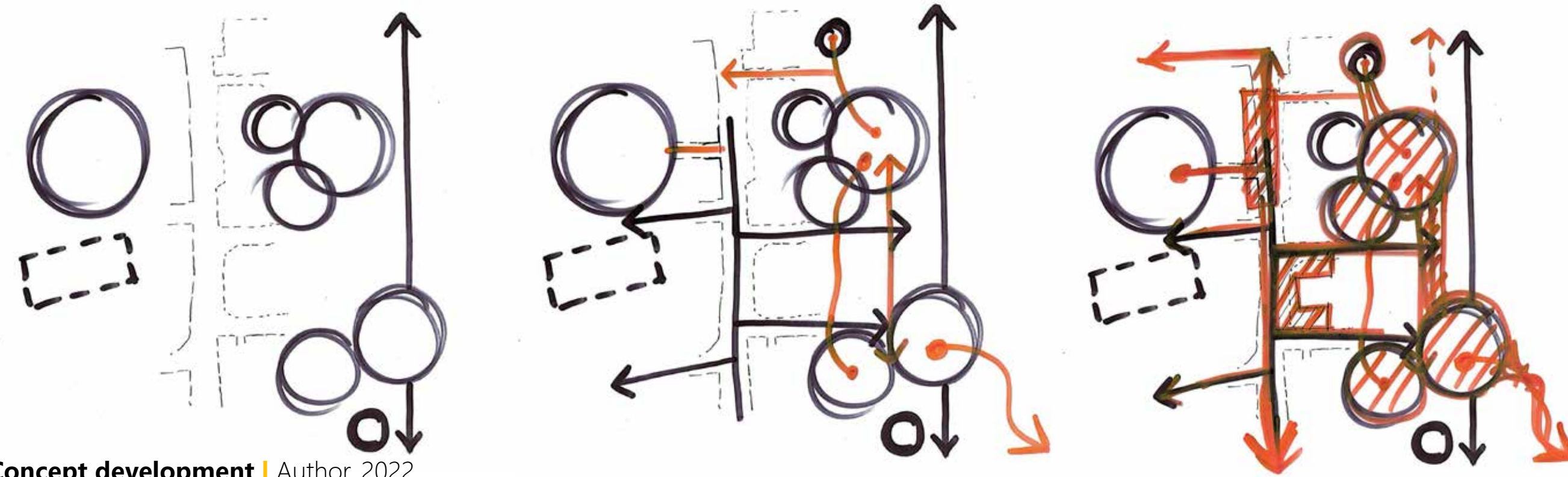
Part 1 & 2 summary | The adjacent image provides a summary of the identified problems, and proposed strategies to address the urban problem.

Source: Author, 2022

## 7. VISUALISING | DESIGN DEVELOPMENT



# 7. VISUALISING | CONCEPT DEVELOPMENT

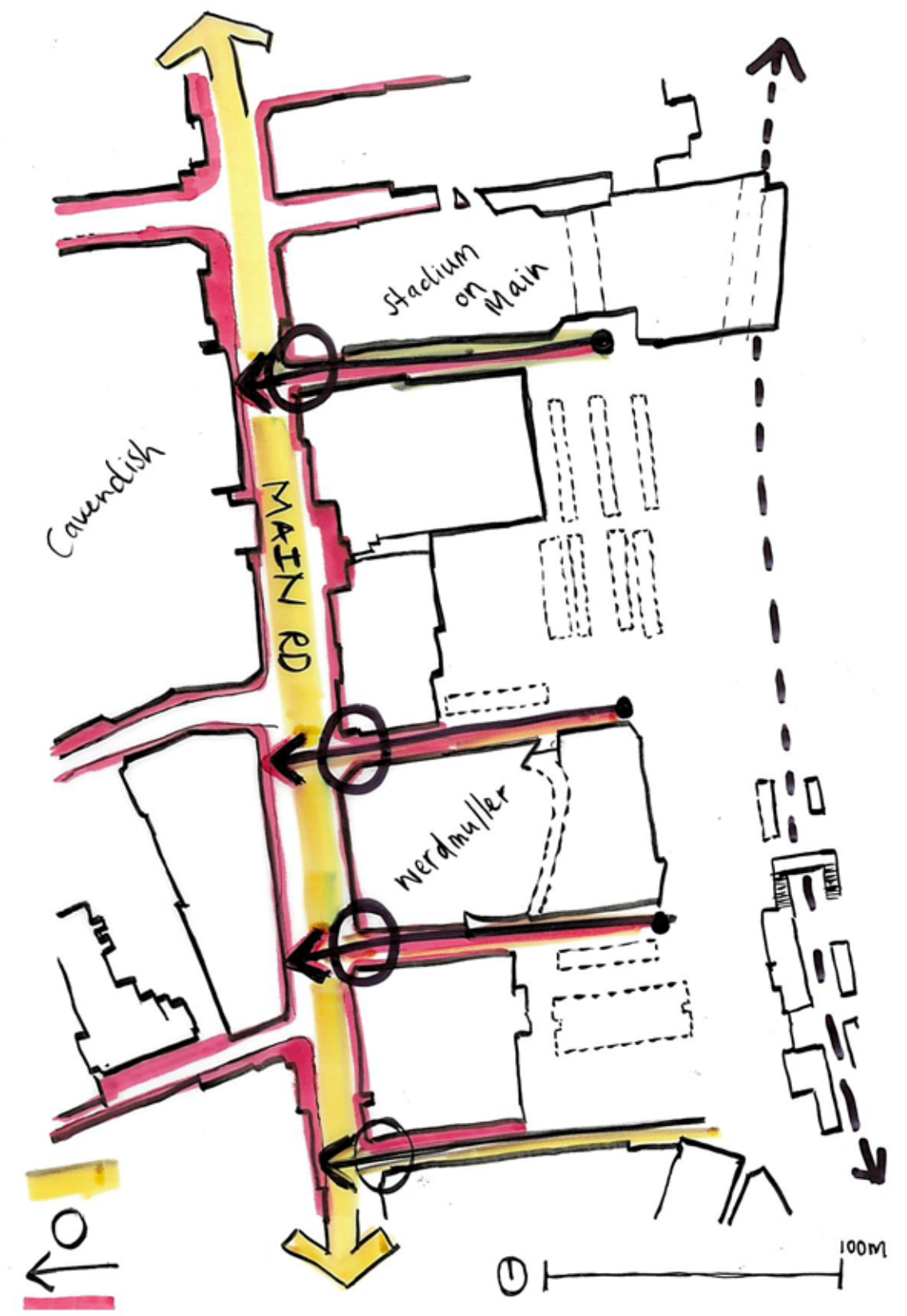
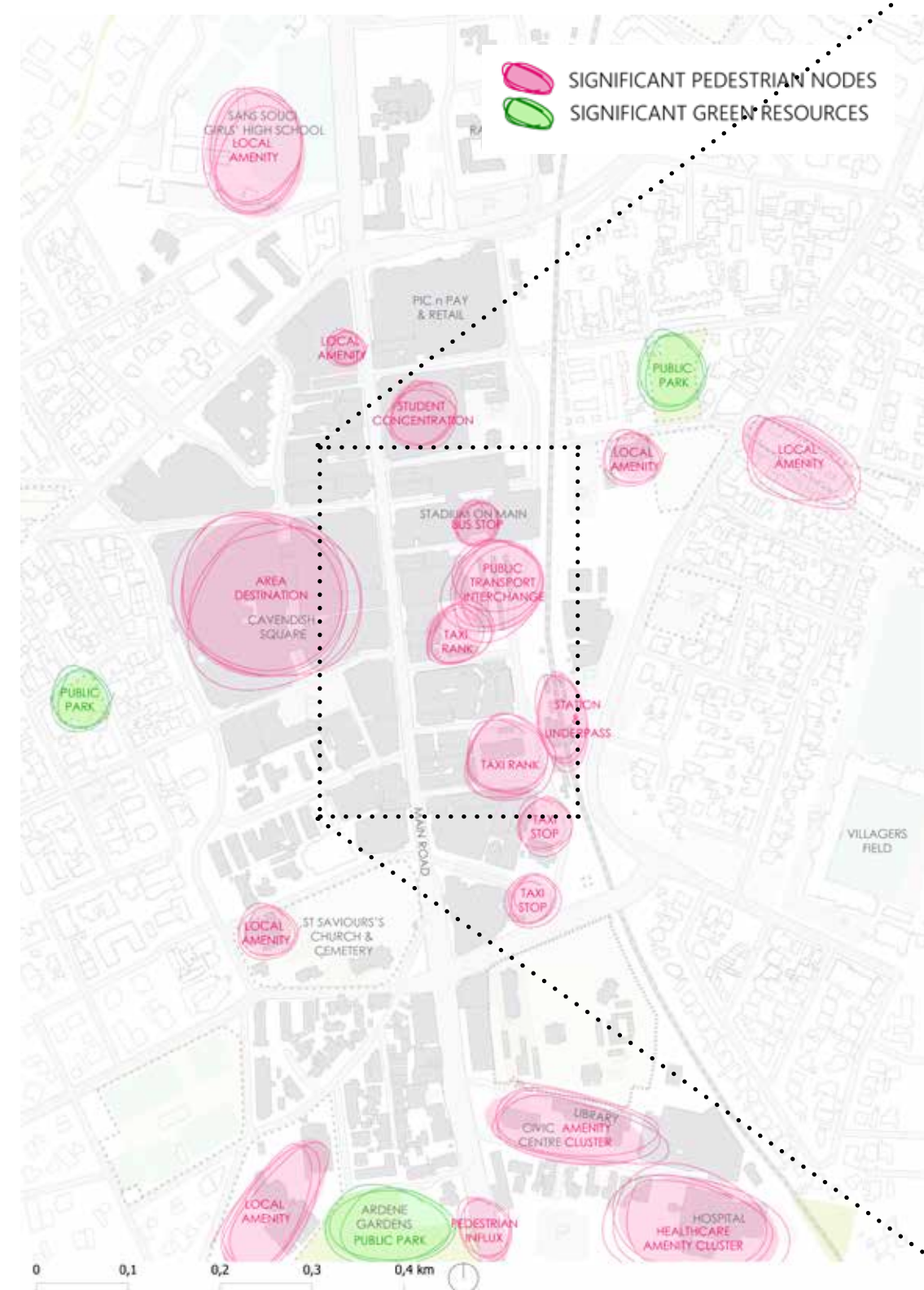


Concept development | Author, 2022

- INFORMANTS**
- NODES
  - ▭ BUILDING PARCELS
  - SUPPORTING STREETS
  - SIGNIFICANT PEDESTRIAN CONNECTIONS
  - ▨ SIGNIFICANT CONNECTING SPACE
- RESOLUTION**
1. Connect the transport parcel to the city
    - Main Road
  2. Help enhance & shape the pedestrian connection
    - Roscommon St
    - Newry St
    - Ralph St
  3. Support micro economy
    - Main Road
    - Werdmuller
  4. Honour the heritage
    - Werdmuller
    - Cavendish

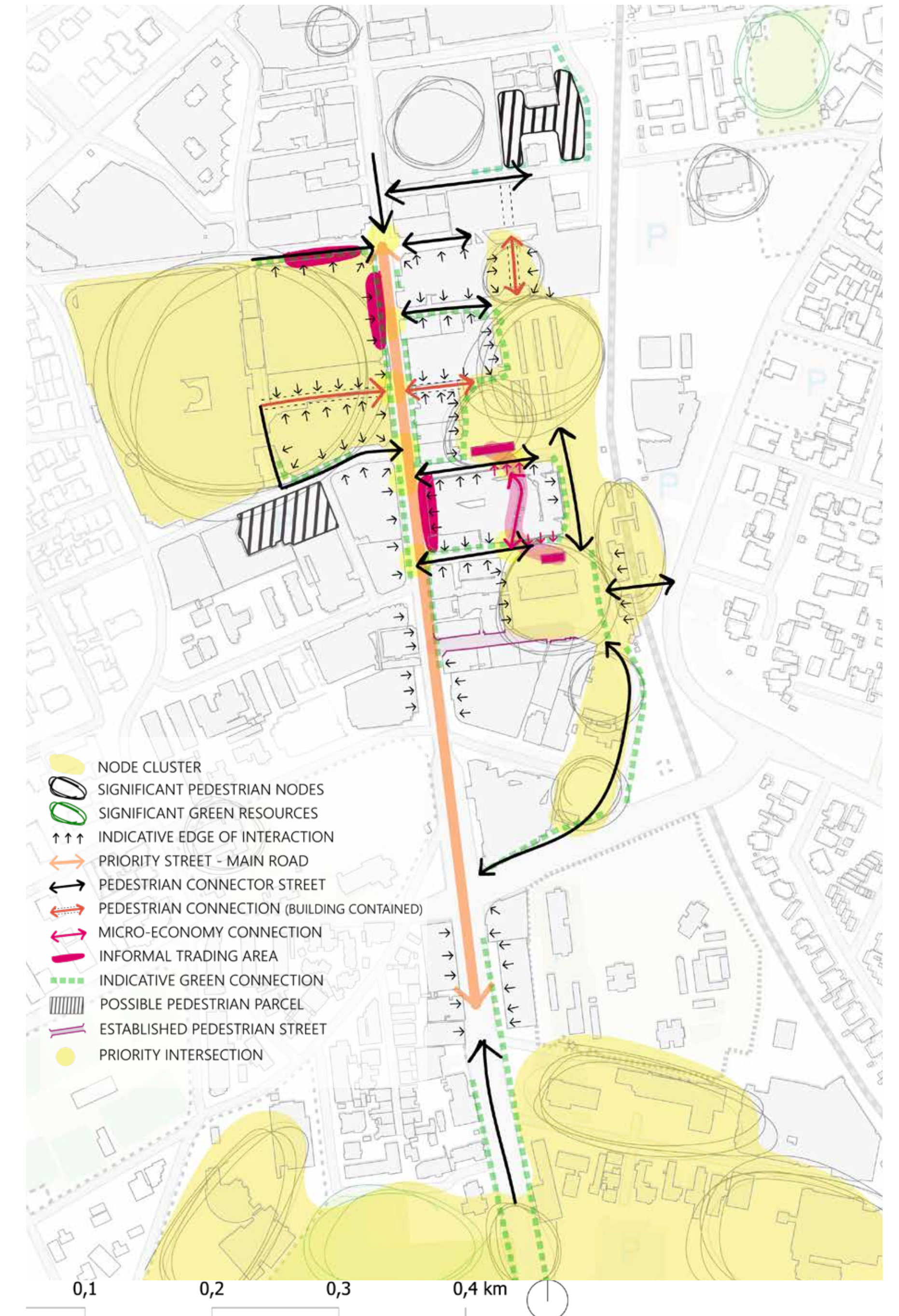
Focal Area | Author, 2022

Significant nodes | Author, 2022



The adjacent diagrams show the development of the design concept. By identifying the two main urban problems for this area (namely, fragmented urban areas and a placeless condition), the design concept visualizes the strategic places and actions required to mitigate the urban ills, and recover a sense of place in Claremont CBD.

Development Concept | Author, 2022



- NODE CLUSTER
- SIGNIFICANT PEDESTRIAN NODES
- SIGNIFICANT GREEN RESOURCES
- ↑↑↑ INDICATIVE EDGE OF INTERACTION
- PRIORITY STREET - MAIN ROAD
- ↔ PEDESTRIAN CONNECTOR STREET
- ↔ PEDESTRIAN CONNECTION (BUILDING CONTAINED)
- ↔ MICRO-ECONOMY CONNECTION
- ↔ INFORMAL TRADING AREA
- INDICATIVE GREEN CONNECTION
- ▨ POSSIBLE PEDESTRIAN PARCEL
- ESTABLISHED PEDESTRIAN STREET
- PRIORITY INTERSECTION

## 7.2 URBAN DESIGN FRAMEWORK AT NEIGHBOURHOOD SCALE

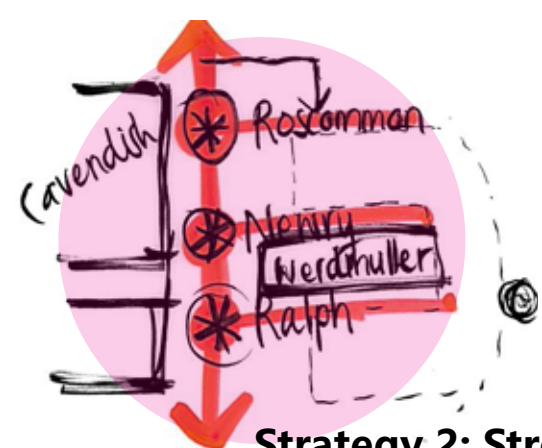
Areas where the street as place and streets as connector strategy can be implemented. The adjacent plan presents the urban design framework at Neighbourhood scale and considers the design elements that are required for the CBD as a whole.

In order to make the design more practical, the majority of the design will be focused on the focal areas as identified on the previous page. In the next section, the design will zoom further into an urban design framework at precinct level, the area as indicated in dashed box on the adjacent plan.

By implementing a phased approach, and further zooming into the identified area, the design becomes rigorous and can address the concerns at the heart of the issue- and thus create a connected and placefull Claremont CBD area.



Strategy 1: Street as connector | Author, 2022



Strategy 2: Street as Place | Author, 2022

In addressing the identified problems, it is necessary to conceptualize the required steps for intervention. In doing this, it became possible to identify two strategies for the design, namely:

### Strategy 1: Connecting the urban spaces through the streets

- Establish of Roscommon-, Newry-, and Ralph Street as the link between crucial urban spaces.
- Establish Main Road as the spine, and punctuate the intersections where these 4 roads meet
- Improve and put in place connections across barriers (such as streets with little space for crossing)
- Improve the conditions for crossing railway line
- Strengthen existing pedestrian routes
- Create a completed network of walkable spaces

### Strategy 2: Realising the street as public space

- Create public areas / pause areas and landscaped areas
- Build on the micro-economic character of identified streets
- Linking existing public space
- Improving the quality of the street as public space (specifically along core streets)
- Re-utilizing road infrastructure as public squares and pause areas
- Connect similar uses
- Build on the spine that is Main Road, and maximize use of generous sidewalks.

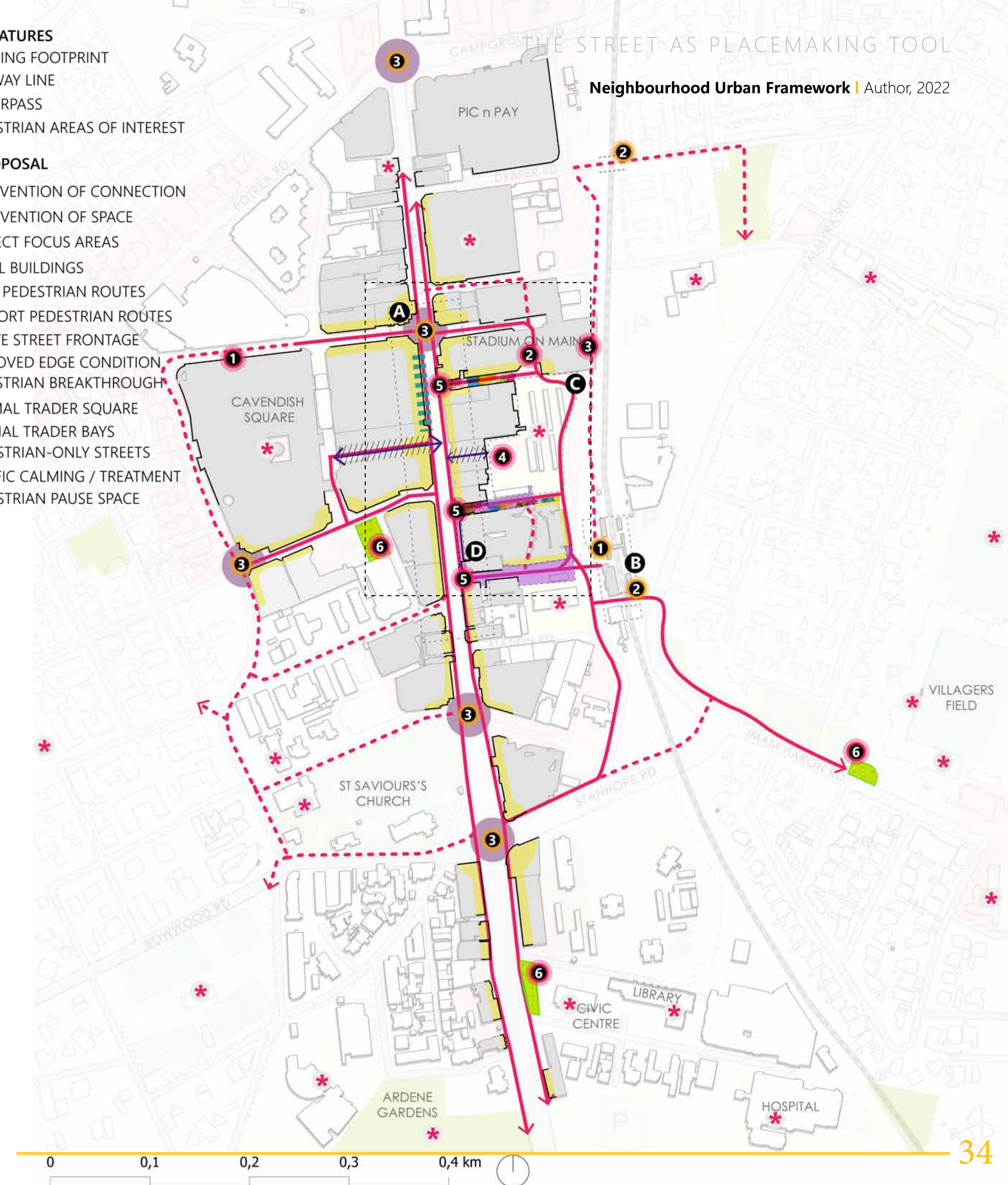
**A CONNECTED, WHOLESOME PEDESTRIAN ENVIRONMENT THAT GENERATE SENSE OF PLACE.**

#### EXISTING FEATURES

- BUILDING FOOTPRINT
- RAILWAY LINE
- ⋯ UNDERPASS
- \* PEDESTRIAN AREAS OF INTEREST

#### DESIGN PROPOSAL

- ① INTERVENTION OF CONNECTION
- ② INTERVENTION OF SPACE
- X PROJECT FOCUS AREAS
- FOCAL BUILDINGS
- CORE PEDESTRIAN ROUTES
- ⋯ SUPPORT PEDESTRIAN ROUTES
- ACTIVE STREET FRONTAGE
- ] IMPROVED EDGE CONDITION
- ↔ PEDESTRIAN BREAKTHROUGH
- FORMAL TRADER SQUARE
- ▨ FORMAL TRADER BAYS
- PEDESTRIAN-ONLY STREETS
- TRAFFIC CALMING / TREATMENT
- PEDESTRIAN PAUSE SPACE



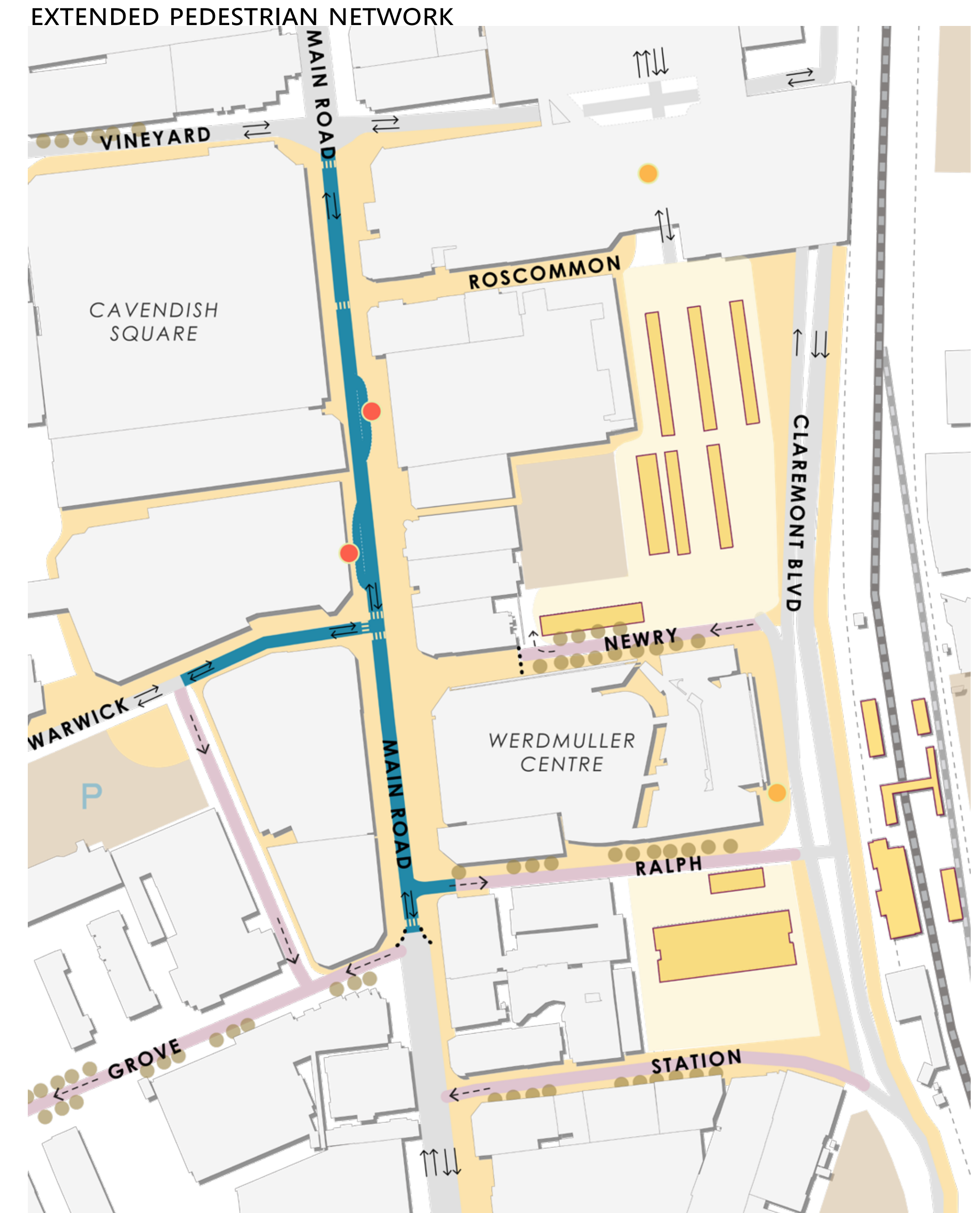
Neighbourhood Urban Framework | Author, 2022

8. DESIGN | Re-imagining the street in Claremont

8.1.PRECINCT LEVEL DESIGN DEVELOPMENT

The plans as shown adjacent, indicate the current car-dominated conditions of the street and surrounding spaces (current conditions) and the intention to pedestrianise the space by removing on-street parking in Main Road and reducing the amount of lanes from 4 to 2. Furthermore, the design concept shows the relocation of the bus stop and associated infrastructure to a more strategic position within the new street.

- INFRASTRUCTURE**
- BUILDING FOOTPRINT
- MAP INFORMANTS**
- ROAD - DUAL
- ROAD - ONE WAY
- PARKING AREAS
- ON-STREET PARKING AREAS
- BUS STOPS
- PUBLIC TRANSPORT BUILDINGS
- BUS & TAXI ROAD SURFACES
- AMENDMENTS TO PEDESTRIAN NETWORK**
- REDUCED & AMENDED ROADS
- PEDESTRIAN REALM
- PEDESTRIAN CROSSINGS
- AMENDED BUS STOPS
- ROAD CLOSURE / REDUCTION



**PRECINCT LEVEL CONCEPT** | The diagram shows the intention to reclaim street space for pedestrians. Source: Author

8.1.2. Focus Areas

1. Main Road

Reduce road area from 4 to 2 lanes.

2. Roscommon Street:

From one-way road with on-street parking to pedestrian-only road.

3. Newry Street:

Cordon off of road portion and building on the existing informal trading character by implementing a Street Market with overhead activation (lighting, flags, art, etc.).

4. Warwick Street:

Reduced road lanes to connect with Main Road & increase pedestrian space

5. Proposed Bus Embayments

With Bus & Taxi stops w pedestrian shelter

6. Pedestrian link through Building

KEY PLAN | Source: Author



DIAGRAM: PULLING RETAIL ONTO THE STREET

CURRENT: ACTIVITIES ENCLOSED IN BUILDINGS



LIMITED CHOICES & INTERACTIONS (OCCASIONAL INFORMAL TRADER)

PROPOSED: SPILL OUT ONTO THE STREET



ACTIVATION & SENSE OF PLACE

DIAGRAM: FROM ROADS TO STREETS

CURRENT: CAR-DOMINANT



ROAD = ±12m + STREET PARKING

PROPOSED: PEDESTRIAN PREFERENCE



ROAD = ±6m NO STREET PARKING

**STRATEGY - RETAIL** | The diagram shows the intention to activate the space adjacent to buildings by allowing retail, restaurant and other economic activities on the building frontages. This will also lead to a more interesting and concentrated mix of economic activity that spill-out onto the street and so doing, activate the space. Note how retail uses and activities are now pulled out onto the street, and the buildings opened onto it.

Source: Author

**STRATEGY - PEDESTRIAN SPACE** | The diagram shows the intention to increase the pedestrian space by reclaiming portions of the road for pedestrian use and landscaping - suddenly there is not only vastly more space for pedestrians, but also less traffic to navigate. Furthermore, by activating the second floor through the use of balconies, cantilevres and promotion of active uses - the pedestrian space becomes more vibrant and a sense of enclosure is obtained.

Source: Author

PRECEDENT EXAMPLES

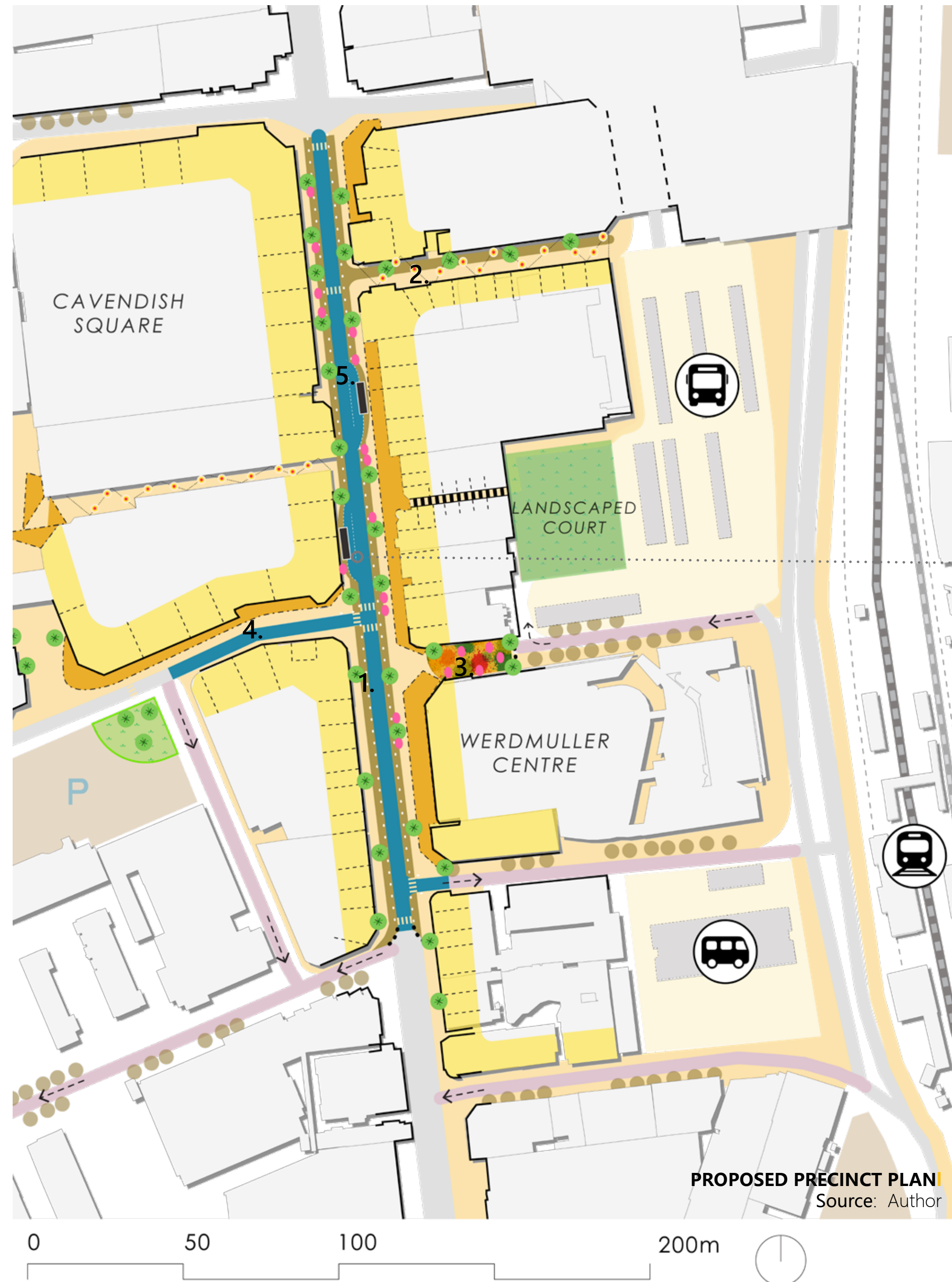


1. ACTIVE & INTERESTING FRONTAGE | Photo: Tatum Ancheta

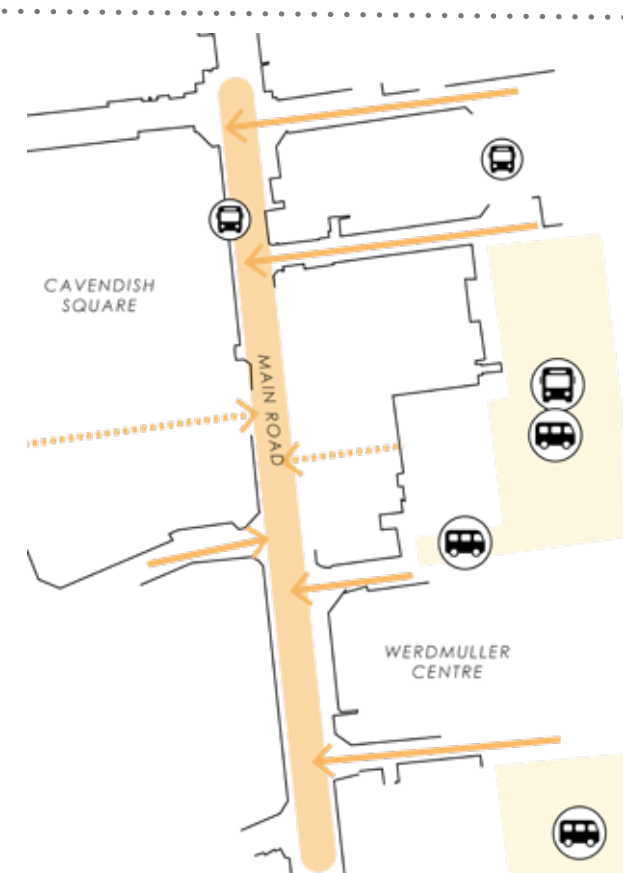
2. CLAIMED PEDESTRIAN COLONNADE | Source: The Urbanist

3. MARKET STREET CONCEPT | Source: Utile Architecture and Planning

4. LOCAL STREET VENDORS | Photo: Travel Start

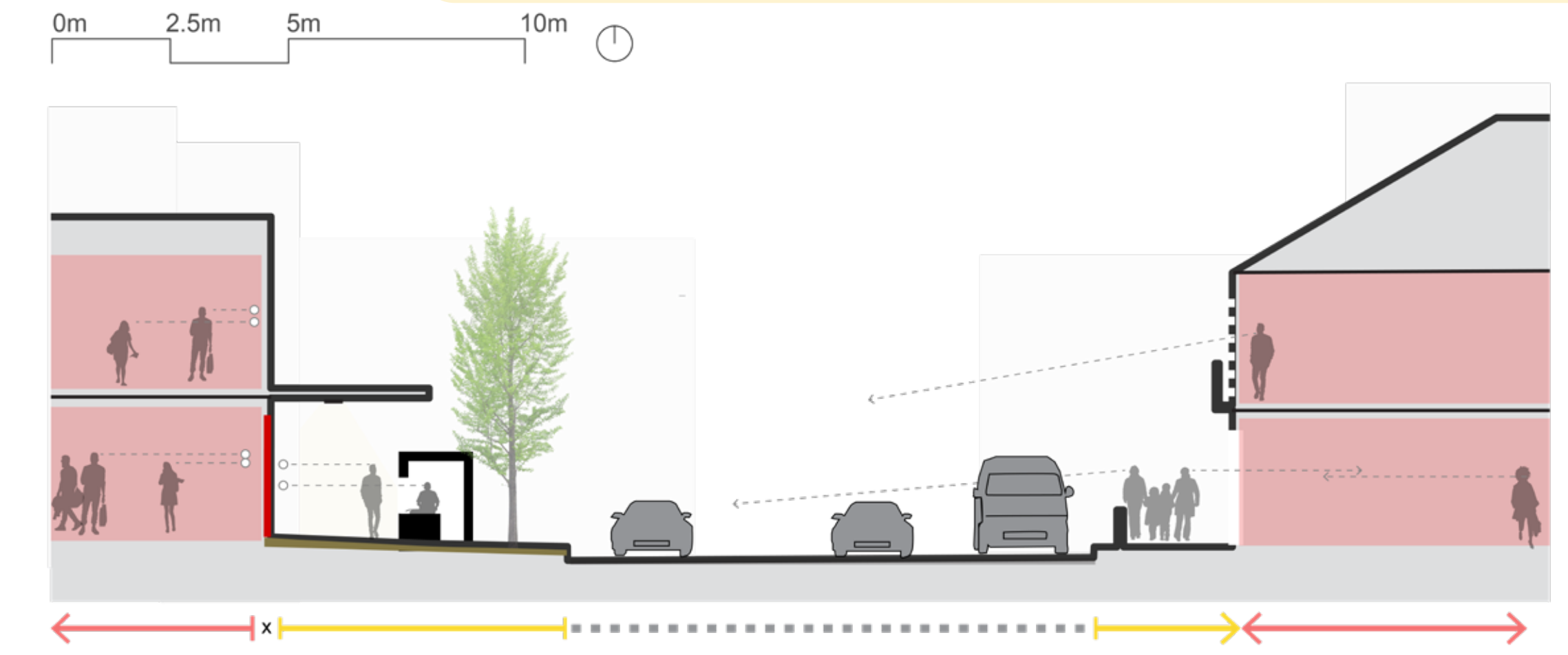


- INFRASTRUCTURE**
- RAILWAY LINE
  - BUILDING FOOTPRINT
- MAP INFORMANTS**
- ROAD - DUAL
  - ROAD - ONE WAY
  - REDUCED & AMENDED ROADS
  - COLLONADED PEDESTRIAN WALKWAY
  - ON-STREET PARKING
  - PARKING AREAS
  - ROAD CLOSURE / REDUCTION
  - ENHANCE BUILDING EDGES
  - PROMOTE ACTIVE GROUND & SECOND FLOOR
  - DECREASED SHOP FRONTS
  - PROPOSED PEDESTRIAN CONNECTION THROUGH BUILDING
  - PEDESTRIAN COVERAGE (IN-FILL)
  - SHELTER (BUS & MINI-BUS DROP-OFF)
  - PROPOSED PEDESTRIAN REALM
  - PROPOSED PEDESTRIAN CROSSINGS
  - PROPOSED LANDSCAPED COURTS & PAUSE AREAS
  - PROPOSED TREE PLANTING (INDICATIVE)
  - INFORMAL STALLS (INDICATIVE)
  - PROPOSED MARKET SQUARE
  - PROPOSED OVERHEAD ACTIVATION (LIGHTS/ BRANDING/ FLAGS / ETC.)

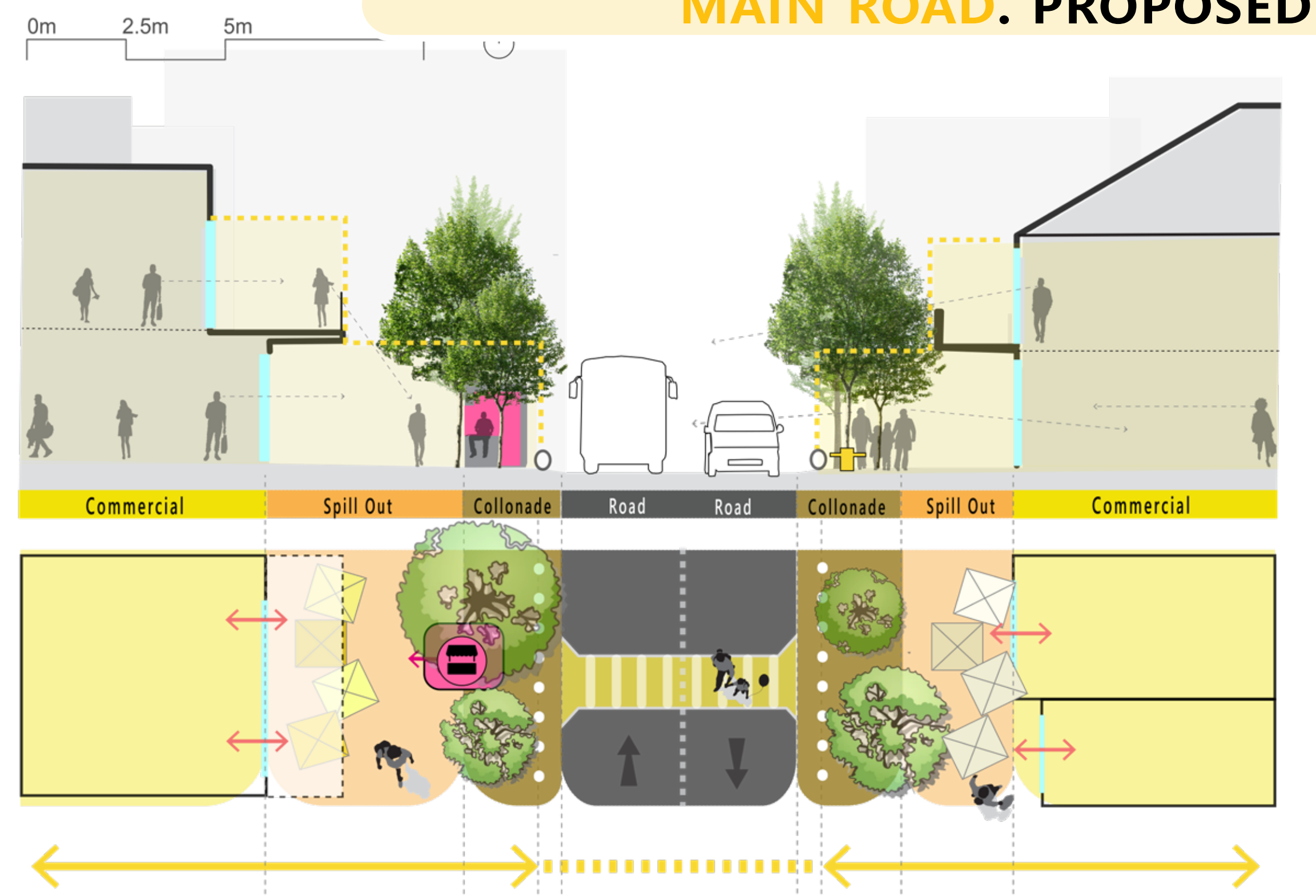


The precinct plan shows the design proposal for the CBD-area. The design is centered around and human-first approach where the quantity and quality of the pedestrian space is key. Note the high intensity and mix of uses along building edges.

**MAIN ROAD: CURRENT CONDITION**



**MAIN ROAD: PROPOSED**



**CHANGING CONDITIONS** | CONTINUATION OF CHOICE AND ACTIVITY  
Source: Author

PROPOSAL SYNOPSIS

Currently, we see the pedestrian activities enclosed in the buildings, while Main Road and its adjacent public spaces are dominated by the vehicle ( i.e. cars, taxis and parking).

In order to address this, the design proposal is for the following changes;

- Reduced Main Road will be flanked on either side by a pedestrian colonnade with seating/lighting and opportunities for small businesses such as the informal traders & food stalls.

- buildings will be flipped inside out and by promoting more flexible use of public space and entering into negotiation with City of Cape Town, the design proposes to pull retail and activity onto the street by promoting active frontages along ground floor and second floor (entrances, windows, balconies, seating), but also by allowing trade in the frontage zones along buildings edges.

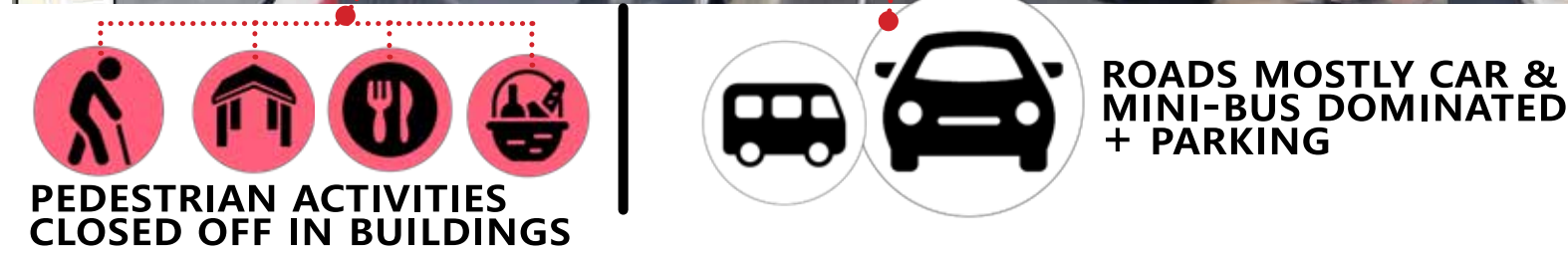
- a covered and enclosed pedestrian space will be created by extending the overhead coverage (whether through permanent features such as tree canopy, cantilevers, overhangs or more temporal structures such as umbrellas and shading).

- shopfronts along Main Road should be smaller, and varied – to increase mix of use, activity, active frontages & more pedestrian entrances - which will contribute to an interesting streetscape.

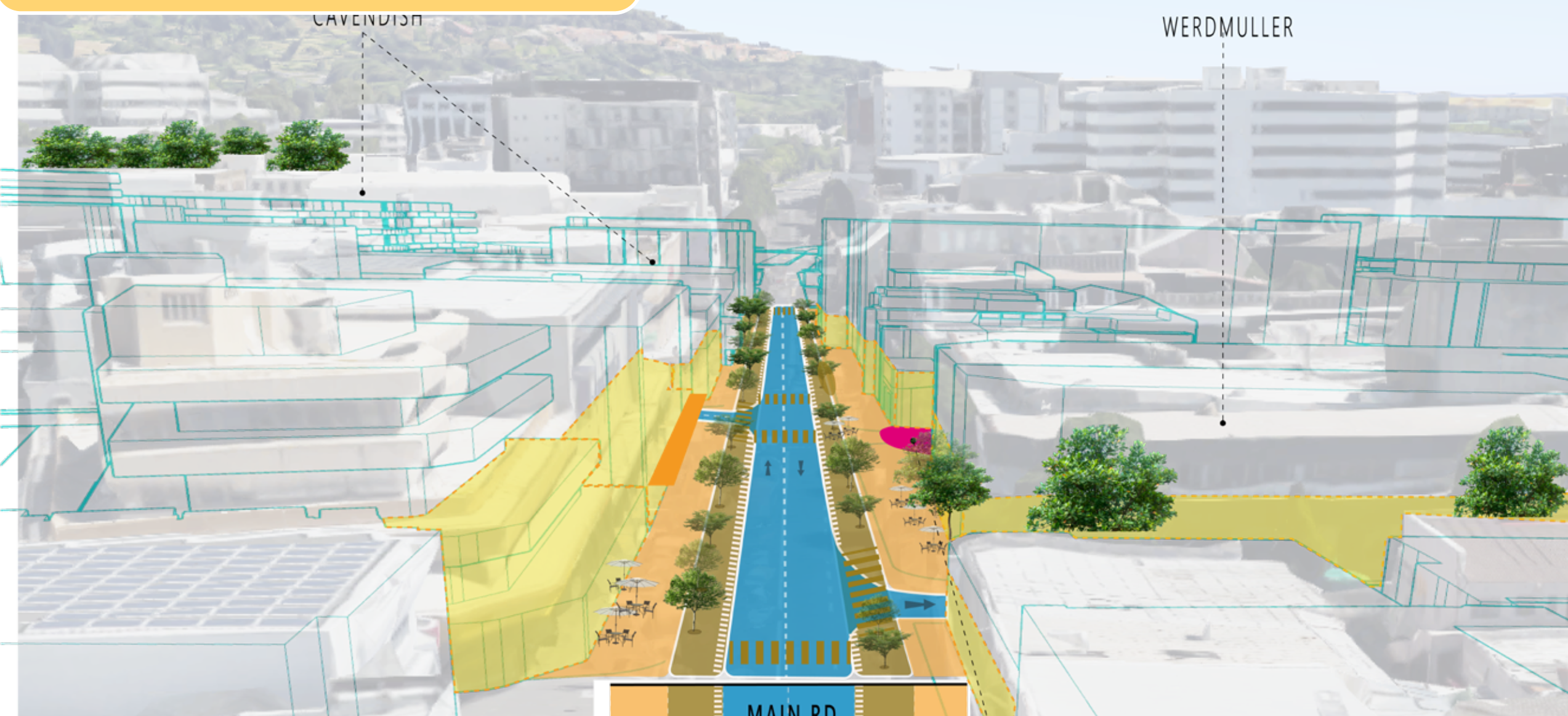
- all edges should be treated or manicured as it can be said that a wall is not just brick and mortar, it's also a canvas.

- the design will promote the activation of overhead space by means of lighting, flags, canopy, covering, etc., which again improves the sense of pedestrian enclosure and creates unique and identifiable streetscapes.

MAIN ROAD AS A CAR DOMINATED SPACE...

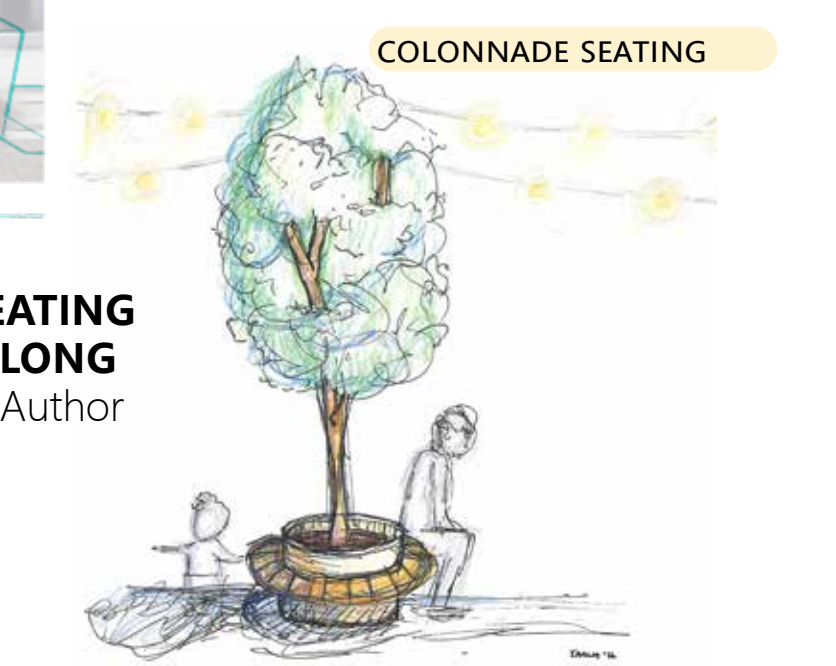


REVITALISED AND PEDESTRIAN STREET!



THE STREET AS PLACEMAKING TOOL

- LEGEND**
- AREAS OF USE**
- PEDESTRIAN COLONADE
  - RETAIL SPILL OUT SPACE
  - GROUND & SECOND FLOOR ACTIVATI
  - BUS, MINI-BUS CAR LANES
  - [IN]FORMAL TRADE STALLS
  - MARKET STREET (NEWRY ST)
  - SAFETY ZONE (0.5m)- INDICATIVE
- PROPOSED USES**
- PEDESTRIAN
  - MARKET & LOCAL BUSINESS
  - RESTAURANT & CAFÉ
  - LANDSCAPING
  - BUS
  - MINI BUS
  - PRIVATE CAR
  - TRADER STALLS
  - CANOPY, SHADE, BUS STOPS



## 9. RULES OF ENGAGEMENT | Ethical Considerations

The data and indicators used in this investigation were from publicly accessible domains, and where data was amended to account for newer information or site information, these changes have been duly noted.

All semi-formal and structured interviews were conducted with the participants' agreement, and all participants acknowledged that participation was free of choice and that no compensation of any sort was offered. Participants were also given the option of taking down the researcher's dedicated contact information (karlaresearch2022@gmail.com). The email is checked monthly; no emails have been received up to date.

All site visits and photographs were conducted in a courteous manner without jeopardizing anyone's right to privacy or making anyone the subject of a photo.

This urban design research project will be available to all research participants, professionals, and the public domain upon request. The researcher avoided raising expectations and was upfront about the purpose of the survey and provided participants with sufficient information before, during, and after interviews about the purpose, scope, and topic of the research.

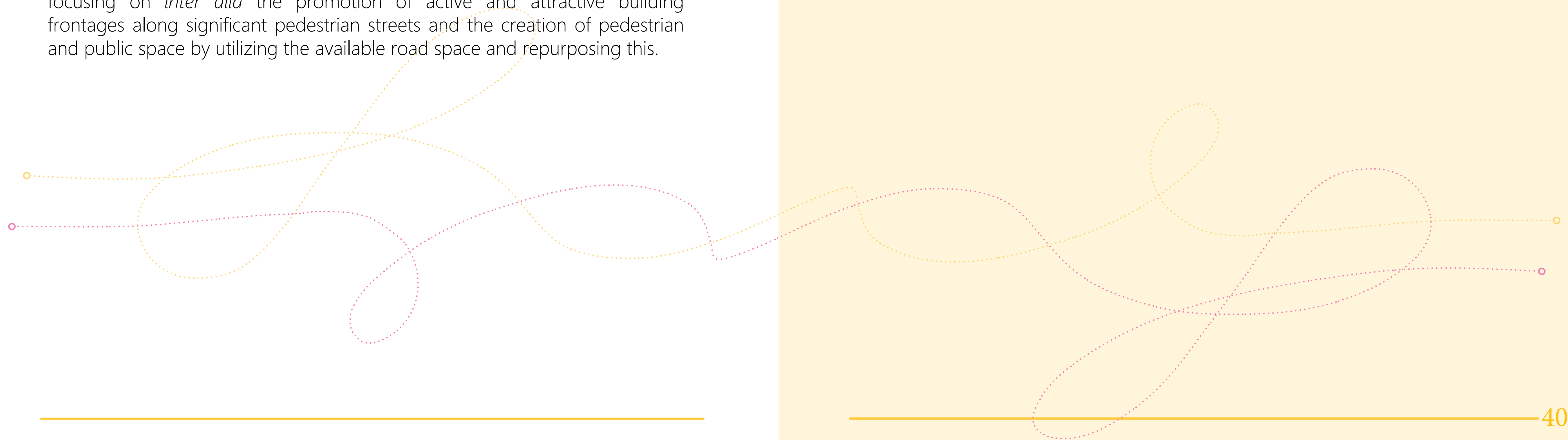
All participants in the study had the option to remain anonymous if they chose so. Anonymity was further ensured by referring to participants in terms of identifying words instead of by name. Interviews were conducted without influencing participants' opinions or steering the conversations towards desired outcomes. Fluid-type engagements left space for participants to offer information or opinions as they saw fit, and thus power dynamics were equalized. Consent was obtained with the consent form attached (Annexure C). There is no conflict of interest that the researcher is aware of, other than having been in the the employment of the V&A Waterfront for the duration of this research project.

During the ethical clearance process, the community engagement process has been cleared as **low risk** with data unlikely to cause harm. To further ensure the safety of data and privacy of participants' data, personal and potentially sensitive data are stored on a password protected cloud location.

A copy of the ethics clearance has been attached as Annexure E.

Through this design research project, it was found that the “heart” of the pedestrian space in the Claremont CBD, namely the public transport areas adjacent to Main Road and the railway line, suffer from a lack of connection to the rest of the CBD as a result of the poor urban conditions. Conditions such as *inter alia* dead edges, internalized buildings, a lack of public surveillance resulting from building orientation, all contribute to a harsh and uninviting pedestrian space, as well as disconnect between significant public areas. By re-imagining the use and conditions along streets in this urban landscape, the placelessness can be addressed.

It was found that streets can act to fulfill the function of connecting urban areas, but also in itself be an urban public space. In recognising this, the researcher can strategically apply this as a tool to re-imagining how people see and interact with the streets at the heart of Claremont. The design places the human back at the core of planning and design for this areas, with the design focusing on *inter alia* the promotion of active and attractive building frontages along significant pedestrian streets and the creation of pedestrian and public space by utilizing the available road space and repurposing this.



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# TWELVE URBAN QUALITY CRITERIA

LOCATION:

-  = YES
-  = IN BETWEEN
-  = NO

<b>Protection</b>	<p><b>Protection against traffic and accidents.</b> Do groups across age and ability experience traffic safety in the public space? Can one safely bike and walk without fear of being hit by a driver?</p>	<p><b>Protection against harm by others.</b> Is the public space perceived to be safe both day and night? Are there people and activities at all hours of the day because the area has, for example, both residents and offices? Does the lighting provide safety at night as well as a good atmosphere?</p>	<p><b>Protection against unpleasant sensory experience.</b> Are there noises, dust, smells, or other pollution? Does the public space function well when it's windy? Is there shelter from strong sun, rain, or minor flooding?</p>
<b>Comfort</b>	<p><b>Options for mobility.</b> Is this space accessible? Are there physical elements that might limit or enhance personal mobility in the forms of walking, using a wheelchair, or pushing a stroller? Is it evident how to move through the space without having to take an illogical detour?</p>	<p><b>Options to stand and linger.</b> Does the place have features you can stay and lean on, like a façade that invites one to spend time next to it, a bus stop, a bench, a tree, or a small ledge or niche?</p>	<p><b>Options for sitting.</b> Are there good primary seating options such as benches or chairs? Or is there only secondary seating such as a stair, seat wall, or the edge of a fountain? Are there adequate non-commercial seating options so that sitting does not require spending money?</p>
	<p><b>Options for seeing.</b> Are seating options placed so there are interesting things to look at?</p>	<p><b>Options for talking and listening/hearing.</b> Is it possible to have a conversation here? Is it evident that you have the option to sit together and have a conversation?</p>	<p><b>Options for play, exercise, and activities.</b> Are there options to be active at multiple times of the day and year?</p>
<b>Enjoyment</b>	<p><b>Scale.</b> Is the public space and the building that surrounds it at a human scale? If people are at the edges of the space, can we still relate to them as people or are they lost in their surroundings?</p>	<p><b>Opportunities to enjoy the positive aspects of climate.</b> Are local climatic aspects such as wind and sun taken into account? Are there varied conditions for spending time in public spaces at different times of year? With this in mind, where are the seating options placed? Are they located entirely in the shadows or the sun? And how are they oriented/placed in relation to wind? Are they protected?</p>	<p><b>Experience of aesthetic qualities and positive sensory experiences.</b> Is the public space beautiful? Is it evident that there is good design both in terms of how things are shaped, as well as their durability?</p>

**12 Quality of space criteria |**  
This tool was used to quickly get a sense of the quality of sense of place for the initially identified areas (namely Claremont, Seapoint and Fish Hoek).

Source: Gehl Institute

Interview Questionnaire

**THANK YOU FOR PARTICIPATING IN OUR SURVEY ABOUT PUBLIC LIFE IN THIS AREA. YOUR RESPONSES WILL BE KEPT STRICTLY CONFIDENTIAL.**

**1 How often do you visit this place?**

- Daily
- Weekly
- Monthly
- Rarely (once per year or less)
- First time here

**2 How did you get here today? (Select option traveled for longest distance)**

- Walk
- Bike
- Bus
- Light rail/Streetcar
- Private car
- Taxi/Rideshare
- Private bus/Shuttle
- Other. Please describe

**3 What best describes your relationship to this area? (check all that apply)**

- Neighbor/Resident
- Employee (of nearby institution/business)
- Student (of nearby school)
- Tourist
- Attendee (cultural event or institution)
- Other. Please describe

**4 What brings you to this space today?**

- Just passing through
- Shopping/Market
- Spending time with my family
- Meeting up with friends
- Spending time by myself
- Sightseeing
- Recreation/Sports/Exercise
- Walking my pet
- Cultural event/Performance
- Political event/Protest

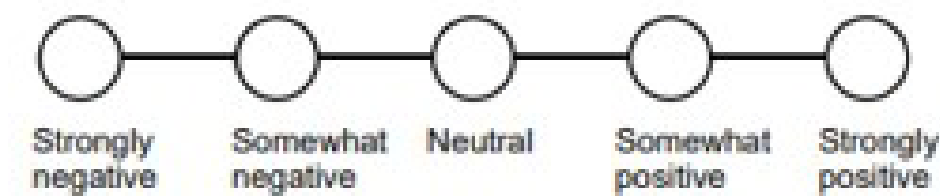
**5 If you answered 'just passing through' are you headed anywhere in particular?**

- Home
- Work
- School
- Cultural institution
- Restaurant/Bar
- Store
- Another public space
- Other. Please describe

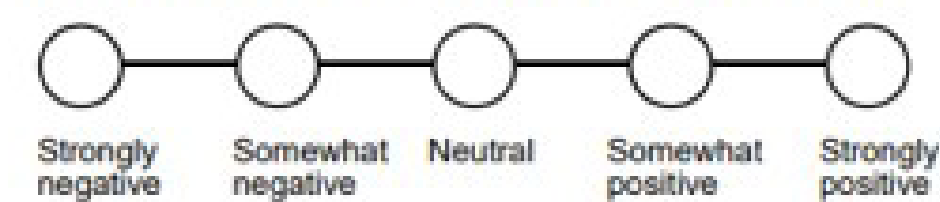
**6 How much time do you plan on spending here today?**

- Less than 10 min.
- 10 min.
- 20 min.
- 30 min.
- 1 hour or more

**7 How do you feel about this neighborhood?**



**8 How do you feel about this particular public space?**

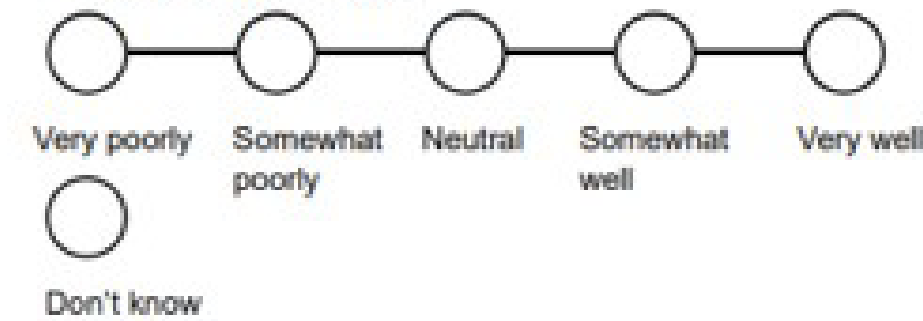


**9 What three words would you use to describe this public space?**

**10 What two things would you like to do in the public spaces of this area that you can't do now?**

\_\_\_\_\_ & \_\_\_\_\_

**12 How would you rate your feeling of personal safety in this space right now?**



**13 What would make you feel more safe in this place?**

**14 Please take a few moments to look at the people here. Do you recognize anyone you weren't already planning to meet?**

- No, I don't recognize anyone here right now
- Yes, I recognize a familiar face, but I don't 'know' them
- Yes, I recognize someone I know but didn't plan to meet

**15 What is your age? \_\_\_\_\_**

**16 What is the highest level of education you have completed?**

- Less than 9th grade
- Some high school
- Completed high School (through grade 12)
- College, no degree
- Bachelors or Associate's Degree
- Graduate or Professional Degree

**17 Do you identify as**

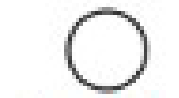
- Female
- Male
- Gender nonconforming
- I prefer not to say
- Other. Please specify

**18 If foreign-born, what is your country of origin?**

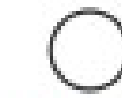
\_\_\_\_\_

**19 What is the street intersection closest to your place of employment or school? (If applicable)**

\_\_\_\_\_ & \_\_\_\_\_



I am not employed



I am visiting from another city or town

**20 In what area of the city (or not) do you stay?**

\_\_\_\_\_

**THANK YOU!  
DANKIE! ENKOSI!**

**Survey Tool I**

This tool was used to guide semi-structured conversations between the researcher and participants.

Source: Gehl Institute



## PLAGIARISM Declaration

I know that plagiarism is wrong. Plagiarism is to use another's work and pretend that it is one's own.

I have used the APA convention for citation and referencing. Each contribution to, and quotation in, this project from the work(s) of other people has been attributed, and has been cited and referenced.

I declare that this project is my own work and I have not allowed, and will not allow, anyone to copy my work with the intention of passing it off as his or her own work.

Signature:

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Karla Stander

**ETHICS APPLICATION FORM****Please Note:**

Any person planning to undertake research in the Faculty of Engineering and the Built Environment (EBE) at the University of Cape Town is required to complete this form **before** collecting or analysing data. The objective of submitting this application *prior* to embarking on research is to ensure that the highest ethical standards in research, conducted under the auspices of the EBE Faculty, are met. Please ensure that you have read, and understood the **EBE Ethics in Research Handbook** (available from the UCI EBE, Research Ethics website) prior to completing this application form: <http://www.ebe.uct.ac.za/ebe/research/ethics1>

APPLICANT'S DETAILS		
Name of principal researcher, student or external applicant	KARLA STANDER	
Department	ARCHITECTURE AND PLANNING AND GEOMATICS	
Preferred email address of applicant:	karlastander4321@gmail.com	
If Student	Your Degree: e.g., MSc, PhD, etc.	MASTER'S OF URBAN DESIGN MUD
	Credit Value of Research: e.g., 60/120/180/360 etc.	60 credits
	Name of Supervisor (if supervised):	KATHRYN EWING
If this is a research contract, indicate the source of funding/sponsorship	N/A	
Project Title	RETHINKING THE STREET AS PLACEMAKING TOOL IN CAPE TOWN	

**I hereby undertake to carry out my research in such a way that:**

- there is no apparent legal objection to the nature or the method of research; and
- the research will not compromise staff or students or the other responsibilities of the University;
- the stated objective will be achieved, and the findings will have a high degree of validity;
- limitations and alternative interpretations will be considered;
- the findings could be subject to peer review and publicly available; and
- I will comply with the conventions of copyright and avoid any practice that would constitute plagiarism.

APPLICATION BY	Full name	Signature	Date
<b>Principal Researcher/ Student/External applicant</b>	KARLA STANDER		14-05-2022

SUPPORTED BY	Full name	Signature	Date
<b>Supervisor (where applicable)</b>	Dr Kathryn Ewing		14/05/2022

APPROVED BY	Full name	Signature	Date
<b>HOD (or delegated nominee)</b> Final authority for all applicants who have answered NO to all questions in Section 1; and for all Undergraduate research (Including Honours).	Nancy Odendaal		24 May 22
<b>Chair: Faculty EIR Committee</b> For applicants other than undergraduate students who have answered YES to any of the questions in Section 1.			