



FACULTY ART DESIGN AND ARCHITECTURE

2015 November

Main Assessment

DEPARTMENT OF ARCHITECTURE

MODULE NAME : Urban Policy Studies

MODULE CODE : UPS4-1

DATE : 3 November 2015

DURATION : 3 HOURS

TIME : 8h30

TOTAL MARKS : 100

ASSESSOR(S) : Ms. Melinda Silverman

MODERATOR(S) : Mr. Jan Erasmus

NUMBER OF PAGES: 4

INSTRUCTIONS TO CANDIDATES:

- Question papers must be handed in.
- This is an open book assessment.
- Read the questions carefully and answer only what is asked.
- **Answer five (5) questions. Each question is worth equal marks.**
- **In the event that you mistakenly answer more than five questions, only the first five questions will be marked.**
- Number your answers clearly.
- Write neatly and legibly.
- Structure your answers by using appropriate headings and sub-headings.
- The general University of Johannesburg policies, procedures and rules pertaining to written assessments apply to this assessment.

QUESTION 1

Describe the impacts of both HIGH and LOW residential densities on

- (a) Transport provision (5)
- (b) Urban infrastructural services (water, energy, sanitation) (5)
- (c) Poverty (5)
- (d) Social amenities (schools, clinics, libraries) (5)

QUESTION 2

Both informal housing and informal trade are increasingly prevalent in Southern African cities.

- (a) Describe some of the positive attributes of informal housing and informal trade in Southern African cities. (5)
- (b) Describe some of the negative attributes of informal housing and informal trade in cities. (5)
- (c) Through a discussion of examples, illustrate how municipalities are engaging with informality. (10)

QUESTION 3

Current urban policy discourse has moved away from separating different land uses from one another in favour of mixed-use development.

- (a) Describe the historical factors that gave rise to the principle of land-use separation or zoning. (5)
- (b) Identify the reasons as to why mixed use development is being advocated as a principle in today's cities. (5)
- (c) Describe a mixed use development in your city, and critically examine how this development will contribute to improving your city. (10)

QUESTION 4

Transport-orientated design is one of the key components of Johannesburg's Growth Management Strategy.

- (a) Describe the principles of transport orientated design. (5)
- (b) Describe how transport orientated design will contribute to remedying the following problems in Johannesburg:
 - Sprawl; (5)
 - Mono-functional land use. (5)
 - Congestion. (5)

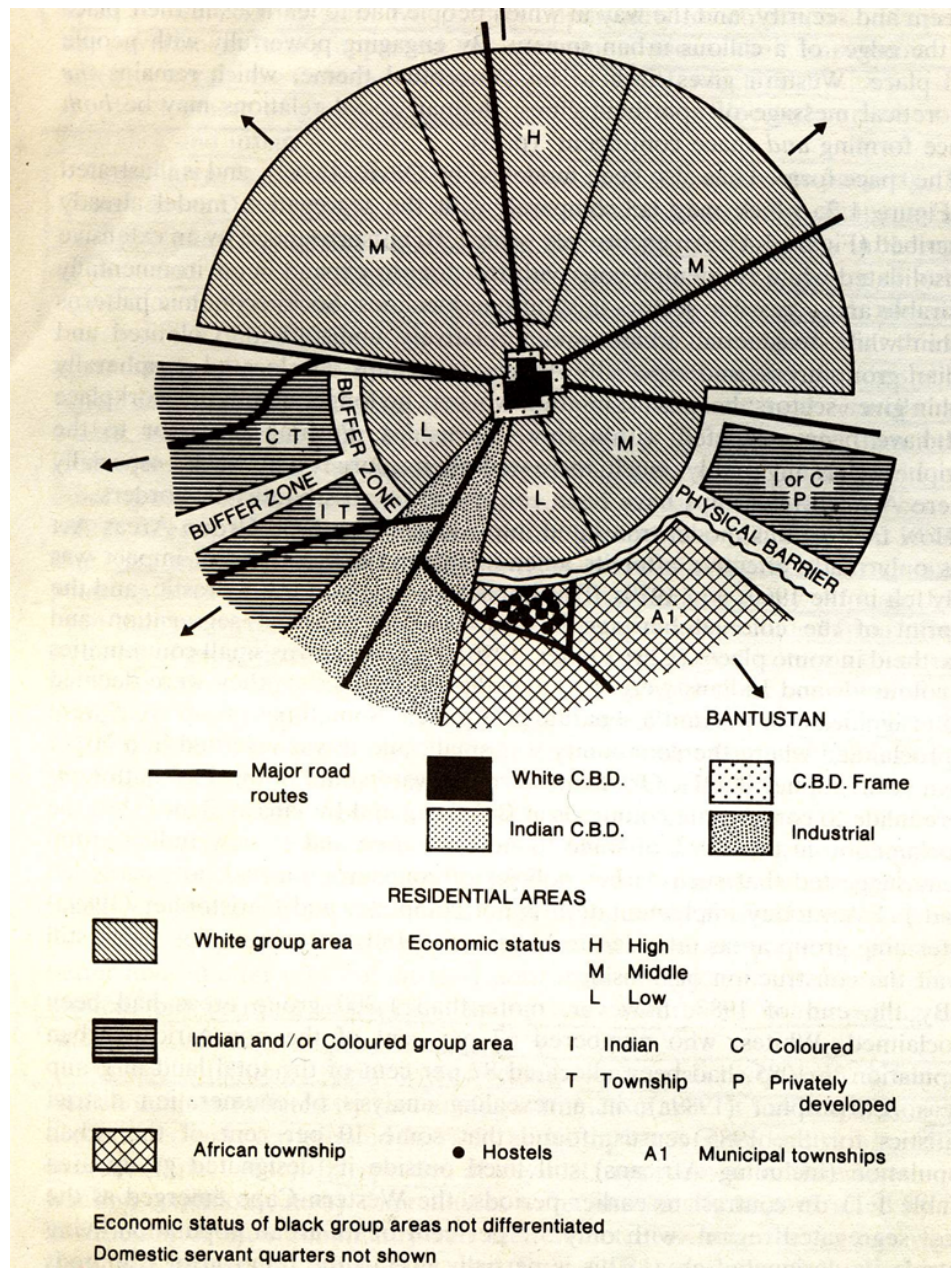
QUESTION 5

Describe how interactions between private property owners and the municipality can contribute to

- (a) A virtuous property cycle (10)
- (b) A vicious cycle of decline. (10)

QUESTION 6

The Apartheid City was informed by both Western planning traditions and ideas derived from the Colonial City. Discuss with reference to the following diagram. (20)



QUESTION 7

In 2008, the South African National Roads Agency decided to introduce tolls on various Gauteng freeways in order to finance road improvements. This, according to then Minister of Transport Jeff Radebe, was because "traffic in the Gauteng area has reached the stage where heavy congestion inhibits economic growth, leads to frustration and loss of productivity of road users, and damages the environment through excessive emissions."

The intention of the Gauteng Freeway Improvement Project (GFIP) was to expand existing roads and freeways; provide better connections between economic nodes; link historically marginalised townships on the urban periphery with economic hubs; and promote the use of public transport by including high occupancy vehicle lanes that can be integrated with Bus Rapid Transit systems and taxi routes.

Notwithstanding these good intentions, the GFIP has generated significant controversy in the press with stakeholders like the Automobile Association, private motorists and truck drivers' unions raising objections to the proposed tolls.

- (a) Outline the possible disadvantages of freeway tolls. (10)
- (b) Outline the possible advantages of freeway tolls. (10)

QUESTION 8

Compare the vision outlined in Johannesburg's Growth and Development Strategy (2006) with the more recent vision articulated in Joburg 2040 (2011), paying particular attention to extent to which City's policies are market orientated and/or socially orientated: (20)

"In the future, Johannesburg will continue to lead as South Africa's primary business city, a dynamic centre of production, innovation, trade, finance and services. This will be a city of opportunity, where the benefits of balanced economic growth will be shared in a way that enables all residents to gain access to the ladder of prosperity, and where the poor, vulnerable and excluded will be supported out of poverty to realise upward social mobility. The result will be a more equitable and spatially integrated city, very different from the divided city of the past. In this world class African city for all, everyone will be able to enjoy decent accommodation, excellent services, the highest standards of health and safety, access to participatory governance, and quality community life in sustainable neighbourhoods and vibrant urban spaces" (**Johannesburg Growth and Development Strategy**)

Johannesburg – a world class African city of the Future – a vibrant, equitable African city, strengthened through its diversity; a city that provides real quality of life; a city that provides sustainability for all its citizens; a resilient and adaptive society. Joburg. My City – Our Future! (**Joburg 2040**)

QUESTION 9

Describe the role of a metropolitan open space system. (5)

Discuss BOTH the provision of open space AND how these open spaces are utilised today in

- a) Historically white neighbourhoods (5)
- b) Historically black neighbourhoods (5)
- c) The inner city. (5)