

BEYOND THE FORMAL / INFORMAL DICHOTOMY

Towards a strategic perspective

The case of **Warwick Junction** in Durban

“The right to the city includes participating justly in the processes of production of space, having access to the privileged urban locations, where economic and social advantages are concentrated, having democratic control over the distribution of resources and services, and avoiding all forms of spatial segregation.”
Henri Lefebvre

COLOPHON

Beryl Boonzaaier
b_boonzaaier@yahoo.com

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or any means, electronic, mechanical, photocopying, recording or otherwise, without the prior written permission of either the authors or the Delft University of Technology.

Delft University of Technology
Faculty of Architecture and the Built Environment
Department of Urbanism
Complex Cities Studio

First mentor: Dr. Diego Sepulveda Carmona
Chair: Spatial Planning and Strategy

Second Mentor: Rene van der Velde
Department: Landscape Architecture

© Delft University of Technology, 2014



TABLE OF CONTENTS

ACKNOWLEDGEMENTS

EXECUTIVE SUMMARY

	page		page
A. INTRODUCTION		E. SPATIAL DIAGNOSIS	
i. Background: An introduction of informal markets worldwide	7	i. Metropolitan scale	67
ii. Definition of the subject	9	ii. Urban scale	71
iii. Introduction to the context - Global and National	12	iii. Local scale	79
iv. Historical overview	17		
v. Introduction to the Local context	25		
B. PROJECT DEFINITION		F. DESIGN	
i. Problem analysis and problem statement	36	i. Vision development	90
ii. Project approach	42	ii. Local strategic plan	93
iii. Research questions	43	iii. Mertropolitan scale - contextual proposal	102
iv. Methodology	44	iv. Local strategic project	103
v. Relevance and Motivation	46		
C. THEORETICAL FRAMEWORK		G. IMPLEMENTATION	
i. Main concepts - definitions	50	i. Planning instruments	120
ii. Main concepts - theories	51		
D. PLANNING FRAMEWORK		H. EVALUATION AND MONITORING	
i. An introduction to post-apartheid planning in South Africa	54	i. Evaluation and reflection	126
ii. Integrated Spatial Planning in the Durban context	55	ii. Recommendations and next steps	130
iii. Participatory Planning	58		
		BIBLIOGRAPHY	133

ACKNOWLEDGEMENTS

The writing of this thesis has been one of the most significant academic challenges I have ever had to face. I would like to thank the following people for their contributions and support throughout the process:

My mentor team for your guidance, knowledge and passion and inspiration.

Diego Sepúlveda

Rene van der Velde

A special thanks to Gerhard Bruyns for his valuable insight and knowledge on the South African condition.

To my family, for being a continuos source of strength, support and inspiration.

To Giovanna, for your love and support throughout this process.

Finally, I would like to dedicate this thesis to my mother, Maria, who continues to be my pillar of strength, support and love throughout all these years.

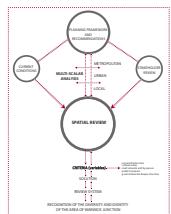
EXECUTIVE SUMMARY

Urbanisation trends in developing countries are synonymous with urban informality. This trend and the processes associated with it have a tendency to manifest themselves in a very specific type of socio-spatial structure, which is fundamentally an expression of urban political systems. Within the context of South Africa, and more specifically Durban, the marked shift towards neoliberalism has led to the establishment of an increasing informal sector, as the urban poor strive to create a means of economic survival outside of the formal system. This is largely a result of the inability of the state and the formal sector to provide sufficient employment opportunities, especially for the lower skilled population and migrants, as well as the inability of the state to meet the basic needs of the poor in terms of housing and service delivery.

These new informal market spaces that are emerging, primarily in areas with high connectivity such as transport nodal points, are places with a richness of cultural diversity, strong social networks and supply linkages with the formal sector. In a post-apartheid city such as Durban, the socio-spatial segregation of the former apartheid regime is still strongly manifested within the urban structure of the city. This poses many obstacles to integration, as well as socio-economic development and environmental sustainability. Within the city of Durban, urban development is largely driven through market-based initiatives and local fragmented architectural projects, which do not take into account the current reality of the area, which is that there is a large informal economy within Durban, and that they are at current not being integrated into urban plans and development initiatives.

This starting point of this thesis is that it considers the formal and informal economies to be one economic system that can respond to the unique demands of both. The approach of this thesis is based on the elements of recognition and integration towards the inclusion of the weakest actors within the planning process. This resulted in the proposal of a methodology which aims at integrated actions within a multi-scalar setting towards the recognition of the identity of the local area. A summary of the outputs are presented below and is indicative of how this thesis document is structured.

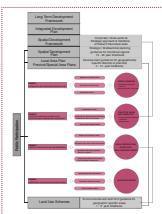
PREVIEW



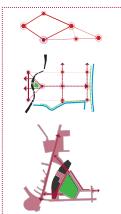
PROJECT APPROACH



THEORETICAL FRAMEWORK



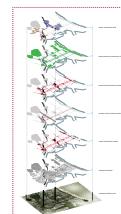
PLANNING FRAMEWORK



SPATIAL DIAGNOSIS
Metropolitan
Urban
Local



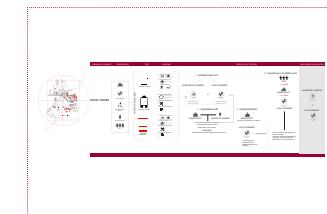
VISION - URBAN SCALE



LOCAL STRATEGIC PLAN



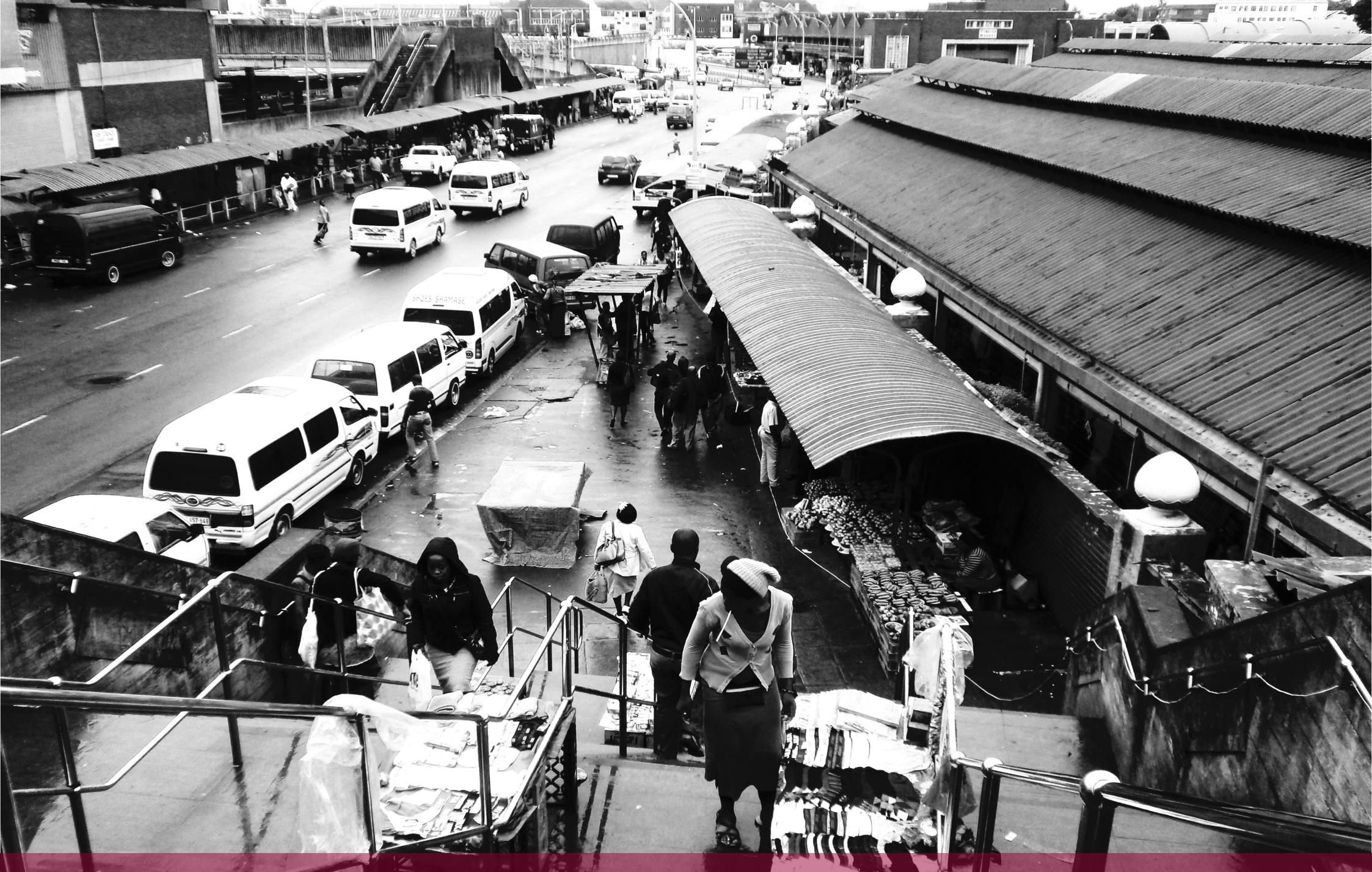
LOCAL STRATEGIC PROJECT



PLANNING INSTRUMENTS



EVALUATION



Exit at train station Warwick Junction
Source: Authors' own

introduction

This section of the thesis describes the approach of this graduation project. It starts with an introduction of the global phenomena of informal markets and the much debated dichotomy of the formal and informal economies.

It then goes on to define the context of the project location, the current development trends and gives an historical overview of the area together with an introduction to the local site context and existing conditions.



GUATEMALA CITY STREET MARKET

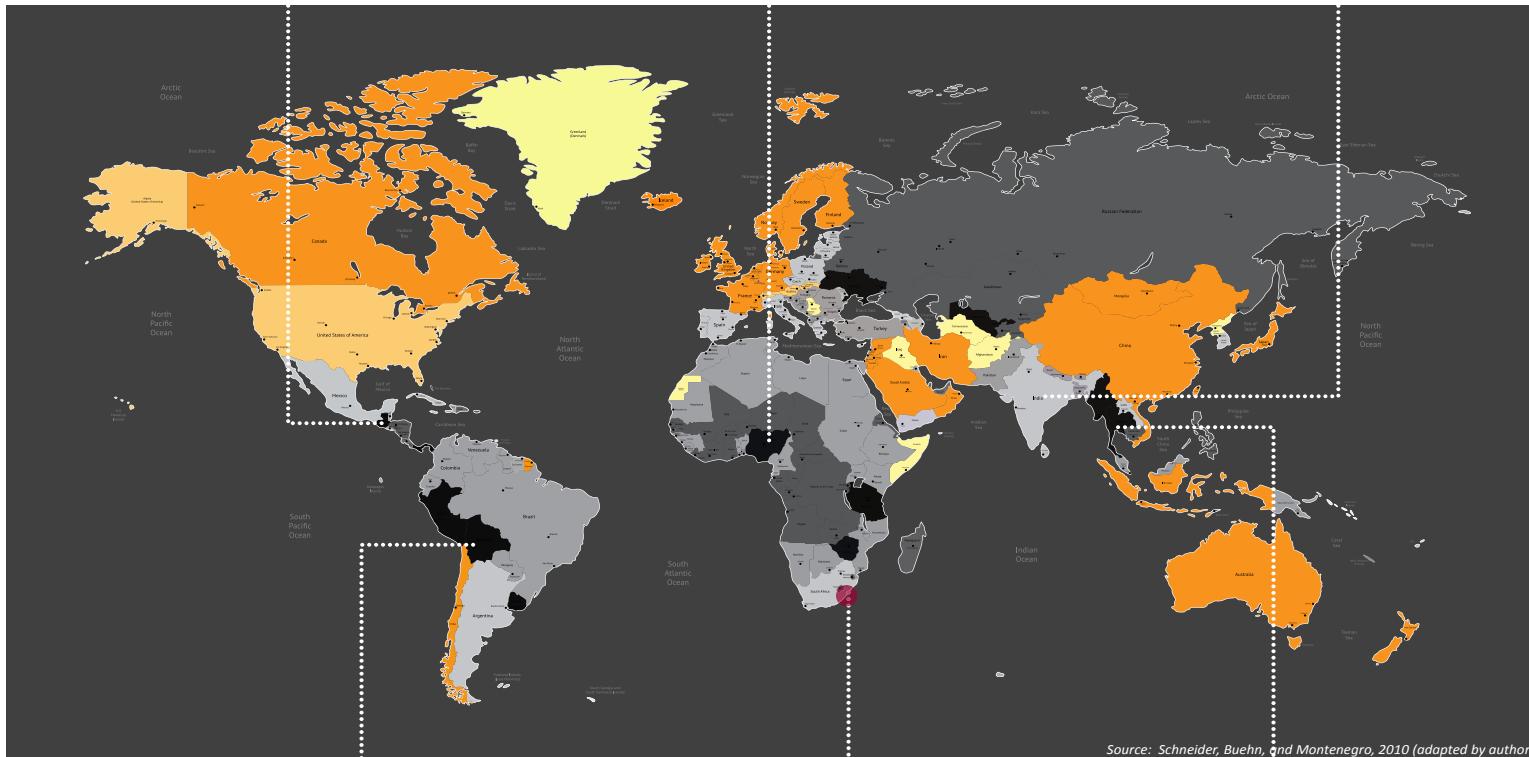


MARKET IN LAGOS



MARKET IN MUMBAI

BACKGROUND: INFORMAL MARKETS WORLDWIDE



LA PAZ STREET MARKET

Percentage GDP contribution of the informal economy worldwide, 2006



WARWICK MARKET



BANGKOK MARKET

'On average the size of the informal economy in Africa (in percent of GDP) was 42% for the years 1999/2000. Zimbabwe, Tanzania and Nigeria have with 59.4, 58.3 and 57.9% by far the largest informal economy. In the middle field are Mozambique, Cote d'Ivoire and Madagascar with 40.3, 39.9 and 39.6%. At the lower end are Botswana with 33.4, Cameroon with 32.8 and South Africa with 28.4%. In sum, one realizes that the size of the informal economy which is more like a parallel economy in Africa is quite large'

The informal sector is a pervasive and persistent economic feature of most developing economies, contributing significantly to employment creation, production, and income generation. (Schneider & Klinglmaier, 2004)

FORMAL

LEGAL

REGULATED

LEGITIMATE

INFORMAL

ILLEGAL

UNREGULATED

ILLEGITIMATE



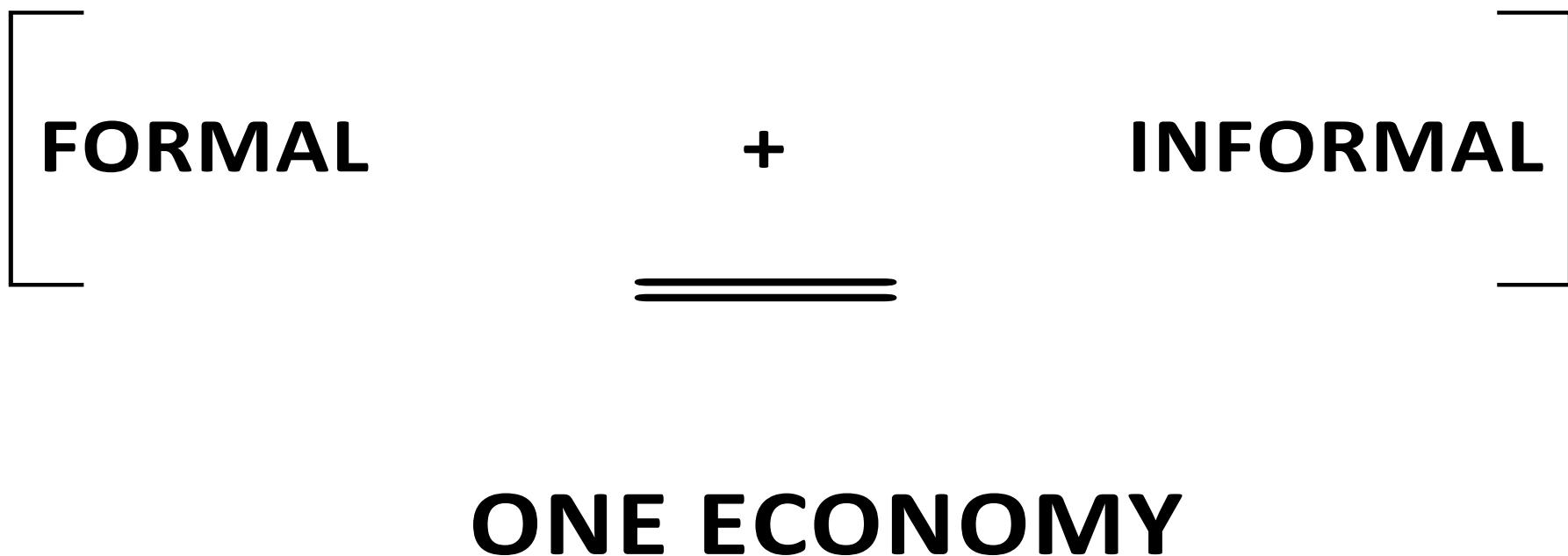
DEFINITION OF THE SUBJECT

In recent years, there has been much debate amongst academics and urban thinkers on the topic of the formal / informal economy. The informal economy is generally seen as illegal, unregulated and illegitimate, while the formal economy is seen as legally constituted, regulated and measured. However, there are many grey areas between the formal and informal sectors in the form of forward and backward linkages between the two economies. Forward linkages constitute subcontracting with the formal sector in promoting economic development in the informal sector (Ranis and Stewart 1999; Arimah 2001). Backward linkages comprise informal firms that tend to purchase inputs from the formal sector at retail prices, but sell their output largely to narrow low-income markets of poor informal producers and consumers, owing to a lack of skills and capital to access higher value formal sector markets.

In this thesis, my point of departure is that I consider the formal and informal economies to be one economy, each with their own needs and demands, and only by seeing these two economies as one system, can we better understand the relationship between them and acknowledge that they have different needs and demands that can and should be planned for.

Durban has one of the fastest growing informal economies in South Africa, with the biggest informal node in the entire South Africa, as well as being the second biggest informal market area in Africa, Warwick Junction is the focus of this thesis document.

The value of the informal sector on the Warwick Junction node is an important informal expression of the people and their economy. Beyond the formal/informal dichotomy focusses on a re-evaluation of the urban structure and systems in order to give recognition to the concrete demands of the informal social actors, towards a more inclusive and integrated network structure to better activate the local corridors within the existing urban structure, with the inclusion of the voices of the weakest social actors through a participatory urban decision-making process.



ACKNOWLEDGING THE DIFFERENT DEMANDS:

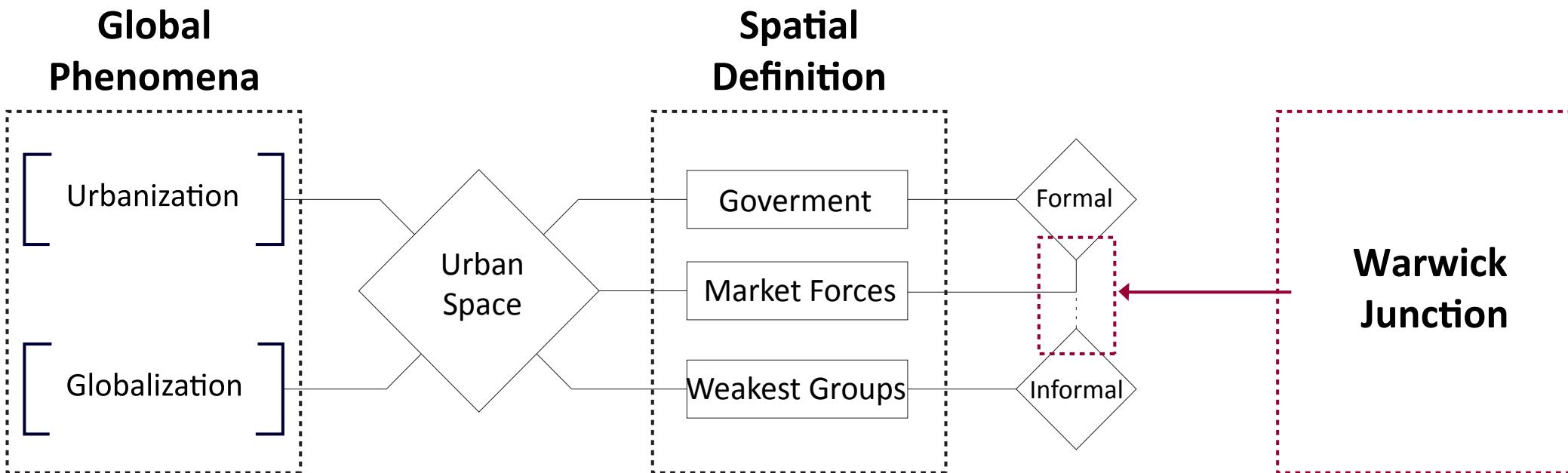
ONE SYSTEM that
respond to both

FORMAL - Market driven approach responding to high-end formal market

INFORMAL - Struggling to be included into urban plans
Weakest group, losing out to the big pressure from the formal market

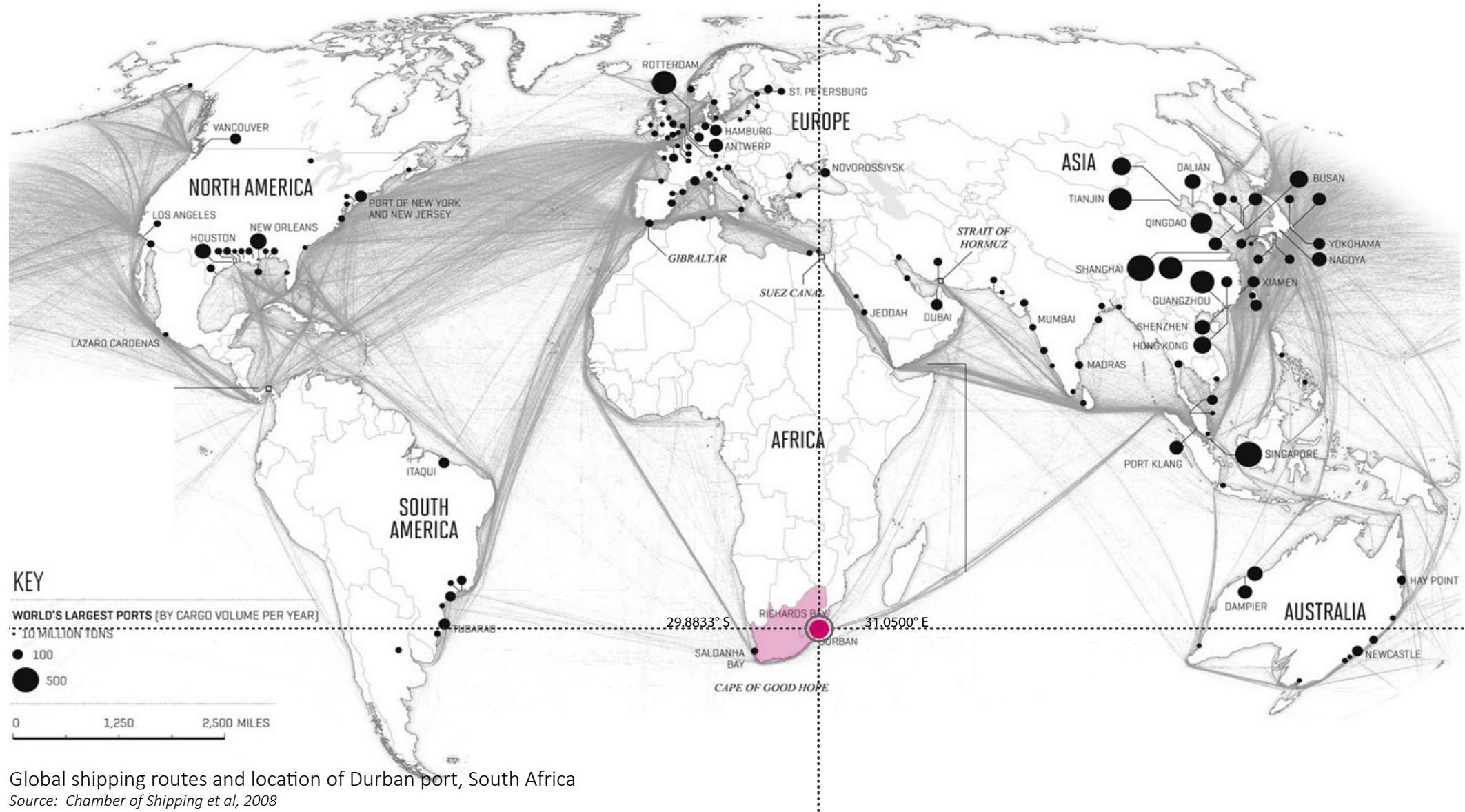
PHENOMENA

Urbanisation trends in developing countries and especially Durban are synonymous with urban informality. The urban regeneration process within the city are being led through market driven approaches, where new financial forces tend to alter the identity of these areas as they pose an opportunity for development. This trend, coupled with the process of globalisation, have a tendency to manifest themselves in a very specific type of socio-spatial structure, which is fundamentally an expression of urban political and economic systems. The shift towards neoliberalism has led to the establishment of an increasing informal sector, as this shadow economy plays a central role in the lives of the dispossessed and poor who strive to create a means for economic survival outside of the formal system.



CONTEXT - Global

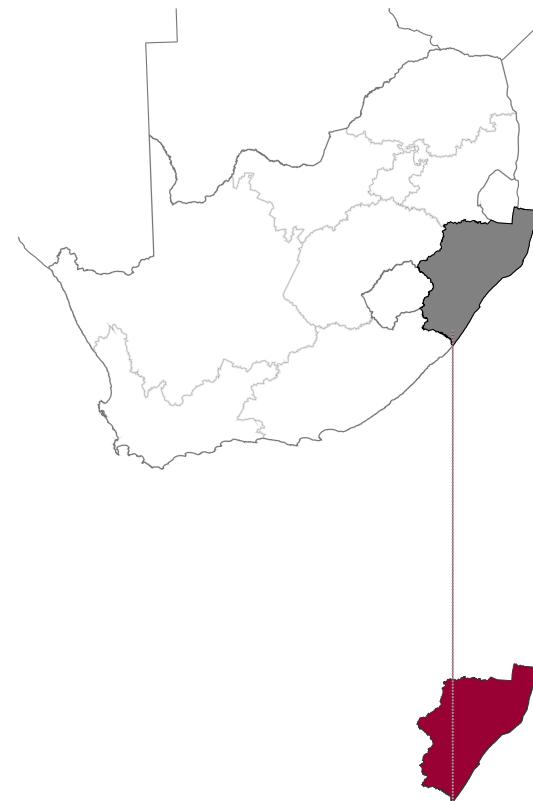
The position of Durban as the second largest port city in Africa after Lagos in Nigeria, and its' high connectivity on a national, regional and urban scale, reinforces its' position as the 'arrival city' of Southern Africa. This resulted in a huge wave of urbanisation where migrants from other parts of Africa, as well as from the surrounding regions tend to flock to the city of Durban in an attempt to increase their employment and economic opportunities.





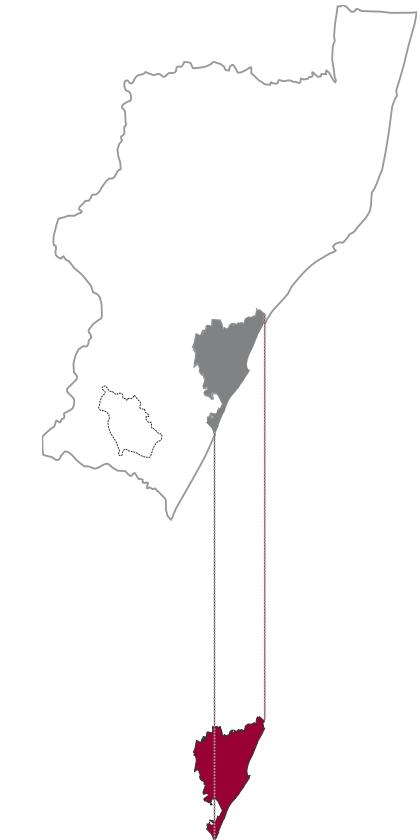
SOUTH AFRICA

Area	1.225.815 km ²
Population	52.98 mil.
GDP	100 %
Formal employment	41.8 %
Informal employment	32.7 %
Unemployment rate	25.5 %



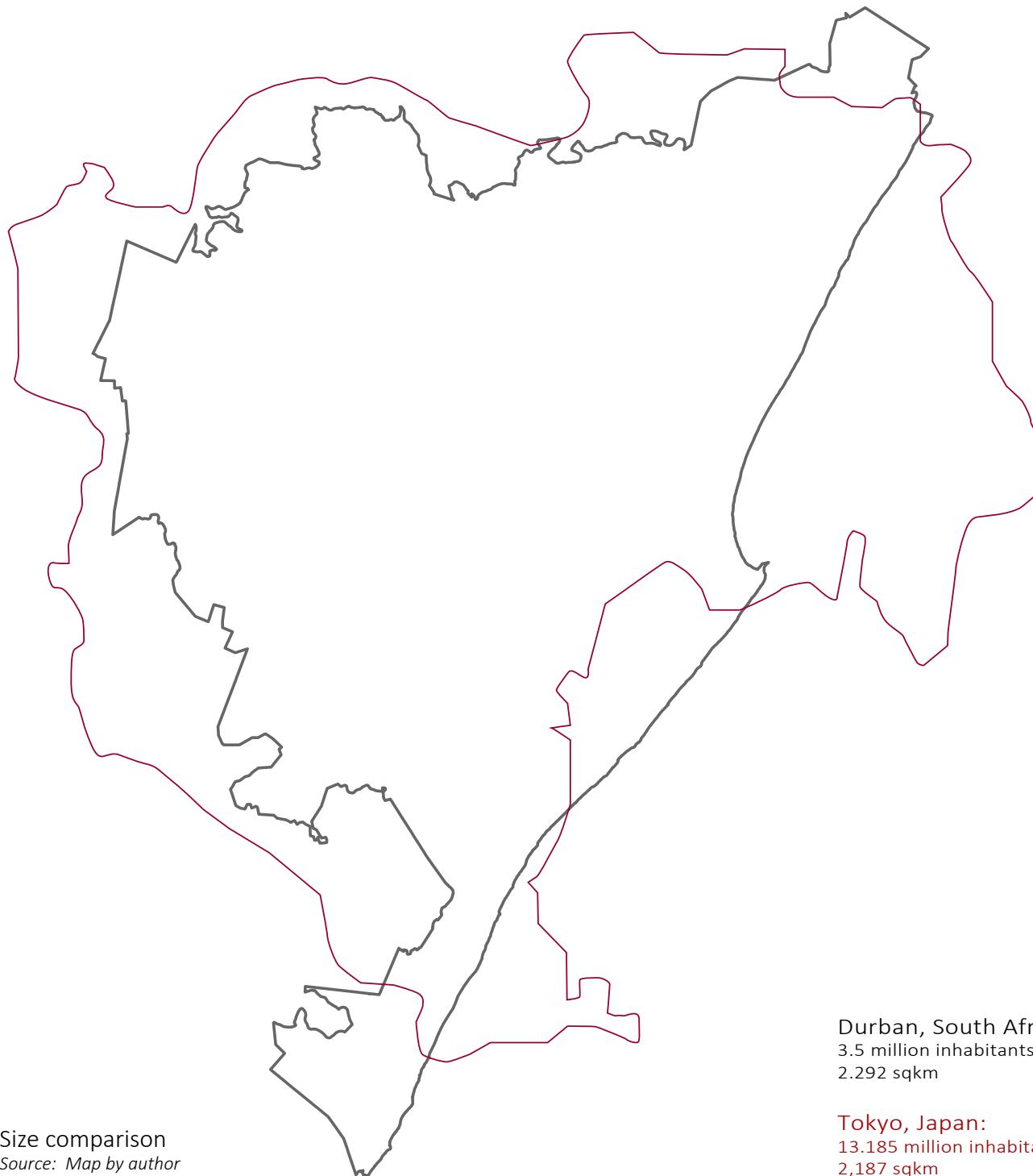
PROVINCE OF KWA-ZULU NATAL

Area	94.361 km ²
Population	10.4 mil.
GDP	16.5 %
Formal employment	54.3 %
Informal employment	18.5 %
Unemployment rate	21.1 %



DURBAN METROPOLITAN REGION (eTHEKWENI)

Area	2.292 km ²
Population	3.5 mil.
GDP	15.8 %
Formal employment	46 %
Informal employment	15 %
Unemployment rate	39 %



Location and size

Durban (formerly known as Natal) is situated on the south-eastern coast of South Africa in the province of KwaZulu-Natal (formerly known as Transvaal). It is the country's second largest urban-industrial complex, at the heart of which lies the country's most important port contains an estimated population of some 3.5 million people.

Social structure and economic condition

The people of Durban are racially diverse, comprising blacks (61%), coloureds (2.9%), Indians (24%) and whites (13%) in 1996, according to the population census.

Social class as reflected in occupations and income were historically closely associated in Durban, but the relationship is weakening with the rapid movement of Indians, coloureds and blacks up the occupational hierarchy and the stretching of income differentials within racial groups. (Hindson and Morris, 1997) Nevertheless, the relative position of the racial groups as reflected in average incomes remains unchanged with whites still receiving the highest average incomes, followed by Indians and coloureds, and blacks still lagging well behind the other racial groups. (City of Durban, 1999)

While formal employment within the Durban Metropolitan Area (DMA) constitute 46% of the workforce, informal employment provide roughly 15% of the jobs within DMA. With the current unemployment rate at 39%, and the inability of the formal market to provide sufficient working opportunities, the number of informal employment is predicted to rise significantly over the next few years.

Durban, South Africa:
3.5 million inhabitants
2.292 sqkm

Tokyo, Japan:
13.185 million inhabitants
2,187 sqkm

LOCAL FRAGMENTED ARCHITECTURAL INTERVENTIONS

The development trends of large-scale infrastructural and mega projects related to the process of globalisation, together with local fragmented architectural interventions in the absence of a clear vision for the city, has led to a lack of connection between metropolitan and local scales within the urban fabric. This in turn leads to big undefined spaces that cater mostly for the use of cars, causing a loss of sense of place and poor quality of life within the urban area of Durban. This has also led to the widening of the gap between the rich and the poor, with the city not responding to the needs and the demands of the weakest actos within the Durban Metropolitan area, and they are often left to their own devices.



LARGE-SCALE MEGA PROJECTS WITHIN DMA



AIRPORT (AEROTROPOLIS)

travel, retail, office

Area: 129 499 520sqm

Stakeholders: Tongaat-Hulett Developments & Dube Tradeport, Department of Economic Development & Tourism, South Africa Tourism & Trade and Investment KZN



UMHLANGA RIDGE OFFICE PARK

office, residential, mixed-use, commercial

Area: 1 400 000sqm

Stakeholders: eThekweni Municipality, Development Planning Environment and Management Unit and Economic Development Unit



GATEWAY SHOPPING CENTRE

office, residential, mixed-use, commercial

Area: 180 000sqm

Stakeholders: Public-Private Partnerships

Location of mega-projects within Durban Metropolitan Area (DMA)

Source: Authors' own



INK TOWNSHIP URBAN RENEWAL

residential, transport, health, education

Population: 580 000 people

Area: 943 000 000sqm

Stakeholders:

South African Cities Network, Provincial & Local Government, National Treasury



SIBAYA CASINO

entertainment, retail, residential

Area: 2 850 000sqm

Stakeholders: Tongaat-Hulett Developments



INTERNATIONAL CONVENTION CENTRE

entertainment, leisure

Area: 32 000sqm

Stakeholders: Public-Private Partnerships



CATO MANOR

residential (social housing)

Population: 93 000 people

Area: 180 000 000sqm

Stakeholders: eThekweni Municipality



CORNUBIA (new town)

residential

Area: 120 000 000sqm

Stakeholders:

Tongaat-Hulett Developments & eThekweni Municipality



MOSES MABHIDA STADIUM

sports

Area: 14 860sqm

Stakeholders: Public-Private Partnerships



USHAKA MARINE WORLD

entertainment, leisure

Area: 160 000sqm

Stakeholders: Ushaka Marine World



POINT DEVELOPMENT

residential, offices, hotels and retail outlets

Area: 185 000sqm

Stakeholders: Durban Point Development Company

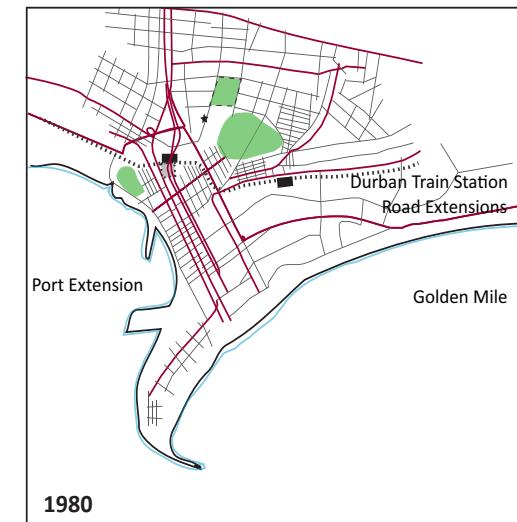
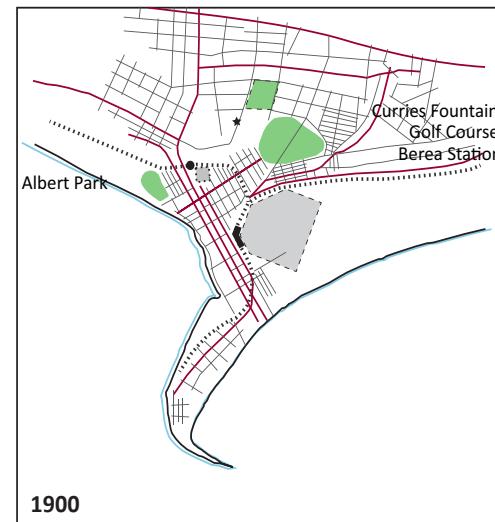
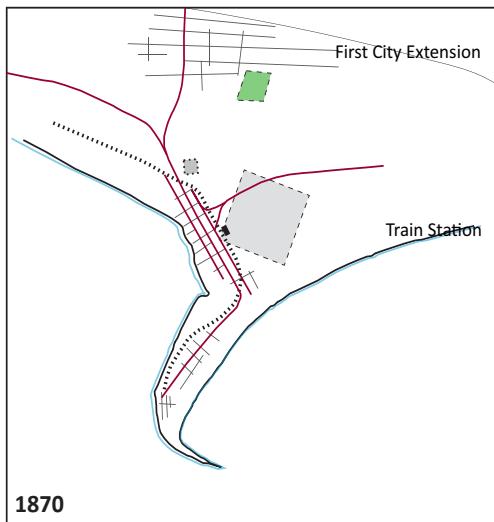
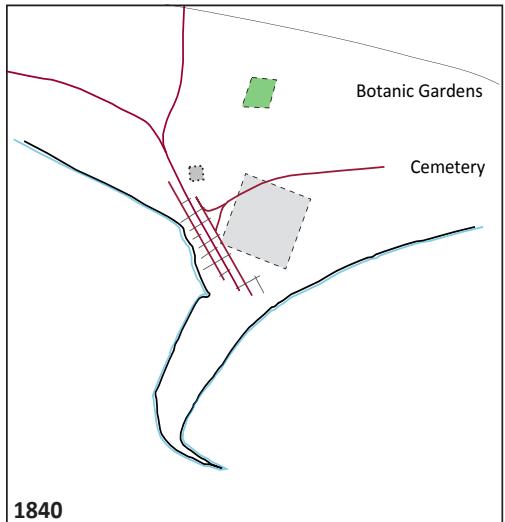


historical overview

Source: www.fad.co.za, 2014

430 Grey Street, Durban, with Moslem mosque

HISTORICAL DEVELOPMENT TIMELINE OF DURBAN



Source: Maps by author

1840

1880

1920

1960

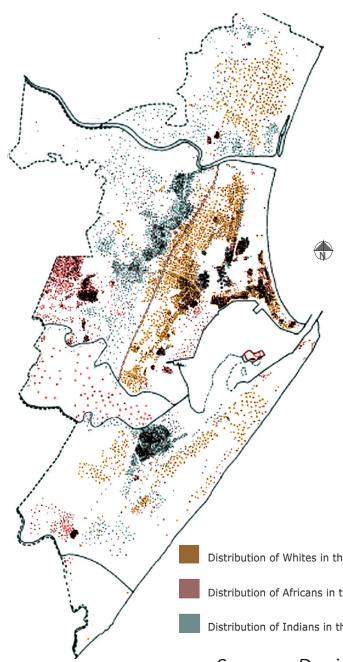
2000

2010

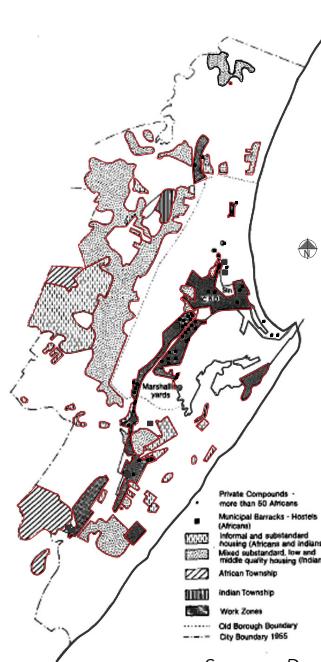
2014



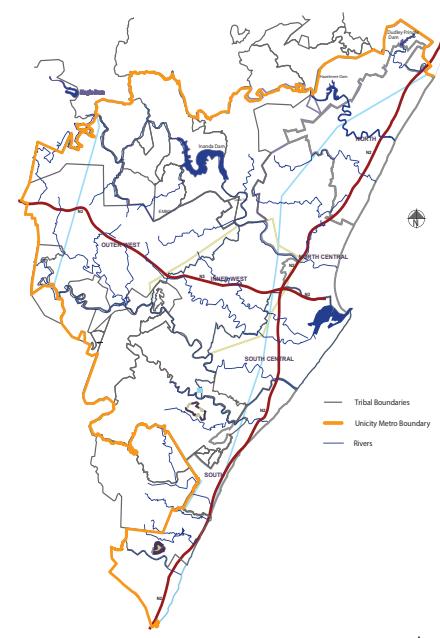
1930 Source: Maps by author



1951 Source: Davies, 1981



1953 Source: Davies, 1981



2004 Source: eThekweni

A BRIEF HISTORY OF WARWICK JUNCTION

- The article was written for SAHO by Franco Frescura and Len Rossenburg in 2010.

Town planning & regional development: Case Study Grey Street Complex

The history of the Warwick trading area/Grey Street Complex is long, often complex, and sometimes turbulent. In a microcosm it has presented the tribulations that less affluent traders, both African and Indian, have had to suffer in order to earn an honest living, in a social and political climate which, in time, has always favoured the white, the rich, the powerful, and the well-connected.

The story of Warwick predates its establishment as a market area and goes back to 1860 when the first of 152,641 Indian farmers came to the Natal Colony as indentured labourers. When their five-year contracts expired, few renewed their indenture, some returned to India, but nearly 60% chose to make their permanent homes in a new country. In the 1870s they were followed by families of entrepreneurs, so-called "passenger Indians", who had independent funding, paid their own passage, and established themselves locally as traders.

By 1884 it was estimated that some 20,877 free Indians had made their homes in Natal, and that many of these, having few advantages, turned to market gardening as a means of making a living. By 1885 some 2000 were labouring on lands in and about Durban, and although some had begun to prosper, many still led a hand-to-mouth existence. The town provided a convenient market for their produce, and access to this outlet, therefore, became crucial to their economic survival.

Initially there were few established outlets for Indian-grown produce. The original market was an open-air affair, located on land bound by Pine, Gardiner, Smith and Aliwal Streets. In 1876 the Durban Town Council provided a Market Building at the corner of Pine and Gardiner, behind the old Post Office building, and in 1901 a new Borough Market was built on the thin sliver of land, previously owned by the Railways, between Commercial, Railway and Pine Streets. This fine, twin-turreted building housed most of the city's wholesale food needs, including meat, fruit, vegetable and flower producers. Unfortunately its occupancy was largely limited to whites, although Indian farmers were allowed access to the premises after hours, provided they disposed of their fresh produce at lower prices than those of white traders. The Borough Market was eventually demolished in 1971 to make way for a parkade, an act of cultural vandalism still remembered with

their fresh produce at lower prices than those of white traders. The Borough Market was eventually demolished in 1971 to make way for a parkade, an act of cultural vandalism still remembered with anger by many of Durban's older residents. Eventually even this meagre access was denied and Indian farmers and retail traders were forced to turn to hawking and street trading as a strategy for survival. This was done from baskets and hand-drawn carts, which limited the amount of produce any one person could carry, and thus prevented any competition with established, and mostly white-owned, shops.

The western end of the Pine Street Reserve developed as a public square which, in later years, was used as a site for open-air meetings by the budding labour movement and the Communist Party, becoming popularly known as Red Square. Although its size and status has since been seriously compromised by subsequent developments, it remains an important component in the fabric of the Grey Street-Warwick historical precinct.

Hawkers, by their very nature, conducted their business in areas controlled by the Council, and over the next sixty years were subjected to a barrage of regulations, bye-laws and non-statutory discriminatory measures aimed at curtailing their activities. Not unnaturally, therefore, they too sought a more stable environment to trade in. In 1890 the Trustees of the Jumma Masjid, or Grey Street Mosque, invited the mostly-Hindu farmers to sell their produce in the mosque courtyard. Initially this was done gratis, but later on a small gratuity was charged to meet costs of upkeep. Farmers bringing their produce to market could outspan their wagons on a piece of ground on the south side of Warwick Avenue, near the Berea Road Station.

In 1909 a schism developed between Muslim and Hindu farmers. As a result the Hindu group organised a Market Committee to meet with the Council to request the establishment of a separate market for their exclusive use. Meanwhile they moved into temporary premises in nearby Victoria Street rented from a Mr Acutt. On 1 August 1910 the municipality opened a new market on a site on the corner of Victoria, Queen and Brooke streets, despite protests from the farmers that this was too close to the Catholic Cathedral and the "Native" Meat Market on Victoria Street. Despite an initial boycott, the Council subdivided the building into stalls, which were then let out to traders selling vegetables as well as a number of

additional goods, including powdered curry, fish, meat, birds, sweetmeats, tourist curios and ice-cream. At the same time the ad hoc market in Victoria Street was closed down.

At about the same time an additional open-air street market was developed by the Council in Victoria Street, extending from Grey Street in the east to Brooke Street and the corner of Cemetery Lane in the west. This was frequented daily by about 200 sellers, a large number of whom were women, who traded in staple vegetables and lined both sides of the street, using carts, barrows and baskets to display their wares. Farmers and their families began to arrive each evening at about 18.00 and often slept underneath their carts before trading began at 04.00 the next day. Trading ceased at 09.00 on weekdays and 10.30 on a Saturday, and about 30 minutes later a municipal water cart moved down the road to wash it down. Toilet facilities were only available within the Stallholder's Market, whose doors opened at 05.00, but separate amenities for the street vendors were eventually provided in 1919. This became known as the Squatters' Market, reputedly because many of the traders squatted cross-legged in the street alongside their goods.

In many ways these developments were a response to the establishment, in August 1894, of the Berea Road railway station, at the convergence of Berea Road and Smith Street. Although a rail line had been driven through the area in April 1867, this does not appear to have created an undue barrier to the movement of goods and people from Warwick Ave to the main market areas in Victoria Street. The wagon outspan was located immediately beyond the station, and the site was well served by Durban's ricksha transport trade.

By the early 1930s, trading in the Victoria Street Market had become heavily congested, giving voice to deep-seated religious and caste differences within the Indian trading community. This was hardly assisted by the Council itself when, in July 1931, it attempted to halt all street trading in the Victoria, Brooke, Cemetery and Queen street areas. Instead it offered to the Hindu trading community a new and larger facility, located on a tract of marshy land west of the railway line, and immediately north of the Berea Road Station. The site had been used since the early 1900s by African women, who had begun displaying their wares on the northern side of the railway line, on the fringes of the Indian street market.

They had been allowed to remain there unhindered during the 1920s, when the Council had begun to harass Indian hawkers in the city, in a concerted attempt to drive them out of the white-controlled CBD. Thus, when it proposed to open an extension to the Indian Market in 1933, the Council located its new market buildings there. The building, known as the Warwick Early Morning Market, was opened on 1 February 1934 and, from the outset, was used equally by produce sellers of all backgrounds, while the original Victoria Street Market, better known as the Indian Market, or the Stall-holders' Market, became an outlet for more diversified goods.

The street market in Victoria Street was finally discontinued at the same time, giving its traders little choice about their future. Despite being officially described as Indian markets, the meat and produce available from here were of good quality and cheaper than those available from equivalent white-owned shops, and over the years the good citizens of Durban have consistently voted with their feet in giving them their support.

At about the same time as it was erecting the Early Morning Market, the Council began to reconsider the location of the Borough Market in the heart of the city. Over time its facilities in Pine Street had become congested, and the availability of a railway siding at Berea Road Station had made the relocation of some of its retail functions to Warwick Street pre-eminently suitable. As a result, on 1 October 1935, a new Bulk Sales Hall was opened on a site immediately south of the Early Morning Market. Better known as the English Market, it dealt in types of bagged produce, fodder and poultry. This fine brick building stood in stark contrast to the Early Morning Market, which was housed in a rudimentary, open-sided structure with concrete tables and few amenities. Access to the area was originally limited to a bridge which crossed over the railway line at Theatre Road, and was probably built before 1910, but this was improved in about 1931 with the construction a road bridge over the railway line at Victoria Street, and the development of a boulevard in 1933 linking Warwick to Old Dutch Road.

Although Apartheid city planning did not become a factor in South African municipal affairs until after 1948, plans for a segregated city were already being conceived in Durban in the early 1940's, and a racial zoning plan was adopted by the Council in 1952. During the 1970s Apartheid planners rezoned Warwick, to

gether with the nearby Grey Street and Berea Road areas, for the exclusive occupation of whites. As a first stage of this ethnic cleansing, market farmers trading at Warwick were removed, under strong protest, to the National Fresh Produce Market in Clairwood. Non-farmers were allowed to continue trading at Warwick under temporary permits, but the Municipality was still considering plans to remove the remaining traders to Chatsworth.

The Victoria Street Market was destroyed by fire on the night of 16 March 1973, in a blaze whose causes were never fully explained. As a temporary measure the traders displaced by the blaze were housed in the Bulk Sales Hall of the English market, until the old market could be rebuilt. This was re-opened for business in about 1980, after which the Bulk Sales Hall was demolished to make way for extensions to Market Road.

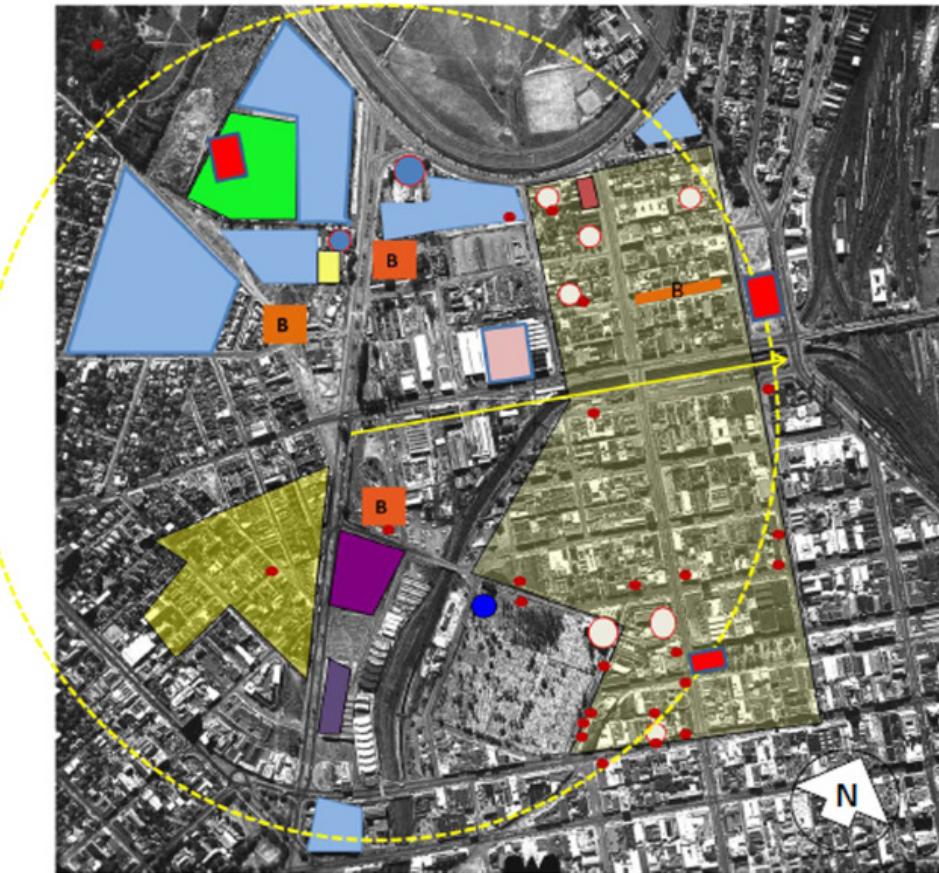
This paralleled similar, racially motivated events in other urban centres: Vrededorp in Johannesburg, District Six in Cape Town, and South End in Port Elizabeth. Even at that stage, the Municipality was already using improvements to the city's road infrastructure as an excuse for its actions, and in the 1980s announced plans to drive the Western Freeway extensions through the heart of the area, involving the demolition of large parts of its amenities. The public outcry that then followed brought the project to a halt, but it was obviously never fully abandoned, and has now been resuscitated as part of more recent proposals which will place taxi ranks on top of a privately-owned supermarket facility on the Early Market site.

Given its location near the Berea Road Station, the conversion of Warwick into a transport hub seems to have been inevitable, and probably began in the early 1900, when an area near the railway was given over to outspan facilities. The transition from one form of travel to another has traditionally acted as a powerful draw for both transport and commercial activity, something which was recognised in 1968, when an ambitious plan, put forward by Durban planners, established Warwick as integral part of future developments. Unfortunately this could not foresee an additional complicating factor which emerged in the late 1980s, when Durban's segregated Black public transport system collapsed, and was gradually replaced, from November 1987, by a fleet of privately-owned minibus taxis. Today an estimated 8000 such vehicles are operating in the city.

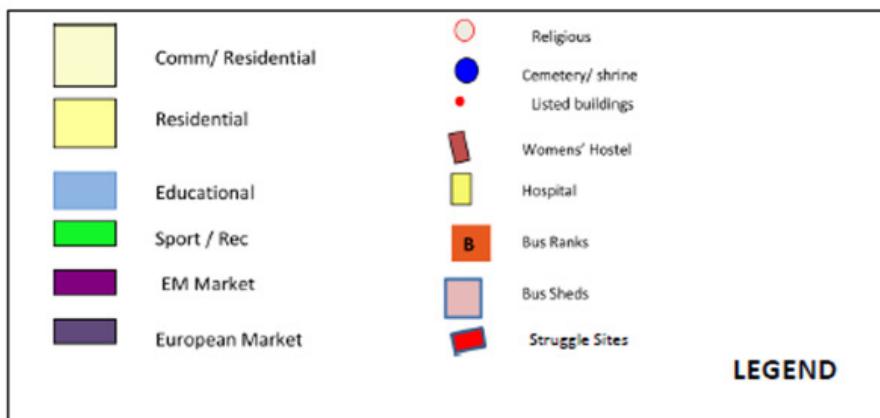
In about 1965 the Railways proposed to relocate Berea Road Station to a site immediately north of its former location adjacent to the Early Morning Market, and to develop it as a fully segregated facility. At the same time a number of sites in and about Warwick began to be used as informal bus ranks, while the Durban Municipality's own bus sheds were located but a short walk away, in Old Dutch Road. By 1985 the triangle of land immediately north of Warwick, on Centenary Road, designated on 1929 maps as Corporation Stores, had become the Victoria Street Bus Terminus. The precedent, therefore, for using Warwick as a bus depot is not new, although it is also not sensible, or sensitive to the needs of a broad range of citizens of this city.

This then is the broad history of Warwick. Quite clearly its retention was, and still is, linked with the struggle of black people for economic survival and the control of urban land. Originally this struggle was conducted against a colonial government, and then with the ideologues of Apartheid. What is astounding, however, is that the self-same struggle should now be waged against a democratically elected city government who, theoretically at least, should be sensitive to the needs of one of its least advantaged constituencies. The arguments used by the Council have changed little over the years, and the same hoary old potatoes have been dredged up time and again. Health and sanitation is a time-worn excuse used by Colonial authorities to cover up the fact that they were the parties responsible for not providing the necessary health amenities in the first place. Poor traffic flows is another such reason given, ignoring the fact that segregation, racial discrimination and Apartheid have created the situation in the first instance. Finally it is a fact that Warwick is in direct and successful competition with predominantly white-controlled businesses whose prices are scarcely attuned to the needs of less affluent members of our society.

Traders in Victoria and Warwick have, over the past century, been subjected to constant attrition, gradually forcing them ever outwards towards the fringes of our city, where land prices were lower. For the past 70 years they have been able to make a place for themselves in the urban fabric, while the rest of the city has grown about them and the value of their land has gradually risen. Today the Council has cast its greedy eyes upon Warwick, and seeking new developments which will increase its rate income, has sought to drive out this final pocket of democratic struggle. In doing so the ANC appears to have forgotten its roots.



Location of historical significance in the Warwick Junction Precinct: A living museum of apartheid city planning



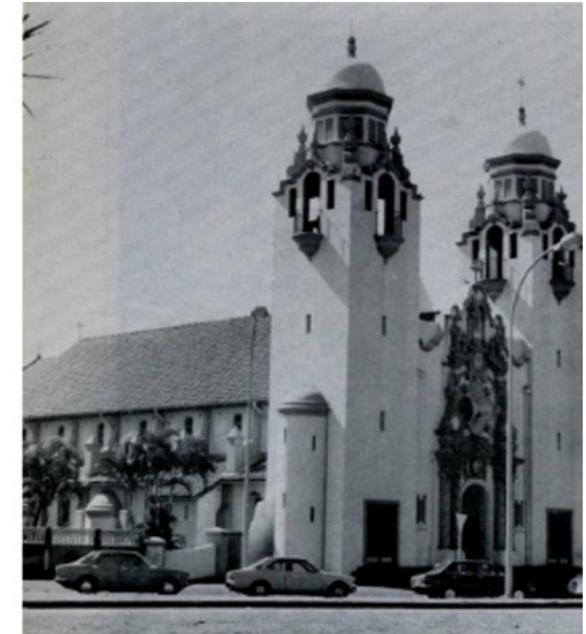
The 'Squatters' Market in Victoria Street established in 1910
(Local history Museum)



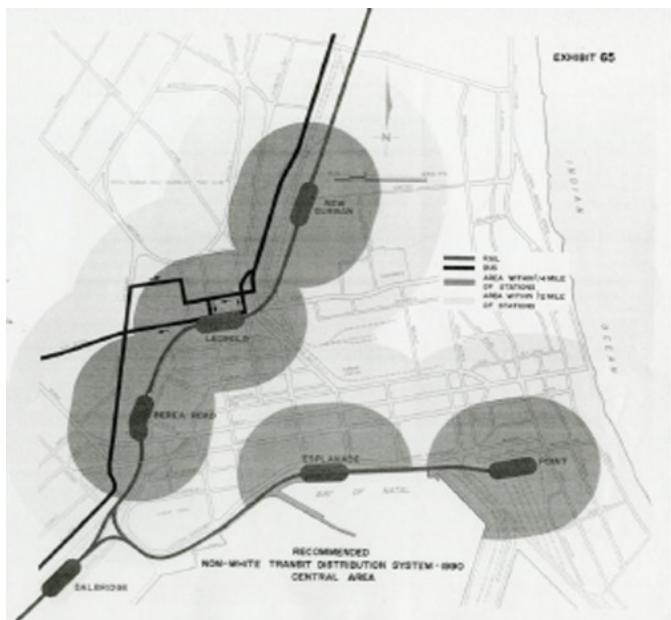
The Early Morning (Squatters) Market which was relocated to Warwick Avenue in 1934 (I. Blunden)



Proposed Warwick Avenue Interchange in 1968 by De Leuw Cather Associates
(De Leuw Cather. 1968)



Grey Street Mosque built in 1880 (left) and St. Anthony's Cathedral which is opposite the cemetery (right) built in 1936 (Source: Local History Museum)



Recommended non-white transit distribution system for Durban 1990.
(De Leuw Cather. 1968)



The Natal Tamil Vedic Society building, 1970 (left) and the Lorne St. Scott's Memorial Methodist Church built in 1914 (Source: Nair & Naidoo, 2010)

MAHATMA GHANDI IN DURBAN

Gandhi was 24 when he arrived in Durban, South Africa to work as a legal representative for the Muslim Indian Traders based in the city of Pretoria. He spent 21 years in South Africa, where he developed his political views, ethics and political leadership skills. In South Africa, Gandhi faced the discrimination directed at all coloured people. He was thrown off a train at Pietermaritzburg after refusing to move from the first-class. He protested and was allowed on first class the next day.

These events were a turning point in Gandhi's life and shaped his social activism and awakened him to social injustice. After witnessing racism, prejudice and injustice against Indians in South Africa, Gandhi began to question his place in society and his people's standing in the British Empire. Gandhi extended his original period of stay in South Africa to assist Indians in opposing a bill to deny them the right to vote. In regard to this bill Gandhi sent out a memorial to Joseph Chamberlain, British Colonial Secretary, asking him to reconsider his position on this bill. Though unable to halt the bill's passage, his campaign was successful in drawing attention to the grievances of Indians in South Africa. He helped found the Natal Indian Congress in 1894, and through this organisation, he moulded the Indian community of South Africa into a unified political force.

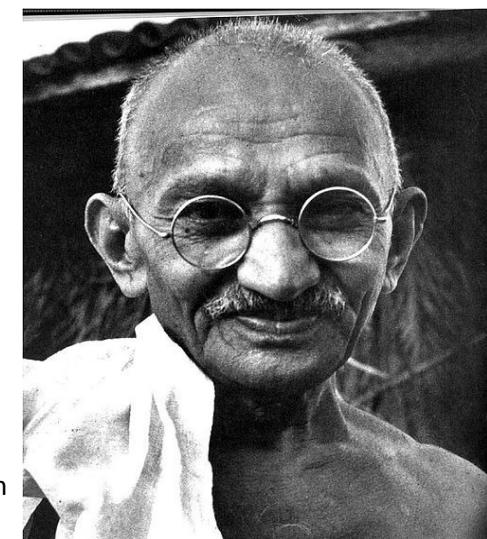
In 1906, the Transvaal government promulgated a new Act compelling registration of the colony's Indian population. At a mass protest meeting held in Johannesburg on 11 September that year, Gandhi adopted his still evolving methodology of Satyagraha (devotion to the truth), or nonviolent protest, for the first time. He urged Indians to defy the new law and to suffer the punishments for doing so. The community adopted this plan, and during the ensuing seven-year struggle, thousands of Indians were jailed, flogged, or shot for striking, refusing to register, for burning their registration cards or engaging in other forms of nonviolent resistance. The government successfully repressed the Indian protesters, but the public outcry over the harsh treatment of peaceful Indian protesters by the South African government forced South African leader Jan Christiaan Smuts, himself a philosopher, to negotiate a compromise with Gandhi. Gandhi's ideas took shape, and the concept of Satyagraha matured during this struggle.

Source: Wikipedia (http://en.wikipedia.org/wiki/Mahatma_Gandhi#Civil_rights_movement_in_South_Africa_.281893.E2.80.931914.29)



Mural of Mahatma Ghandi in Durban

Source: <http://rickmccharles.com/category/cycling/>



Mahatma Ghandi, founder of the Natal Indian Congress 1894 (Source: guides.wikinut.com)

Like other South African cities, Durban's morphology is marred by a condition of fragmentation. This fragmentation results in a socially and physically segregated city where the city centre, Durban's historic white suburbs and black townships appear insulated from each other. This is the legacy of the spatial engineering of Apartheid, later reinforced by post-Apartheid housing policies. By investing in large-scale township housing projects, the democratically elected South African government, unwittingly, further exacerbated the economic disadvantage of a large percentage of South Africans. Parallel to this condition are environmental disadvantages due to the extensive sprawl, poor infrastructure and limits to urban mobility. Transportation nodes are a crucial link between peripheral conditions and Durban's current polycentric structure. They define places of interaction where very different worlds "collide". Warwick Junction, in central Durban, exists as one such colliding world- with unique qualities and at an unprecedented scale.

Almost half a million users pass through Warwick Station on any typical day. As a transportation junction, it provides commercial opportunities for approximately 8000 traders. Research indicates that the financial capital in circulation within Warwick Junction's trading system equates to the capital flows of Durban's city centre or to any of its major shopping malls. It is a place that continues to thrive despite the various challenges faced by its users and inhabitants.

Although different to the formal commercial and economic systems within Durban, Warwick Junction stands as an example of a place where the formal and the informal exist in complete unison. With 9 specific markets [Victoria Street market, Mpepho (traditional incense) and Lime market, Brook Street market, Bead and Herb market, Music Bridge market, Berea market, Early Morning and Bovine Head market] one is struck by the noise, the "hustle and bustle", smells and crowds, constant movement and density of activity that happens in a relatively small part of the city.

A quieter part of the complex is found in the muthi market (traditional medicines). Located on a flyover pedestrian bridge that slopes across the area, the muthi market exemplifies the crossover between culturally specific medical practices, local beliefs and their commercialization. At the same time, it stands as an example of an existing social division within South African cultures, social groups and beliefs.

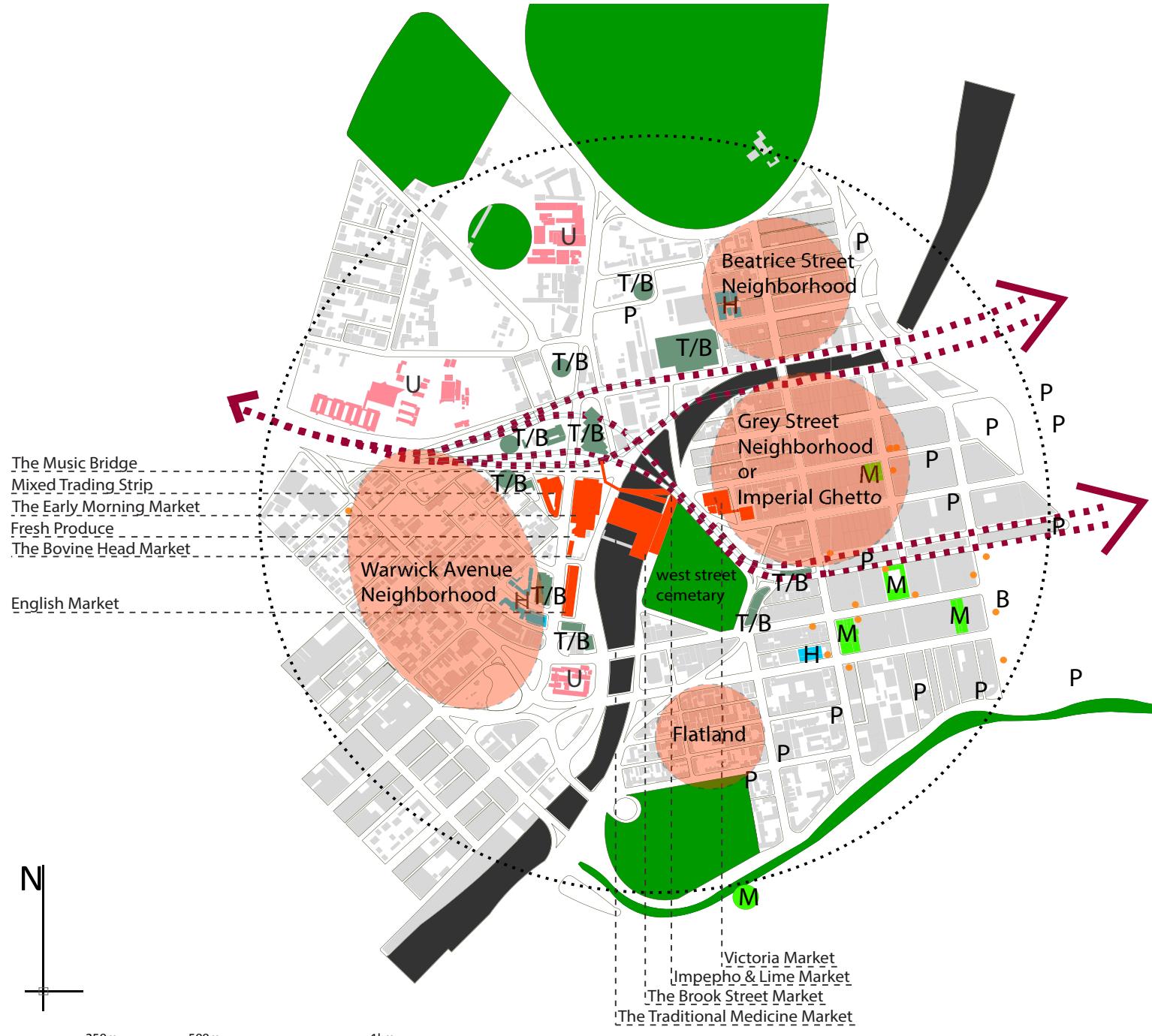
Special reference should be made to the Brook Street Cemetery, adjacent to Warwick Junction. Bordering Brook Street, Theatre Lane and Joseph Ndluli streets, and adjacent to the main market, the cemetery is of prime historical significance. It represents a communal place of burial for Muslim, Parsee, Jewish and Christian denominations. In addition, the cemetery has prominence as the burial place of Badsha Peer, a revered Muslim figure in Durban.

Spatially, the cemetery is an island within the city, although it is physically connected to the main activities of the market through a steel shed constructed over Brook Street. As an architectural type, the shed acts as interface mechanism through its emphasis on the main cemetery entrance, and provides shade for daily small market stalls in this particular urban connection, as well as for an annual religious procession. Mostly used for taxi parking, the rest of the cemetery's border context remains largely undefined due to hard tarmac surfaces and surrounding low-rise buildings.

Witnessing this distinctiveness and difference, the question arises of the role that space plays in a critique of this place-space structure. Is Warwick Junction's diversity and contrast to be encouraged, celebrated, or bridged? If so, through what means and in what terms? The question of what role Warwick Junction's spatial-economic complex plays within the urban framework of Durban is crucial. Beyond traditional problems of borders, edges and aspects of urban program, Warwick Junction's place as an informal commercial centre, tucked alongside a broader commercial structure, needs interrogation. For instance, how does the superficially chaotic informal sector become integrated with the linear, seemingly ordered configuration of businesses found along bordering streets?

Other questions can be raised in relation to Warwick Junction's physical centrality, as node and landmark within the city, or its apparent lack of such significance. Historical and cultural memories of the place and kerb-side agencies claimed by traders invite examination of conditions found on the periphery of the various markets, as well as the scope and scale of prior interventions, while simultaneously emphasising possible crossovers between spatial design and the facilitation of alternative urban development practices.

CONTEXT - Local



Local context of Warwick Junction



Activity map of Warwick Markets

Source: Dobson, Skinner & Nicholson, 2009



The Project Centre



Fresh Produce



The Bovine Head Market



Mixed trading strip



The Early Morning Market



The Music Bridge



The Traditional Medicine Market



The Brook Street Market



food



barbering



sewing



clothing



fresh produce



clay



cows' heads



mealies



music



chickens



shoe repairs



traditional medicine

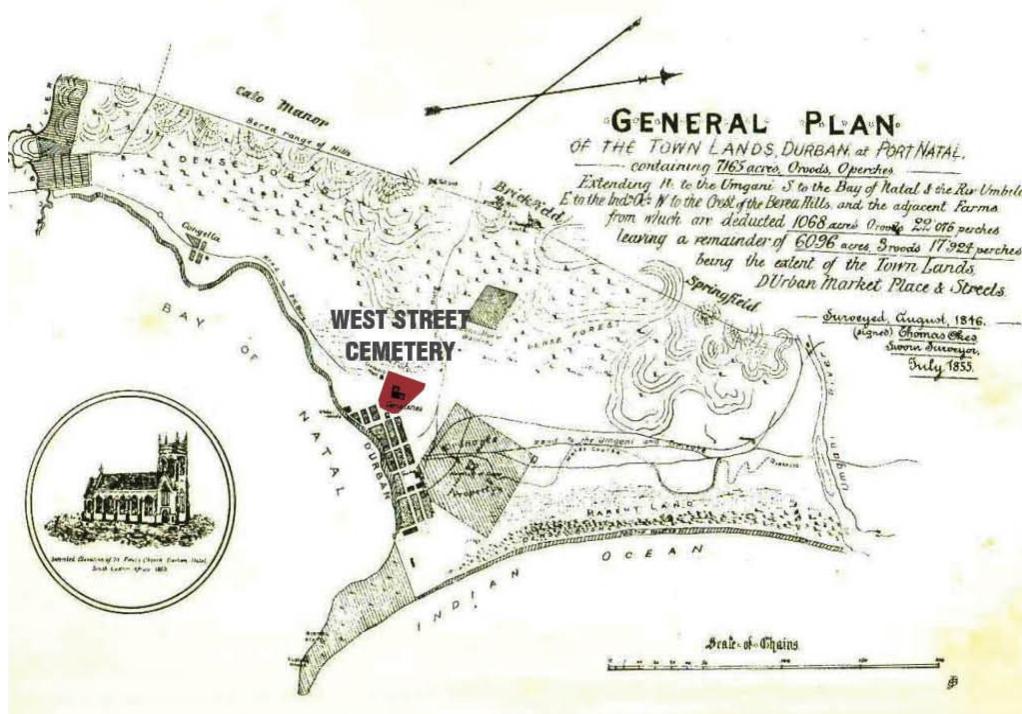


beads



taxis and buses

This map shows the location of markets within Warwick as well as the related informal economic activity to be found in the area.



EDGE CONDITIONS

Brooke Street Edge

The busiest and most occupied edge is the covered Brooke Street Market of Warwick, which contains a variety of trading stores selling a wide assortment of consumer goods. At the end of the market the edge becomes an informal taxi pickup with smaller food stands on the pavements. This is a noisy section of Warwick and is overlooked by additional trading stores and a passage at a higher level beneath the large shaded structure. The un-shaded section of the street is occupied/used in a similar manner to the Theatre Lane edge described below.

Theatre Lane Edge

This edge is mostly used as a waiting area of informal transport vehicles, minibuses, which are known in South Africa as "taxis" or "combis". This industry is organised through Taxi Associations, but remains unregulated in terms of pickup and drop-off points in the city. The taxis are parked on both sides of the street and as they wait, many of them are being washed by the drivers – this activity results in the street being covered in water. It is unclear from where the water is being sourced. The street pavements are also places of trade offering snacks, drinks as well as shoe repair – these activities hug the edges around the main cemetery entrance. There are some heritage buildings that will need to be addressed by the student teams working on this edge, as well as along the Joseph Nduli edge.

Joseph Nduli Edge

This edge opens out onto the busier Joseph Nduli Street, here informal traders sell larger items including luggage and electronic goods. Pedestrians cut across Joseph Nduli to access busier Durban's inner city. The link this edge provides with the inner city will be a main design generator for any proposed interventions.

Monty Naicker Edge

The highest velocity traffic and overpass leading to the N3 freeway makes this edge the least active. There are public telephones at the on the corner and the incoming overpass houses more taxi wash stands, food sellers and other lighter informal activities. The pavements provide a basic "entry level" opportunity for the informal trader – that is a simple demarcation on the pavement with no shelter or a form of service. There are some recreation activities under the bridges (a billiard table) which hints at a need for such services where people may be waiting for transport or stopping by as they traverse the area. The Victoria Market and the Roman Catholic Cathedral across the road need to be acknowledged.

Under the overpass, the Monty Naicker edge then becomes part of the Warwick market where it meets the Brooke Street section of the market – this edge also offers access to the cemetery which is highly understated and not very visible.





NOTATED STREET VIEW 1



NOTATED STREET VIEW 2



NOTATED STREET VIEW 3



NOTATED STREET VIEW 4





Brook Street Market in 1990, at the entrance to the train station

Source: eThekweni Architecture Department



Brook Street Market in 2013, at the entrance to the train station

Source: Authors' own



Exit at train station Warwick Junction
Source: Authors' own

project definition

This section deals with the definition of project, describing the current problems in the area which leads up to the formulation of a problem statement, followed by the aims and objectives of the project.

Next, a series of research questions are put forth which seeks to achieve the aims of the project. The methodology that will be used to give an answer to these questions will be described, together with the societal and academic relevance of the project.

OVERVIEW OF CURRENT CONDITIONS WITHIN WARWICK JUNCTION



Street traders on the sidewalks



Poor waste management, highly polluted area



Flea market which operates twice a week



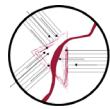
Street traders on the sidewalks due to lack of market infrastructure and lack of planning coordination



Exit from Warwick Bridge, no clear spatial identity



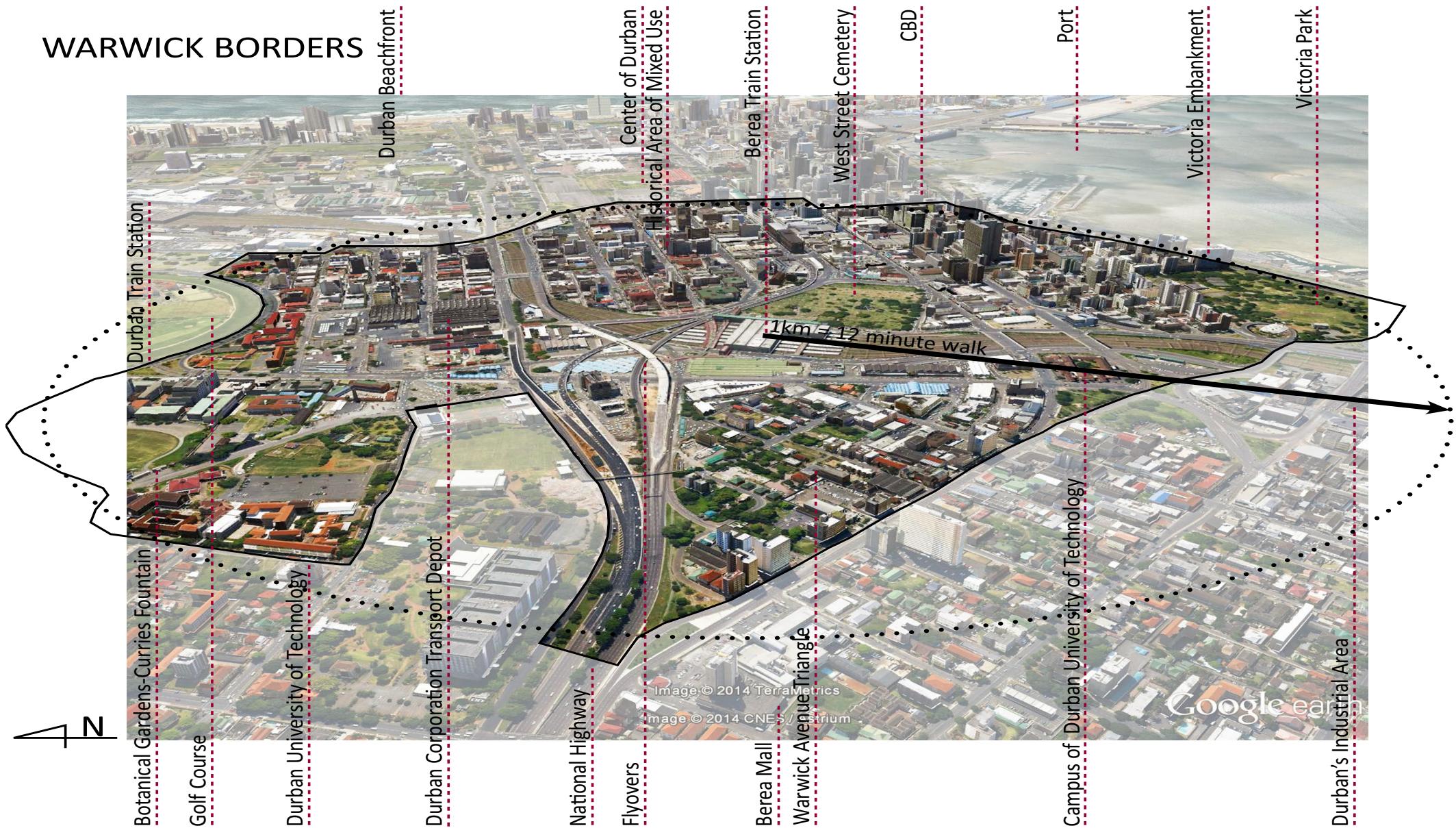
PROBLEM ANALYSIS

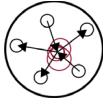


High connectivity of transport nodal point creates congestion and leads to a 'loss of sense of place'

The high connectivity of this transport nodal point clearly belong to the metropolitan sphere, and do not recognise the potentialities at the local level. These nodal points are areas of high congestion and high tensions, that lead to it losing it's identity.

WARWICK BORDERS

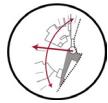




The evolution of urban form can be viewed through the tension between forces of centralisation and forces of dispersion, with accessibility relevant to both of these forces. It can be stated that the concept of accessibility in relation to the spatial form and transport plays an important role in achieving good performing environmentally and economically active urban networks. Accessibility consequently seems to be directly influenced by the mobility patterns and networks.

The area of Warwick Junction is highly accessible because of the metropolitan sphere that it belongs to, with a very local identity. In the absence of an integrated public transport system, informal taxi's in the form of minibuses bridge the gap within that structure by providing mobility within the city, as well as to the outskirts of the city. This creates a very unorganised mobility system within the city, as these taxi's appropriate space in and around the city to create parking in the form of taxi ranks, where they wait to take customers to their respective destinations. The movement of taxi's within the city creates an unorganised structure of mobility, causing various traffic related accidents as they scurry around the city in order to attract customers, stopping anywhere and obstructing traffic flows. The unclear delineation of bus lanes, taxi routes and car lanes cause congestion and high rates of pollution. This leaves very little space to be desired for use by the pedestrian.





Spatial fragmentation - no clear spatial identity

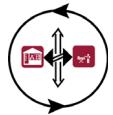
There are different areas visible at our location, each with its own distinct character, problems and possibilities. The railway line that leads up to the station cuts the city into two parts, the east and the west, whereas the flyovers, which are national roads that enter into the area, divides the area into a further four parts. This makes the area of Warwick Junction stand out as a heterotopic space within the city. This is reflected in the discontinuation of the urban grid structure, which is clearly separated to four parts, where Warwick Junction is the meeting point, resulting in a lack of a clear spatial identity of the area in question.





The eThekweni department of spatial planning in Durban employs an area-based management plan of action, where the Durban metropolitan area is divided into five divisions, each dealing with the issues relevant to their area only. The problem is that these divisions do not answer to one co-ordinating body, which results in a fragmentation of the urban structure when it comes to the implementation of plans. The lack of a clear vision for the growth and regeneration of the Durban inner city exacerbates these interventions which in itself becomes fragmented within the urban structure. These interventions also do not take into account the reality of the informal economy that exists on the streets of Durban, seeing them as a threat rather as an opportunity to create a more cohesive and inclusive urban structure, which can respond better to the needs of its' inhabitants, creating a better quality living environment.





Tension between the formal and informal processes and actors

As the process of globalisation deepens its' spatial impact on cities, Durban is no exception. As cities strive to be competitive within the global market, a growing trend towards modernising cities are taking place. In the case of Durban, this trend is happening so rapidly, with the development of new infrastructures, shopping malls and gated communities springing up everywhere. All these processes taking place in the city are reinforcing the current situation with regards to the informal economy, while at the same time viewing it as a 'bad' reality and as something they should get rid of. However, the movement networks and flows of people create new opportunities within these informal areas for the high-end markets, which tend to want to change the identity of these areas, as is the case of Warwick Junction, where a new shopping mall is proposed on the site where about 8000 daily traders make their living, threatening the livelihoods of the poor and dispossessed.

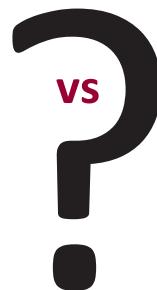
INFORMAL



FORMAL



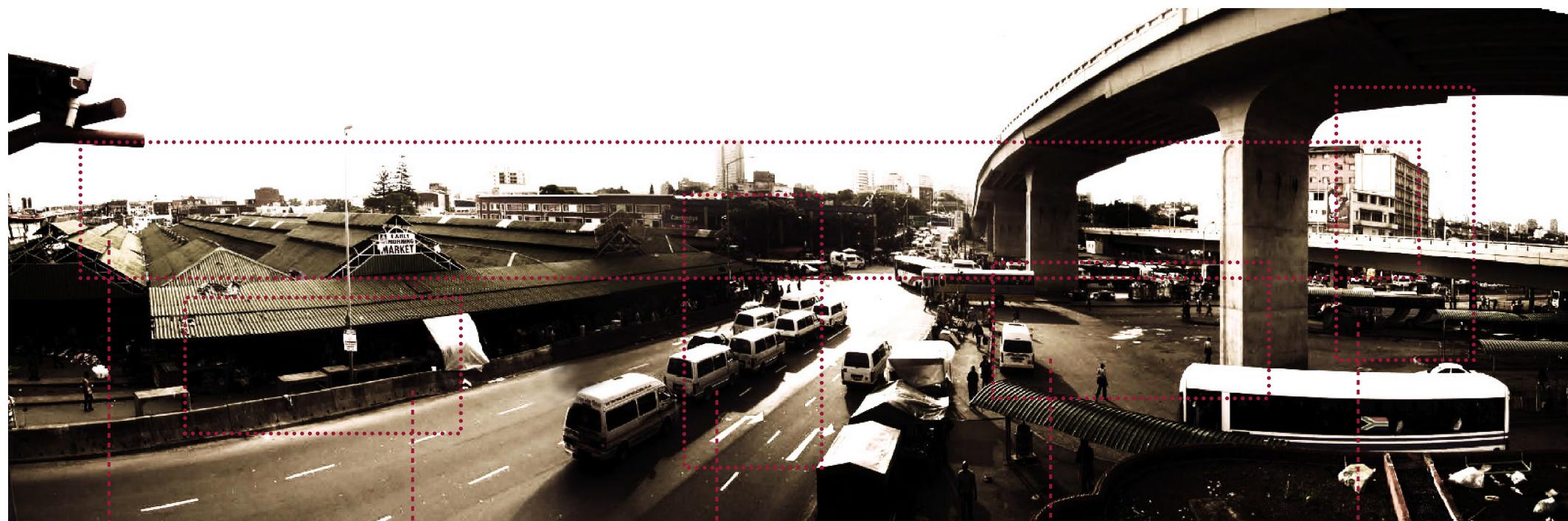
Street Vendors

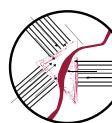


Large Shopping Mall

PROBLEM STATEMENT

Warwick Junction is an overloaded transport nodal point which does not recognise the contextual relation at the local level and its just part of the metropolitan level by being the transport nodal point. This has led to a loss of the identity of the place at the local level. The lack of planning coordination in the area of Warwick Junction historically until today has led to it having no clear spatial identity, which has led to a clear loss of sense of place. The above criteria expressed in the spatial, economic and political complexity within Warwick Junction gives rise to tension between the formal and informal actors and processes that result in conflicts of the place-space structure of the area.



				
TENSION BETWEEN THE FORMAL & THE INFORMAL ACTORS AND PROCESSES	SPATIAL FRAGMENTATION - NO CLEAR SPATIAL IDENTITY	HIGH CONNECTIVITY OF TRANSPORT NODAL POINTS-CONGESTION & LOSS OF "SENSE OF PLACE"	LACK OF INTEGRATED PUBLIC TRANSPORT SYSTEM	LACK OF URBAN PLANNING COORDINATION

Problem statement as it manifests within Warwick Junction

Source: Author

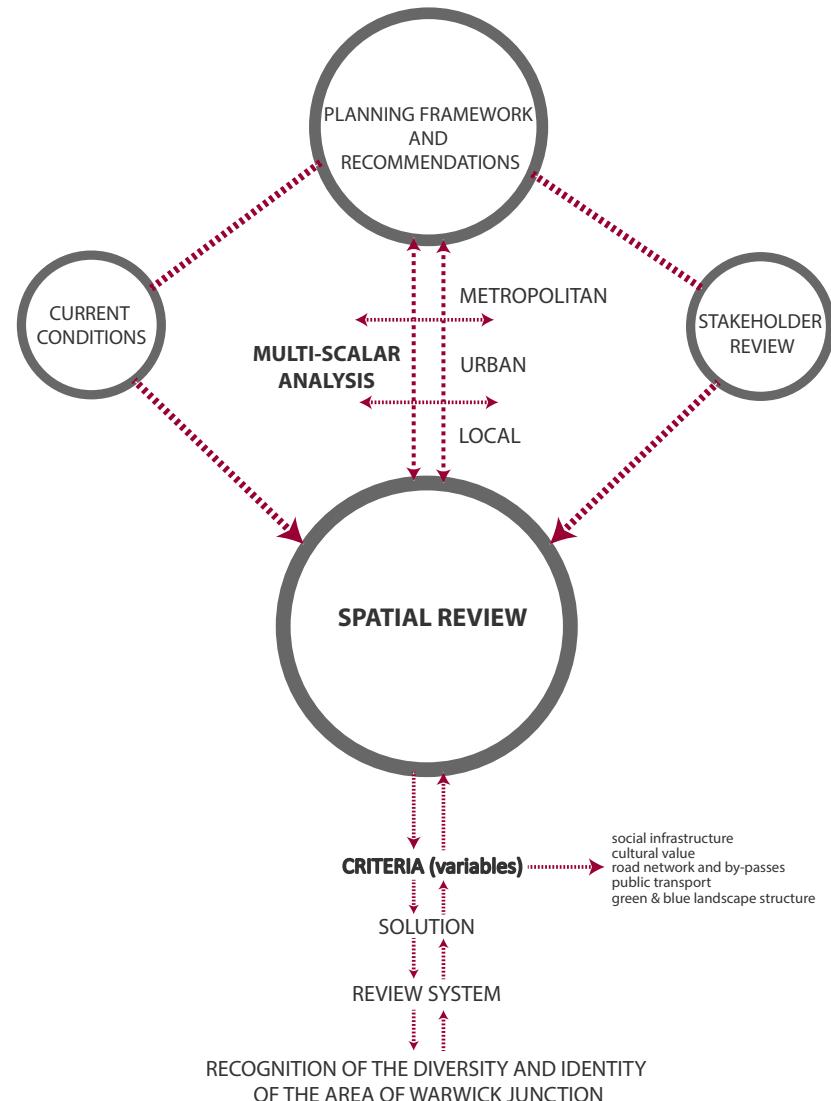
PROJECT APPROACH

The approach of this graduation project is methodological approach that can help to reinforce the ideas of recognition and integration. The idea of recognition is done through recognising the role, capacity and demands of the local stakeholders and social actors within the urban area, whereas the idea of integration has to do with the integration of the weakest groups within the planning process, but also the integration and interaction of these two dichotomies of the formal and the informal.



PROJECT AIM

The main aim of this project is to reconsider the node of Warwick Junction within itself and within its surroundings, and with that being able to reinforce a more clear identity in an area that is currently a transition area and lose its sense of place. This is done using a multi-scalar approach in the analysis of planning and space in order to evaluate the conflict of actors towards the inclusion of the weakest groups and to reinforce the spatial identity of the area.



RESEARCH QUESTIONS

MAIN RESEARCH QUESTION

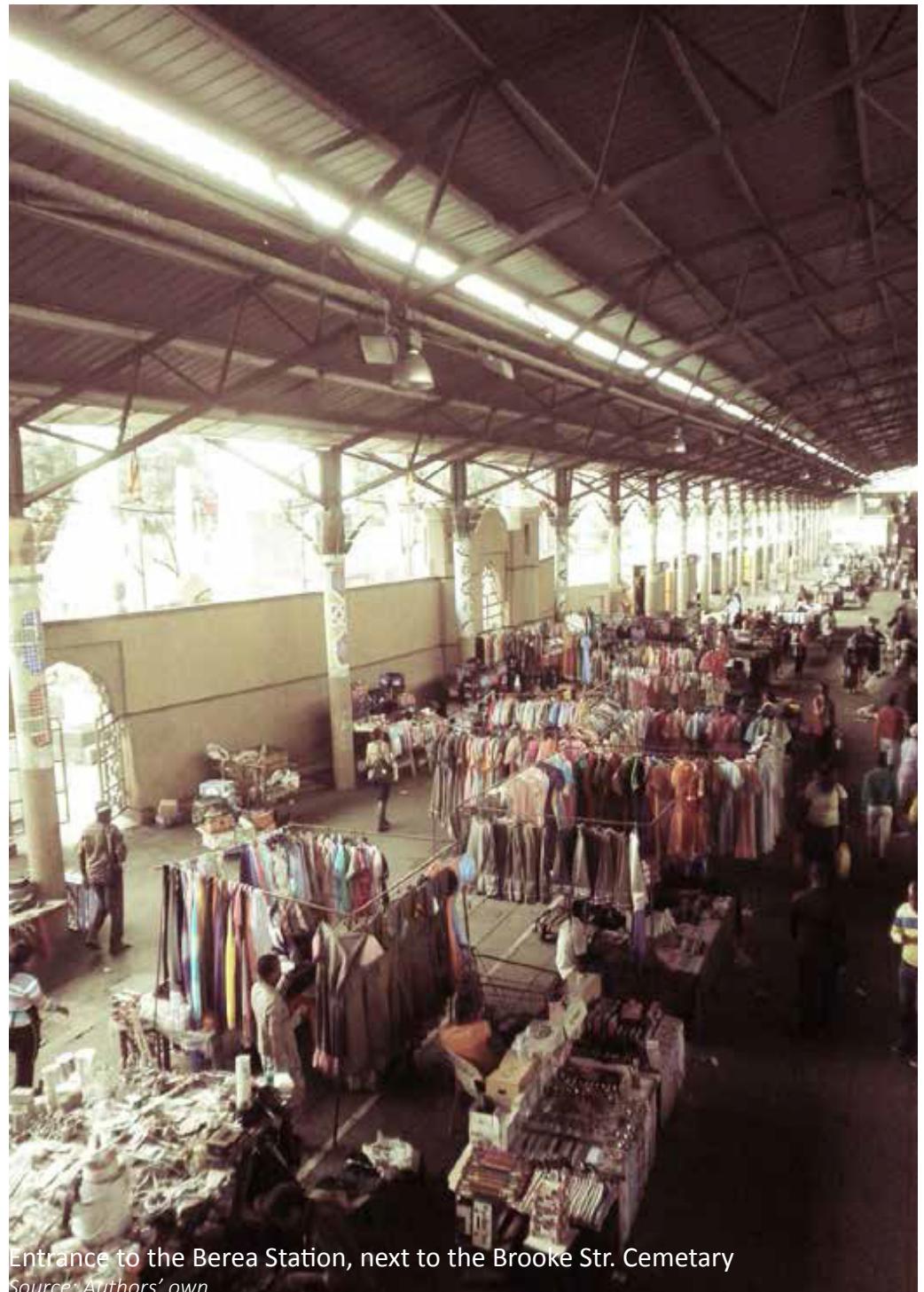
In order to investigate how a strategic urban design project can be the activator of urban redevelopment initiatives throughout the urban fabric, the following research questions will be addressed within this graduation project:

How can a strategic urban design project help to link processes and progression of development within Warwick Junction?

SUB-RESEARCH QUESTIONS

In order to guide a deeper revision of certain key elements within the main research question, a series of sub-research questions are formulated, relating back to the main question.

- i What are the processes - formal and informal?
- ii What is progressive development?
- iii What is public space in the post-apartheid context?



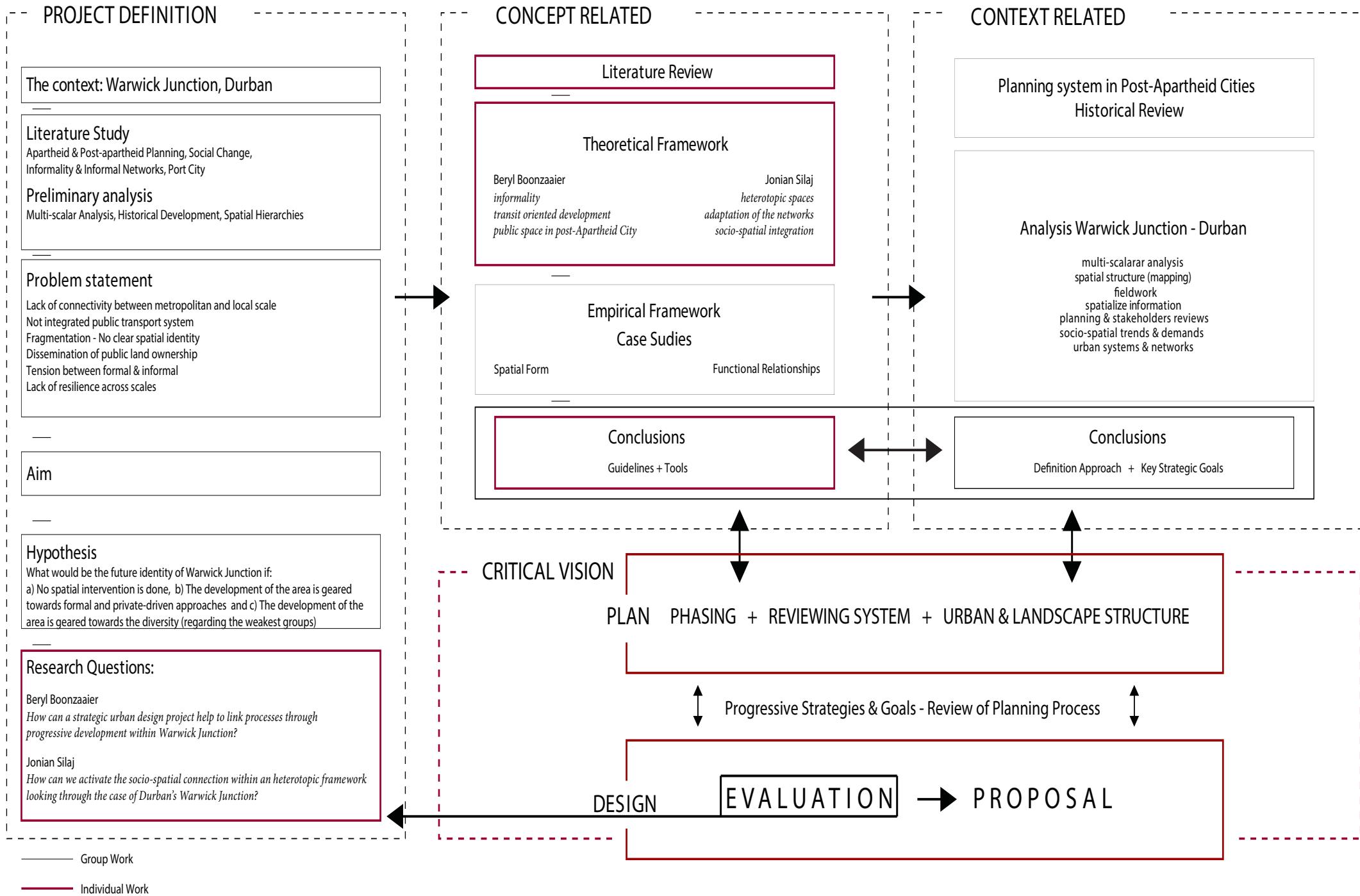
Entrance to the Berea Station, next to the Brooke Str. Cemetery
Source: Authors' own

METHODOLOGY AND APPROACH

The methodological line this thesis presents has a very clear research by design component.. Throughout the process the different phases of the research are defined, relating their analytical results with their translations into the strategy and visions in different scales. The research consists of a theoretical and an analytical part, which are used as the basis for informing the design decisions. The analytical part is divided into a review of space and planning, analysing the current conditions that exist in the city of Durban, together with a stakeholder review using a multi-scalar approach. According to the analysis, certain criteria will have been established that facilitate the connection between the formal and informal social actors and development. A design proposal of how this connection can be made manifest spatially will be explored, and then a planning framework and recommendations in order to implement these strategies will be proposed. All this is done in order to recognise the diversity and identity of the area of Warwick Junction.

The starting point of the methodology was the specificity of the area of Warwick Junction, then to see it in a broader context, I will analyse the role of this area within the Durban metropolitan area, with a specific design hypothesis that will be tested. A twofold framework of research will be undertaken, namely the theoretical framework and the site analysis. The theoretical framework establishes the definition of the main concepts and theories that will function as the academic and scientific backbone of the thesis. In the scope of this research, some literature reviews will be necessary to give better understanding about the concepts and theories used. The site analysis is the most extensive methodological phase of the elaboration of the thesis. It includes the context and site diagnosis through a morphological and typological and stakeholder analysis.

METHODOLOGY DIAGRAM



In a post-apartheid context, where there is an apparent shift from a racial to an economic apartheid (Schoonraad, 2004), globalisation and all the processes linked to it has had a significant impact on the socio-spatial structure of these cities. The shift towards a neoliberal market and a premature de-industrialisation process, Africa in particular is suffering the effects of globalisation simultaneously with that of rapid urbanisation. The result is a process called the 'urbanisation of poverty', as the state's incapacity to provide adequate housing and basic service provision has led to a wave of informalisation taking place.

As cities are increasingly 'modernising' and competing on the global market in terms of attractability, their focus is very much investment oriented. All these pressures tend to lead toward the idea that informality is a bad reality on the part of the government and the authorities, and that they should 'get rid' of it, as illustrated in many parts of the world where street traders are being evicted from the city.

Increased migration trends from all parts of Africa as well as its' immediate surroundings, coupled with the inability of the formal sector to provide sufficient employment opportunities, these migrants are absorbed into the informal market economy. These informal market areas organise themselves around transport nodal points in order to take advantage of the circulation flows of people and other areas within the city where there is a lack of planning regulation. These informal market areas are an important informal expression of the people and their economy, one which makes a significant contribution to the GDP of the country, and should be recognised as such. These areas pose new opportunities for the formal market sector, who want to change the identity of these areas to cater for the middle and upper social classes. This conflict of interest can best be illustrated by a recent proposal for a new mall on the site of Warwick Junction in the Durban metropolitan area, the biggest transport interchange node in Durban. This site is home to about 8000 daily traders with about 500 000 commuters traversing the site each day, this is evidence of the conflict of interest between the different stakeholders.

As future Urbanists, we need to rethink the role of infrastructure within this context, how can we use infrastructure as spatial connectors instead of spatial dividers? Are these entry-points into the city new or emerging centres, for who, and what are the conditions we need to be planning for are a few of the questions which remain unanswered at present.

Over the past decade, we have seen a resurgence of research being carried out into the field of informality in the global south by urban thinkers and scholars alike. This thesis seeks to add to the body of knowledge on the topic of the informal economy and development in areas of high connectivity, and how these contested areas can be seen as a valuable asset, economically, socially, culturally and politically within the post-apartheid city. The dynamics acting up on these areas are diverse, as metropolitan areas are restructuring on a continual basis to try and meet the demands of the globalisation process, as well as trying to meet the basic social needs of its citizens and ensuring a sustainable development process throughout. Because of the complex nature of the context, the project addresses various concerns related to public space in the post-apartheid context, socio-spatial fragmentation, recommended flexible planning frameworks towards a participatory approach, and the role of the landscape in shaping the demands of the formal and informal actors towards a synergistic relationship.

Berea Community

28 October 2011 13

Embrace the Warwick Junction experience

WARWICK Junction is a fascinating place and the people are invited to experience it.

An NPO called Asity eTafeleni (AeT) developed and facilitated the Markets of Warwick tourism project last year, which was initiated by the informal trader community working in Warwick Junction.

Schools and the public are encouraged to go along and find out more about this fascinating space in the heart of Durban.

According to founder, Richard Dobson, Warwick is Durban's primary public transport node, with an average day accommodates 460 000 commuters and at least 5000 informal traders trading in nine distinct markets.

Warwick Junction is unique and is the only location of markets of this magnitude, and with a diversity not seen anywhere else in South Africa. According to Richard, this area gives the real impression of the heart of Durban, which he feels is not represented in Johannesburg, Cape Town. The Markets of Warwick Project was initiated in 2010 motivated by the desire to showcase this market area to local and international visitors, and the FIFA World Cup provided the perfect occasion to launch the project.

School tours fit in with the geography curriculum, and many school groups have been exposed to the history of Durban and its diverse cultural heritage, which is compassed by the tour.

The tour encompasses the early morning market, the bovine head cook market, the music bridge, the traditional herb and medicinal market, the lime and Imphepho market, the bead market, the Victoria Street Market, Berea Station Market, and the Brook Street Market.

Find out more at www.marketsofwarwick.co.za, Markets of Warwick on Facebook and Market of Warwick on Twitter. See also aer.org.za

The organisation is also looking for funding to assist in the building of a projects room, to cater as a space to address school pupils before and after the tour and allow for space for workshops.

All donors will be acknowledged. Contact Tam on 031 309 3880.



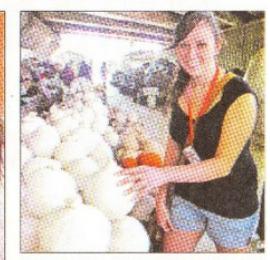
Tour guides Richard Dobson, John Khomo, Khulani Makhanya, Tammy Coats and Slinidle Ndlovu. PHOTOS: Lauren Boyle



Holly Grant from St Mary's is brave enough to sample the meat at the bovine head cook market.



Julie Geldart, Michaela Degen and Helen Fitschen from St Mary's show off the beaded items they bought at the market.



Melissa Peverett from St Mary's feels the lime at the lime and imphepho market.

An excerpt from the Berea Community newspaper promoting the cultural diversity and identity of Warwick Junction as something that should be celebrated. Source: Berea Community newspaper, 2011

MOTIVATION

As a student of Urbanism, I chose the complex cities studio for my graduation project for different reasons. Firstly, this studio choice provided me with the opportunity to choose my own location with its own specificity. Secondly, the strong emphasis on the process and methodology of planning and design, together with social, economic and spatial complexity of developing countries especially in the global south attracted me to this studio.

Being a society in transition, South Africa is changing and advancing its economic growth and access to education, however, what is still lacking within this society is an integration between rich and poor. The choice of site, namely Warwick Junction is appropriate in that it is an area that integrates a high skilled attractor with the majority of urban poor. This area is an expression of the majority of the urban poor and their economy. The area has become quite contrasted in recent years because of conflicting interests as the area poses new opportunities, and new forces geared towards a more market driven approach are putting pressure for development, to cater primarily for the middle to higher income segment of the population. Furthermore, the area is quite representative of other informal market areas which tend to locate themselves around infrastructural transport nodal points in other areas of the city, where they face similar problems of integration and recognition.

For a large part, this project deals with the regeneration of the city in a post-apartheid context, using a multi-scalar approach to analyse, identify and propose possible strategies on the various scales. The project is a review on the urban structure of the city, with the requalification of the different networks and systems to create a more integrated proposal.

Also in this specific field of urban renewal in contexts of socially vulnerable urban areas, the strategic urban project approach which emphasizes vision development, strategy-making and coproduction has been advocated over the last decade. The label “strategic urban project” is related to a number of criteria (structure, leverage, strategy, mediation, connection, coordination, visibility), that distinguish them from ordinary projects. The strategic urban project approach promotes growth and investment, through dealing with opportunities and assets instead of merely with problems, and although they deal only with a specific part of a city, they affect the whole system.



Street traders under large infrastructural flyovers
Source: Authors' own



Warwick Bridge
Source: Authors' own

theoretical framework

This section provides an overview of the definitions and explanations used throughout the thesis plan in order to provide a clear understanding of their meaning within the context of this document.

The theoretical framework establishes the definition of the main concepts and theories that function as the academic and scientific backbone of the thesis. In the scope of this research, some literature reviews will be necessary to give better understanding about the concepts and theories used.

MAIN CONCEPTS - definitions

informal economy

The informal economy is comprised of all forms of 'informal employment' - that is, employment without labour or social protection—both inside and outside informal enterprises, including both self-employment in small unregistered enterprises and wage employment in unprotected jobs.

socio-spatial fragmentation

In this scope, spatial fragmentation means the discordance of urban land use and physical properties of the space, spatial atomization and general lack of integration of the city are the main areas of debate. In particular, increasing separation of functions like housing, business, recreation and shopping, over the urban space is defined as an important problem area.

Social fragmentation can be defined with an approach based on poverty and deprivation, otherness, being a minority member, racial discrimination, social and class- based segregation concepts. It can be stated that the social side of fragmentation is also closely related with the social segregation.

transit oriented development

'Development trends are tending to reinforce spatial divisions and fragmentation rather than assist urban integration. The consequences are costly to the poor majority through separation from economic and social opportunities. There are costs too for the wider urban economy and society arising from inefficient transport patterns, social disruption linked to concentrated poverty, and lost investment and jobs as a result of crime and insecurity.' (Turok & Watson, 2001)

landscape urbanism

Landscape Urbanism is a theory of urban planning arguing that the best way to organise cities is through the design of the city's landscape, rather than the design of its buildings.

public space

Urban public space is defined as the physical space and social relations that determine the use of that space within the non-private realm of cities (Brown, 2006). Urban public space plays an important role in the livelihoods of the urban poor. This importance remains largely ignored in development policies for low-income cities (Brown and Lloyd-Jones, 2000 cited in Brown, 2006:17). The use of public space for personal and commercial purposes is common in cities of developing countries with the street being an asset as it provides space for commercial activities.

progressive development

The term progressive development within this document refers to the step by step development of the project as set out in this thesis.

strategic planning

Strategic planning is selective and oriented to issues that really matter. As it is impossible to do everything that needs to be done, 'strategic' implies that some decisions and actions are considered more important than others and that much of the process lies in making the tough decisions about what is most important for the purpose of producing structural responses to problems, challenges, aspirations and diversity (Albrechts 2004: 751-752).

participatory planning

A participatory planning process does not necessarily mean that every stakeholder will participate in every phase of the decision-making process. Choices can be made concerning the form, purpose and level of participation during the various phases of the decision-making process.

MAIN CONCEPTS - theories

strategic project planning

South Africa has one of the most progressive planning frameworks in the world. However, “many plans remain too much of ‘an administrative framework’ for development instead of an ‘action plan’ aimed at the implementation of the vision and concepts” (Albrecht, 2006). Strategic spatial planning is a progressive and integrative, socio-spatial and participatory process through which a vision, a set of coherent actions and the means for implementation are produced that shape and frame what a place is and might become. Strategic spatial planning identifies and gathers major social actors or stakeholders (public and private) and allows for decisions on concrete actions to be integrative of the voices of these actors, towards building a city collectively. Strategic spatial planning focusses on framing decisions, actions, projects, evaluation, implementation and monitoring in its efforts to accomplish these aims (Bryson & Roering, 1988; Mintzberg, 1994)

Strategic projects can be a lever, a catalyst, for effective structural and fundamental changes because they intervene in a concrete way in a spatial and social context (Oosterlinck 2010). Because of their complex and multidimensional character they should create synergy between different dynamics and between social, cultural, economic and spatial aspects. A strategic project needs a vision framing it in a specific context, giving it a direction, a meaning, a justification and legitimacy in relation to the social- spatial context. In my mind visioning is the most critical and but fundamental activity and capacity of planners. Visions refer to a visual image and spatial impressions of possible or alternative futures. The ‘spatial’ dimension in design, seen as a process, can be an interesting medium to help people, experts and politicians to define and to share the exact content of the notion.

Strategic projects aim to integrate the visions, goals and objectives from different policy sectors, as well as the ambitions and goals of the private sector. It also aims to integrate the inhabitants and users of the area. In this way these projects are transformative and integrative. They are strategic in the sense that they deal with specific key issues in an area. Visions must be placed within a specific context (economic, social, cultural, political, and power), place, time and level regarding specific issues that are of interest and within a particular combination of actors.

“Strategic urban projects play an important role in the regeneration and transformation of urban areas. Urban projects embody an important paradigmatic shift in urban planning from master planning/regulatory planning to strategic planning with a clear emphasis on implementation” (Albrechts, 2006).

public space

Urban public space is defined as the physical space and social relations that determine the use of that space within the non-private realm of cities (Brown, 2006). Urban public space plays an important role in the livelihoods of the urban poor. This importance remains largely ignored in development policies for low-income cities (Brown and Lloyd-Jones, 2000 cited in Brown, 2006:17). The use of public space for personal and commercial purposes is common in cities of developing countries with the street being an asset as it provides space for commercial activities.

Large proportions of the urban poor derive all or part of their income from small or informal enterprises, as well as street trading as is the case in Durban. Location thus tends to be of major importance to small scale operators. Brown, (2002) states that the access to the concentration of people and their assets and services are important to the urban poor. Spatial planners need to recognize the asset base of the poor in cities and how this can be strengthened. As well as being part of the public realm, the notion of shared space is important in this context, as it provides the opportunity for multiple uses. Public space is an important part of the social infrastructure for the urban poor, the flexible use of public open spaces increases the economic and social well being of the urban poor in developing countries.

Areas with mixed use and mixed tenure provide a rich environment in which a variety of livelihood activities can flourish, particularly areas nearest to the city center. In contrast, single use areas provide more limited opportunities for income generation. However, where the planning regime is sufficiently flexible, single-use neighborhoods can change over time to accommodate the informal economy. Within mixed use areas there are also key locations with particular potential. Some, such as street intersections, have significant opportunities for trading and commerce or even agriculture.

Within emerging economies as is the case of Durban, the flexible use of public space is an essential ingredient towards the integration of the informal economic sector within the city in order to provide opportunities to the weakest groups in society.

landscape urbanism

The revaluation of landscape as landschaft implies a focus on process, contingency and the integration of cultural and natural processes over time. Corner (1999) means that a revaluation of landscape means a possibility to introduce a model that includes different forces; natural, cultural, economical, social etc. over time, thus discarding the idea of dichotomies. Landscape is used as an analytical tool when analysing the urban realm (Gray, 2006).

According to Gray (2006), landscape urbanism as a field operation should be understood as an active designed landscape beyond the scenic, a landscape as a catalyst structure. Muir (2010 p.75) agrees and argues that the Field operations mode seems to be an evolutionary extension of landscape architecture wherein the nature/culture and planning/design schisms that have historically plagued landscape architecture are beginning to dissolve. This illustrates the synthesis of dichotomies which is characteristic to landscape urbanism

There is a particular functionality of the landscape, namely its ability to support and cope with natural and cultural processes over time. With this ability, interesting planning perspectives are raised since there is a potential to address processes in urban planning regarding both spatiality and temporality. The notion about landscape as a dynamic structure thus presents a more flexible planning practice, analogous to the more action-oriented aspect of landscape or how the landscape works. The dynamics of landscape have fostered landscape architects ability to deal with uncertainty and unpredictable situations. The holistic approach of landscape urbanism means that the form to a larger extent is derived from the processes of a site.

All these ideas on landscape urbanisms' emergence demonstrates a striving for a new model to use when approaching the city. As the morphology of the contemporary city has changed, its functions and forces have transformed. This change calls for new methods and models for viewing and understanding the city. As the dichotomy of city and country, nature and culture are weakened landscape urbanism suggests a re-evaluation of landscape as a model to understand the cities of today and tomorrow.

measuring the informal

As the main, and often the only source of income for the poor, employment in the informal sector plays a key role in poverty reduction. However, many of those engaged in the informal sector are not able to work their way out of poverty; in fact for many the conditions under which they work serve to perpetuate their disadvantaged position and the poverty in which they live.

According to the ILO (2013), "a comprehensive system of statistics on employment in the informal sector and on informal employment that includes quantitative information on the size and the contribution of the informal sector and employment will improve labour statistics and national accounts as an information base for:

- i. Macroeconomic analysis, planning, policy formulation and evaluation, as well as achieve the integration of the informal sector in planning and the development process and its institutionalisation
- ii. the formulation and implementation of policies for social and economic development, including employment creation, production, income generation and the mobilisation of financial resources
- iii. the design, implementation and monitoring of specific support policies and assistance programmes for the informal sector as a whole to increase the productive potential and the employment and income generating capacity of informal sector units, improving working conditions and social protection for the workers."

Statistics on the informal sector and on informal employment need to be given high priority in national statistical policy, and the production of statistics on these topics should be integrated into the regular national statistical system (ILO, 1993a, paragraph 21(1)). Strategies and programmes for the regular collection of statistics on the informal sector and on informal employment should form an integral part of every national plan for statistical development.



Warwick Bridge initiative
Source: Authors' own

planning framework



The formal Victoria Street market alongside informal taxi and trading under infrastructural flyover *Source: Authors' own*

An introduction to Post-apartheid planning in South Africa

Source: African Perspectives - Gerhard Bruyns

With the advent of post-apartheid national governance, a number of policy frameworks aimed at planning and funding strategies for reconstructing these cities and delivering basic needs to the poor have emerged (Tomlinson, 1995a; 1995b). Private minibuses, more commonly known as "taxis," filled the service gap between the need for urban transport and the capacity of the state system to provide adequate and affordable public transport. In post-apartheid South Africa, they've been legalized and are still the backbone of the transportation system for most townships.

The government has also used infrastructure projects to correct the apartheid legacy of inadequate transportation, housing and services in the townships. Since 1994, infrastructure has been developed through initiatives like the Reconstruction and Development Programme, a national blueprint for improving government services and basic living conditions for the poorest citizens, who number at least 17 million. By 2009, programs such as the RDP had facilitated the construction of over 2.3 million homes and provided electrification and clean water access to millions more. Yet, with 50 percent of the population living below the poverty line, implementation has not kept pace with need. Despite all these events, the spatial fragmentation and inequality of the former white city and black townships remain as a major obstacle to further development. The ruling party, ANC government, promoted a programme based on quantity rather than quality reduced to 1 plot / 1 house / 1 family. The resulting factor is that of monotonous environments of urban sprawl on a massive scale as seen on the peripheries of cities, with inadequate services, no public open space whatsoever, lack of facilities (educational and cultural) and poor accessibility to job and economic opportunities. What was once a spatial divide has become an economic divide within South African cities. And as a way for people to reclaim their territory, these inadequate housing units have been altered to suit the immediate needs of the people who inhabit them, in order to accommodate extended family or to rent out as a means of income.

The physical gaps between the former white city and the former black townships remain all too evident, and the spatial inequities of apartheid endure. While the government has built more than a million new housing units, a majority are on marginal lands at the edges of townships, exacerbating the challenge of access to jobs, transportation, education and commercial goods. Instead of using its robust housing program to heal the spatial wound between cities and townships and develop mixed-use neighborhoods on the in-between belts of land, the government encourages and maintains discrete industrial facilities, factories, workshops and the occasional shopping complex. The townships still lack the commercial diversity, both dense and distributed, that characterize thriving urban centers. What was once a racial divide has now become a class divide.

Long Term Development Framework	
Integrated Development Plan	
Spatial Development Framework	Corporate / Multi-sectoral Strategic approach & intentions eThekweni Municipal-wide
Spatial Development Plan	Strategic / Multisectoral planning guidance for functional regions 10 - 20 year timeframe
Local Area Plan	Development guidance for geographically specific districts or precincts 3 - 10 year timeframe
Precinct/Special Area Plans	Development guidance for geographically specific districts or precincts 3 - 10 year timeframe
Land Use Schemes	Environmental and built form guidance for geographic specific areas 1 - 5 year timeframe

EXISTING HIERARCHY OF SPATIAL PLANNING

Source: eThekweni Municipality, 2008-2009 IDP

The structure of Spatial Planning within the eThekweni municipality follows a hierarchical structure according to the process as set out below:

The LTDF maps the strategic vision for the eThekweni Municipality over the next twenty years and within this the strategic priorities over the next five years. The IDP has a similar five year time scale, but will contain detailed management plans for the city (including programmes, projects, budgets and performance indicators).

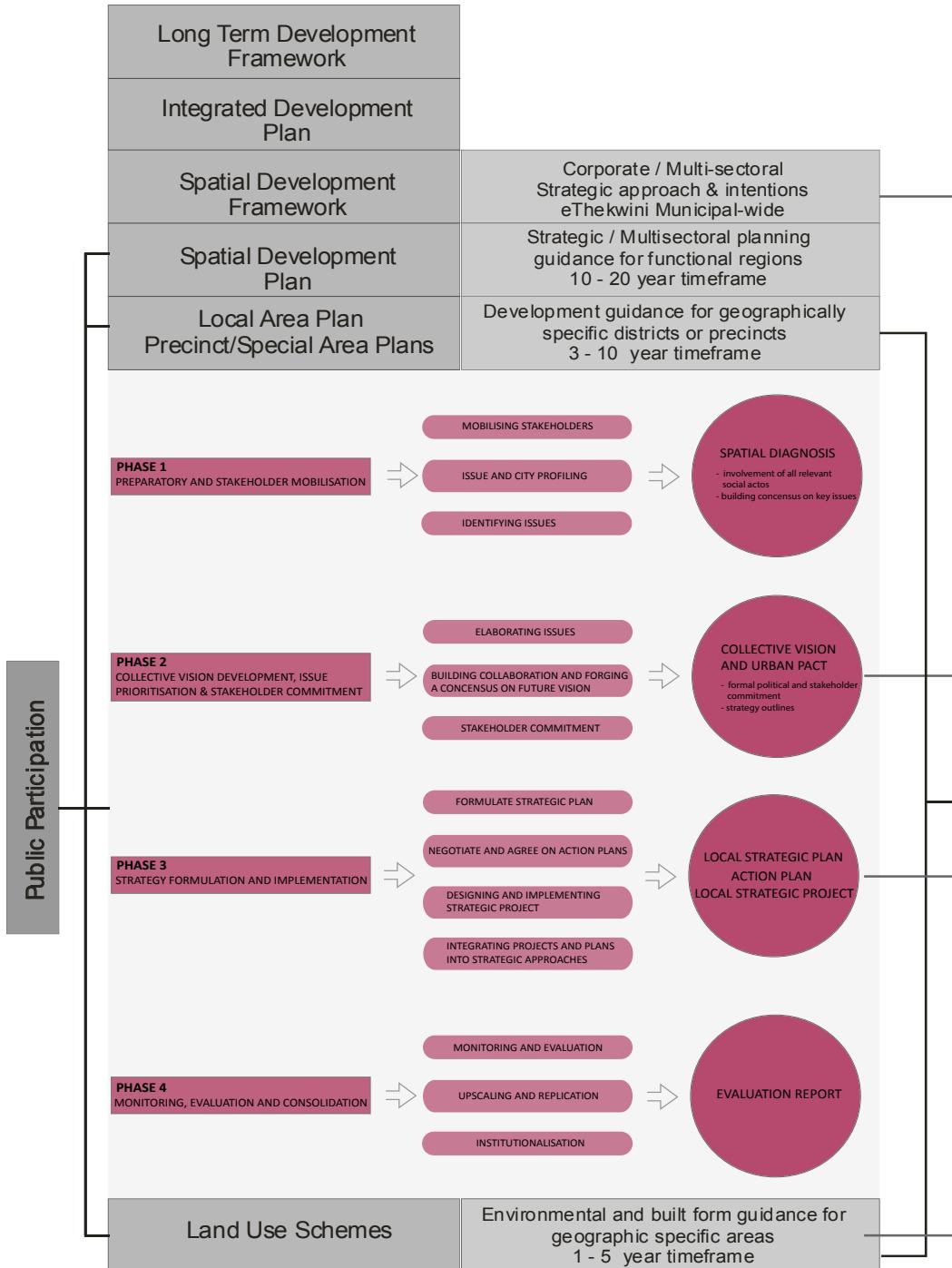
The Spatial Development Framework (SDF) is the point of integration of strategic municipal spatial strategies in the arena of economics, transport, environment and society. The Spatial Development Plans (SDPs) cover the municipal area at a greater level of detail than the SDF.

A number of Local Area Plans (LAPs) will be needed to cover an entire SDP area. The LAP carries through the intent of the SDP but responds to the specific nature of the local area. An LAP considers issues such as the alignment of local movement systems, the identification of local economic and leisure opportunities, and the more detailed identification of areas for both development and conservation within the context of existing and new infrastructure capacity. Precinct or Special Area Plans will be undertaken for areas within the LAP that require special attention. The City will only attract development in accordance with the SDPs, LAPs and Precinct Plans if it has a supportive Land Use Management System (LUMS). There are numerous aspects to a LUMS including land use schemes, rating policies and endowment policies that would require significant changes to realise a particular need and vision for an LAP and Precinct area.

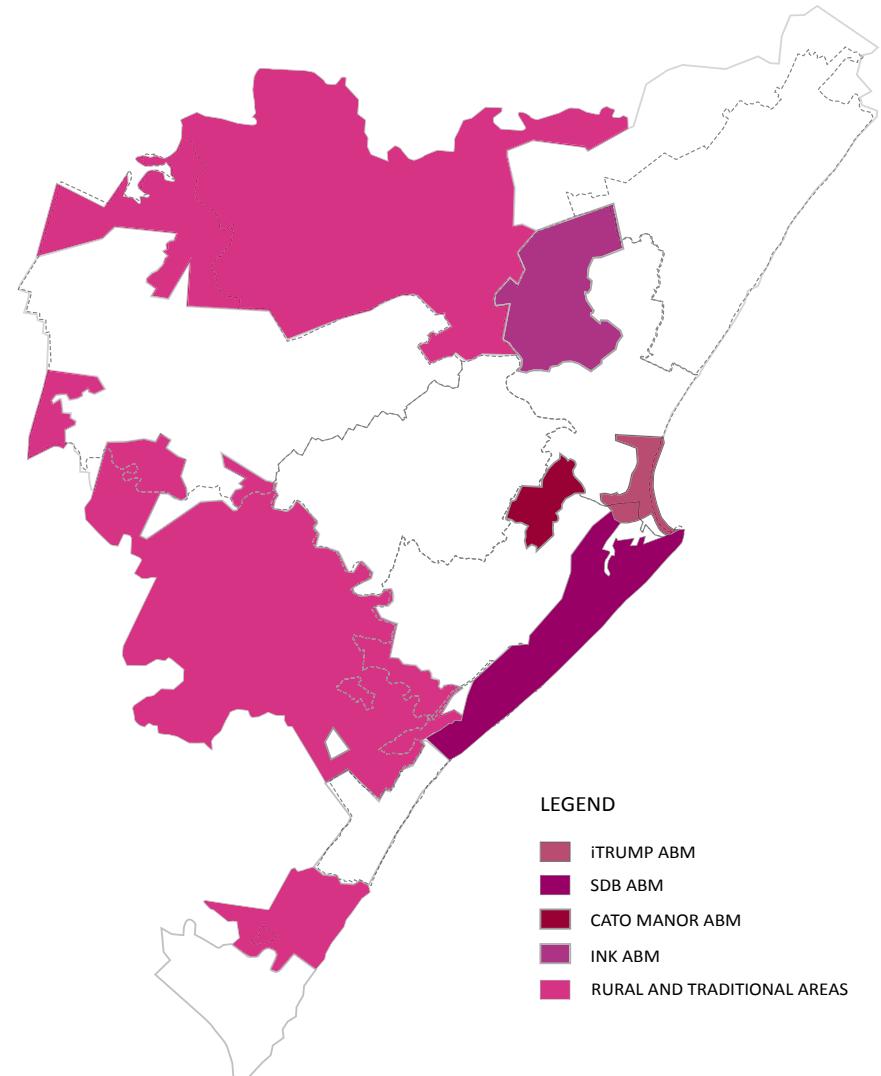
Land Use Schemes

The land use scheme is a critical component of the integrated spatial planning system and deals with zoning and built form controls. The intent embodied within the package of spatial plans is translated into the most appropriate zones and controls within the land use schemes.

Source: eThekweni Municipality



Area-based management districts (ABM) in eThekweni (Durban)



PROPOSED PARTICIPATORY FRAMEWORK INTRODUCTION INTO THE SPATIAL PLANNING HIERARCHY

AN AREA-BASED MANAGEMENT (ABM) APPROACH

The eThekweni municipality employs an area-based management (ABM) approach that was initially implemented as a pilot project through funding from the European Union. Within this, five (5) strategic areas were identified to drive this approach. These areas are:

- **iTrump** – with a focus on Inner Thekweni Regeneration & Urban Renewal
- **Cato Manor** – focusing on economic and social upliftment
- **SDB** – Regeneration of the industrial base in southern Durban, creation of cleaner and greener industries whilst improving the residential conditions in the area
- **INK** – This Urban Renewal Programme is about generating economic activity as well as revitalising the residential areas of Inanda, Ntuzuma and KwaMashu
- **Rural ABM** – The focus here is on addressing poverty and bringing integrated development into areas, which historically received very little support from the erstwhile government

Source: *eThekweni Municipality*

APPLICATION OF THE STRATEGIC PLANNING APPROACH

Based on the current planning process in Durban with the identification of these five strategic areas, the way to improve the current planning system is to better activate the local level towards the implementation of a local strategic plan. It is clear that public participation is included within the structure of the strategic planning process, but it is unclear how this is achieved, since this cannot happen at all levels within the planning structure. The proposal for this approach is based on the UN-Habitats' Participatory Urban Decision-making Toolkit (2001) towards a more inclusive participatory planning process within the local area, which feeds into the current planning process that are happening already, with a shift towards good governance. The emphasis lie on the implementation and integration of the weakest voices within the planning process, which should address the needs of the poor in a way that reflect their priorities.

This implementation require certain key actions, namely, the recognition of the spatial collective vision (phase 2) of the local strategic goals needs to be reviewed by the Spatial Planning Framework (SDF) that exist. And the local strategic plan (phase 3) that require certain exceptional land-uses, also needs to be reviewed by the Land-Use Schemes.

The general recommendation of this proposal is that, since there are many conditions within the current planning framework in Durban that allow this to happen, the implementation of a local strategic planning perspective is very much feasible, this also allows the integration of the local system to participate with the local frameworks that are already in place, using the higher level of governance as the reviewing institution of the proposed vision and local strategic plan. This allows the feasibility and transparency of the plan to be embedded in a multi-level of governance that exist already in Durban and South Africa.

This determines that I have the potential tools to effectively activate the proposal which is structurated and built by the processes as laid out, which is:

First, a review on the stakeholders

Second, a review on the stakeholders within itself and within the higher aspect

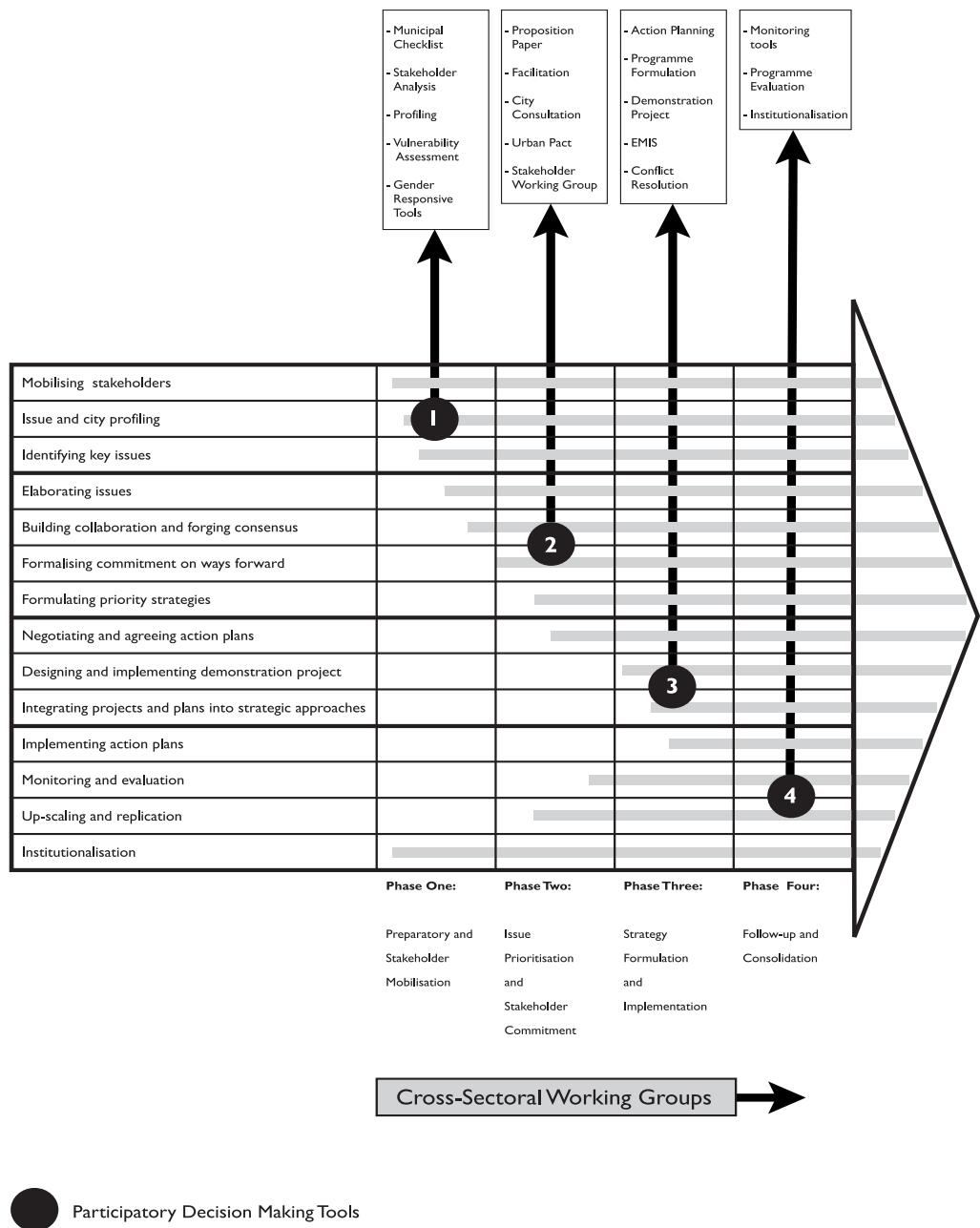
Third, concrete planning instruments for more temporary land-uses, which is the consideration of the weakest actors.

PARTICIPATORY PLANNING

Within the context of developing countries, and especially societies in transition, such as the one in Durban, there is a need for a flexible planning framework that is able to respond to the many challenges, the current and future trends and the diverse actors' needs in this transformation process.

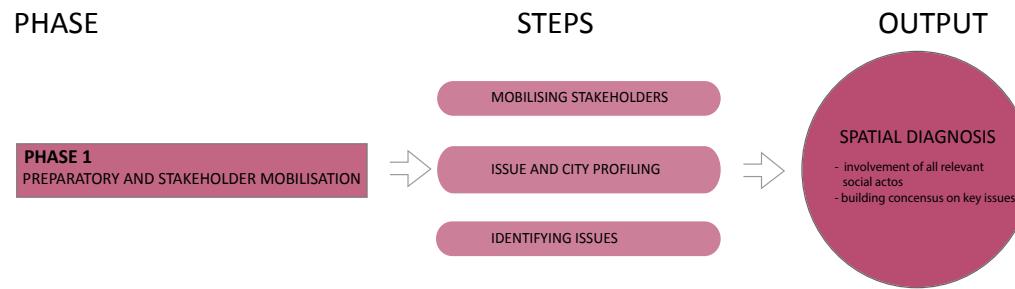
Experience has shown that it's useful to involve a broad range of stakeholders including the often marginalised groups in urban decision-making plans in cities. Such participatory processes have yielded far reaching results in alleviating poverty and improving the living conditions in the urban environment.

The steps in the participatory process are similar to conventional approaches to planning, and include problem identification, definition of goals and objectives, collection and analysis of information, identification of options, formulation of plans and decisions, implementation, and monitoring and evaluation. The main difference is that stakeholders are involved in most of the steps, using participatory methods. Negotiation among stakeholders is a key element in the identification of options and formulation of decisions. Another difference is that participatory processes are not linear and action can take place at any stage of the process, as one of its purposes is to provoke change. Also, participatory processes always begin with the identification and analysis of stakeholders. These two steps aim at providing a basic understanding of the social and institutional context.



The following steps formulated in the UN-Habitats' Participatory Urban Decision-Making Process Toolkit are used as the backbone for introducing a participatory planning process within the current structure of decision-making, and in some instances have been adapted to provide a more site specific approach.

PHASE 1: PREPARATORY AND STAKEHOLDER MOBILISATION



In this phase, an identification of the stakeholders through a stakeholder analysis is needed. This is done in order to mobilise the stakeholders to be able to take part in the process of decision-making. Working closely together with the stakeholders involved to develop a diagnosis of the existing situation at hand, where issues, potentials and problems are identified, this is done in terms of the spatial, economic, social and legal characteristics of the area in question. Stakeholder mapping is also essential in these cases, as it is important to understand the dynamic of movement flows and attractors of certain groups within an area, this gives a clear indication of how the space is being used currently, identifying gaps within the structure that need to be activated, and its relation with access to functional clusters, and how this is being facilitated or not through access to infrastructure and public transport systems. Therefore, mapping of the networks is important in consideration of the above, as well as working within a multi-scalar approach, local, urban and metropolitan contexts to gain a better understanding of the issues and stakes at hand.

This first phase will result in a better understanding of issues, priority and otherwise, increased commitment and local ownership of stakeholders, including the consideration of the weakest groups through building consensus on key issues that needs to be addressed.

SUMMARY OF PHASE 1 - DIAGNOSIS

Key considerations:

- stakeholder review, their role, capacity and interests and levels of governance
- identification of key issues
- identification of conflicts
- identification of potentials
- environmental issues and risks
- priority areas for action
- institutional arrangements necessary for support
- needs and demands of the formal / informal social actors

SPATIAL DIAGNOSIS:

Spatial / Physical:

- historical development of the area
- housing densities
- centralities and their identities
- land-uses
- infrastructure
- topographical conditions, buffer zones, landscape, climate and public space

Economic:

- urban functions and economic base
- stakeholder mapping (formal / informal)
- logistics

Social:

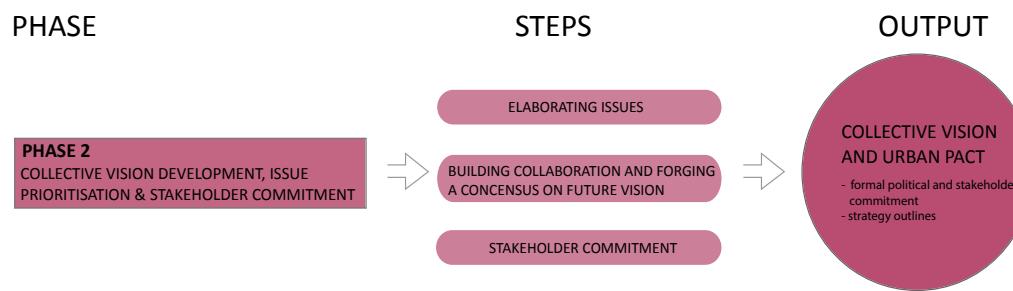
- population data
- access to social infrastructure
- housing needs

Legal:

- normative legal framework to identify possible lines of action

PHASE 2: COLLECTIVE VISION DEVELOPMENT, ISSUE PRIORITISATION AND STAKEHOLDER COMMITMENT

PHASE



Within the second phase, a further elaboration of issues is required specifically to highlight issues, to show how they are manifested and perceived, illustrating the variety of ways in which such issues have been or could be addressed. City Consultation brings together key stakeholders (public, private and community) to jointly debate the key issues identified in Phase One, to reach a consensus on the issues to be immediately addressed, and agree on participatory institutional arrangements to continue the process after the consultation building collaboration. This leads to forging a consensus on the collective vision (spatially) of the area which is developed in co-operation with all stakeholders. When all parties are in agreement with the spatial collective vision, an Urban Pact is signed by all the stakeholders which further elaborates the vision and concretises the formal political and stakeholder commitment towards the eventual implementation of the vision. The Urban Pact articulates the vision, sets out the main goals of the project, prioritises key action areas and concrete actions to be taken including institutional mechanisms and operational activities.

SUMMARY OF PHASE 2 - COLLECTIVE VISION DEVELOPMENT, ISSUE PRIORITISATION AND STAKEHOLDER COMMITMENT

A collective vision for the area over the next 20 years that ensures social, economic and environmentally sustainable development, as agreed upon by all stakeholders. It is a spatial conceptual representation of the strategic vision as outlined in the Urban Pact.

The Urban Pact is a document negotiated and agreed upon by all stakeholders to concretise formal political and stakeholder commitment, as well as outlining certain strategies in order to be able to achieve the outlined vision. It articulates the goals and objectives of the vision, prioritises action areas and next steps as agreed upon by stakeholders during the consultation process.

PHASE 3: STRATEGY FORMULATION AND IMPLEMENTATION

PHASE



The third phase of the Urban decision-making process is the formulation of a local strategic plan. This is generally the longest phase of all the four phases and comprises of:

- formulating priority strategies (1);
- negotiating and agreeing action plans (2);
- designing and implementing demonstration projects (3); and
- Integrating projects and plans into strategic approaches (4).

The outputs of this phase consists of a local strategic plan with a consideration of five years maximum, an action plan and a local strategic project which is embedded within the local strategic plan. This phase proposes how the collective vision formulated in phase two can be achieved through setting out a framework of spatial interventions which is meant to ensure the achievement of the long-term aims of the vision. This is achieved through (1) a further elaboration of issues by forming working groups among stakeholders, who focus on specific issues requiring attention. The working group proceeds to a review and assessment of strategic options and eventually forges a consensus on the strategic vision to be pursued.

(2) negotiating and agreeing action plans deals with translating strategies into concrete realities. This requires specificity on what should be done, within which time-frame, by whom, with the application of agreed financial and other resources. Before implementation can proceed, an assessment of the expected impacts and ripple effects of the proposed actions and strategies are to be considered.

This aims to forge partnerships between the public, private and community sectors, and acts as a catalyst for the implementation of the eventual vision, which is crucial to bringing about change and demonstrating a new approach. These act as demonstration projects and provide the opportunity for testing in practice some of the ideas coming out of the working groups, and they are especially valuable as a way of stimulating stakeholder participation and commitment, as well as showing visible results.

(4) Integrating projects and plans into strategic approaches is an important step because when the well-developed strategies and action plans, and their local strategic-project results are discussed and agreed, this will help to integrate them into local government executive and/or legislative resolutions and budgets, thus become officially rooted in the governmental apparatus.

SUMMARY OF PHASE 3 - STRATEGY FORMULATION AND IMPLEMENTATION

Local Strategic Plan

After further elaboration and clarification of issues, the local strategic plan is developed. This sets out a framework consisting of a series of spatial interventions aimed at the eventual achievement of the long-term vision to be pursued. The strategies need to take into account different scenarios and allow a certain amount of flexibility within them due to possible changes that can happen within this highly transformative society.

Local Action Plans

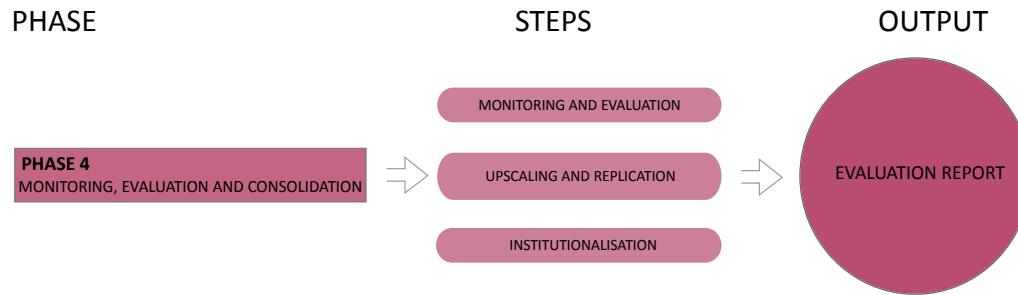
These are result-oriented, actor-specific and time-bound set of plans that are negotiated and agreed on by all stakeholders within the agreed strategic framework. These include detailed technical work to develop plans of action for implementing the agreed strategies.

Local Strategic Project

This is a strategic project embedded within the local strategic plan. The intention is to demonstrate a new approach and provide an opportunity for testing the formulated ideas in practise. This is an effective mechanism to forge partnerships between public, private and community sector groups, in order to develop efficient ways of working together. The implementation of the local strategic projects fosters ways of learning by doing while generating tangible results on the ground.

PHASE 4: MONITORING, EVALUATION AND CONSOLIDATION

PHASE



The fourth and final phase of this process is that of monitoring, evaluation and consolidation, which is crucial to the long-term sustainability and efficiency of the project. The process of monitoring provides a flow of systematic information feed-back which allows appropriate adjustments to be made continuously during implementation. Up-scaling and replication- based on the experience gained- is the way in which the bigger impact will be made, as approaches and initiatives are multiplied and expanded. Institutionalisation is in this sense a long term effort that links monitoring and evaluation and the capturing of lessons of experience with replication and up-scaling of activities and institutional consolidation of the over-all process.

SUMMARY OF PHASE 4 - MONITORING, EVALUATION AND CONSOLIDATION

The process of monitoring provides a flow of systematic information feed-back which allows appropriate adjustments to be made continuously during implementation. This also allows the lessons of experience, especially of demonstration projects, to be captured and synthesised, which gives a firm basis for replicating the projects on a larger and wider scale. The key lessons of experience invariably address institutional and managerial, more than technical issues; this leads to a focus on how to build up the participatory process and its associated management approaches and tools into a routine “way of doing business”.

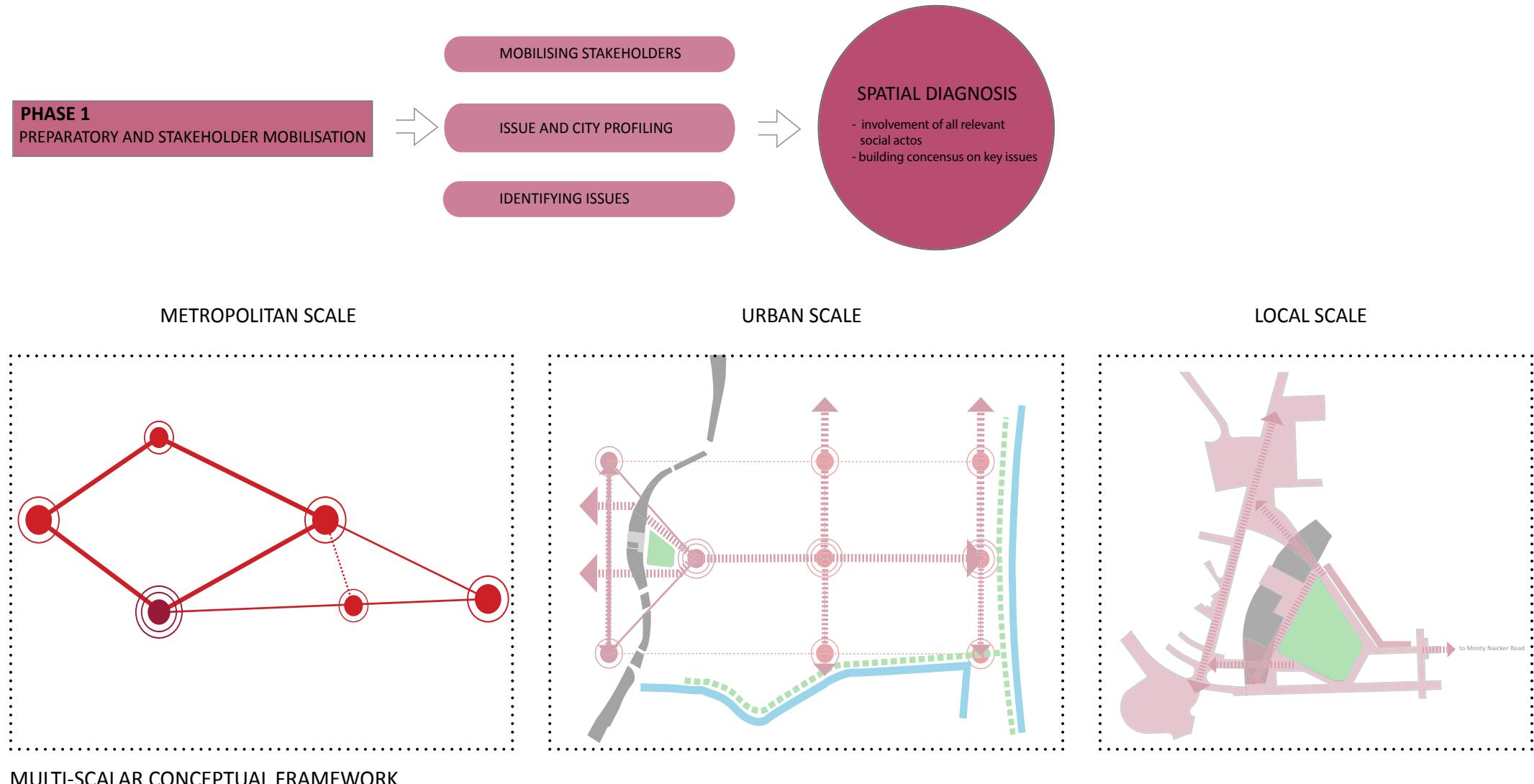


A group of women street traders on the sidewalk selling traditional herbs
Source: Authors' own

spatial diagnosis

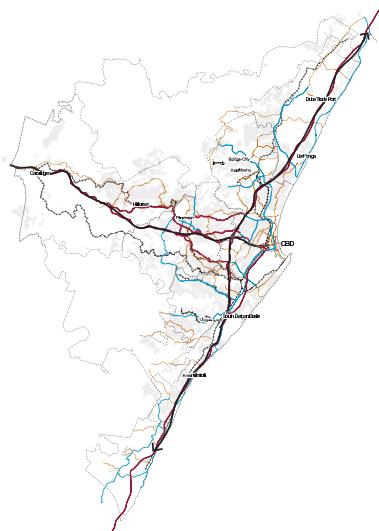
SPATIAL DIAGNOSIS

In this section of the thesis, a spatial analysis of the city will be presented relating to a multi-scalar approach, metropolitan, urban and local scales. This is Phase 1 of the Participatory planning urban decision-making process and seeks to identify the problems and the potentials at each scale analysed together with the mobilisation of the different stakeholders that will be involved in the process.

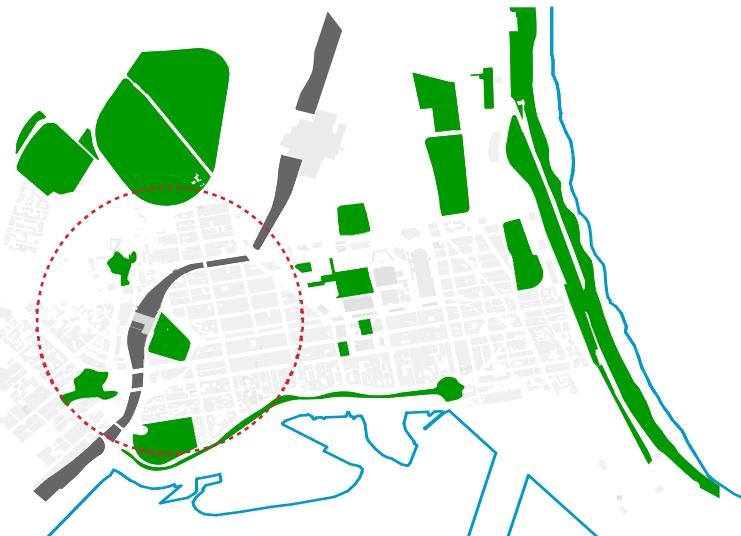


OVERVIEW OF SCALES

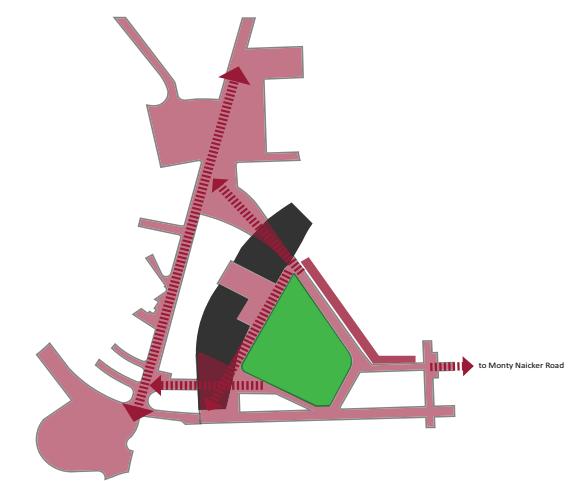
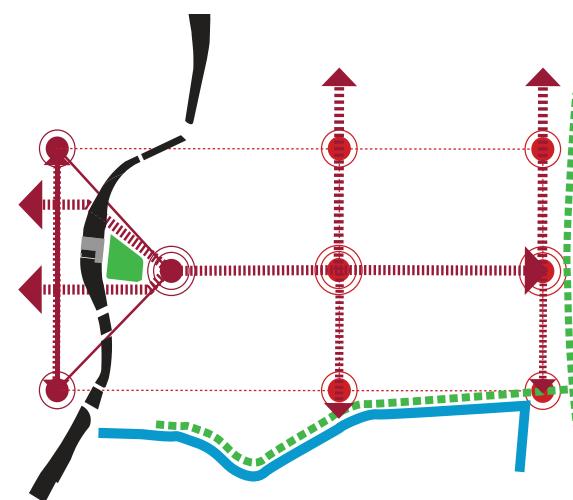
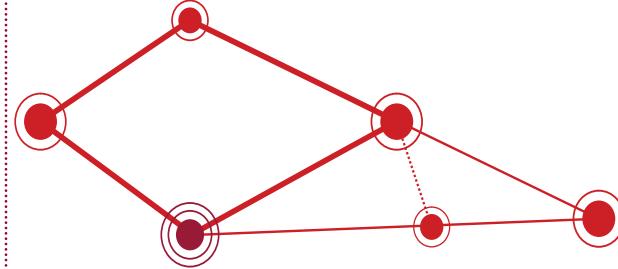
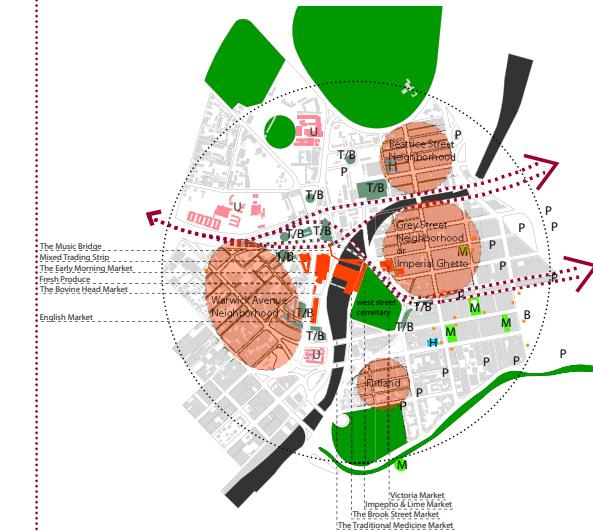
METROPOLITAN SCALE



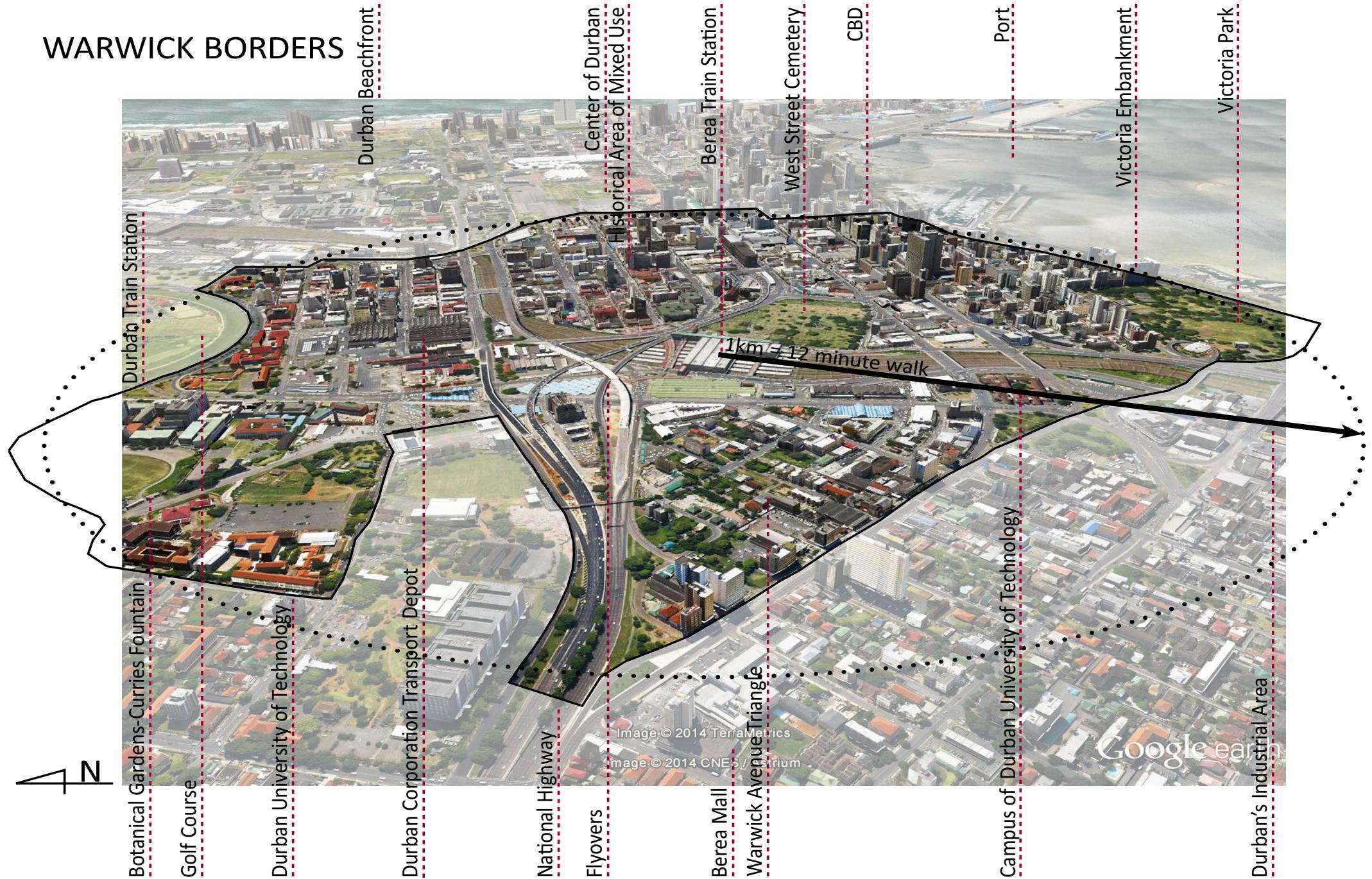
URBAN SCALE



LOCAL SCALE



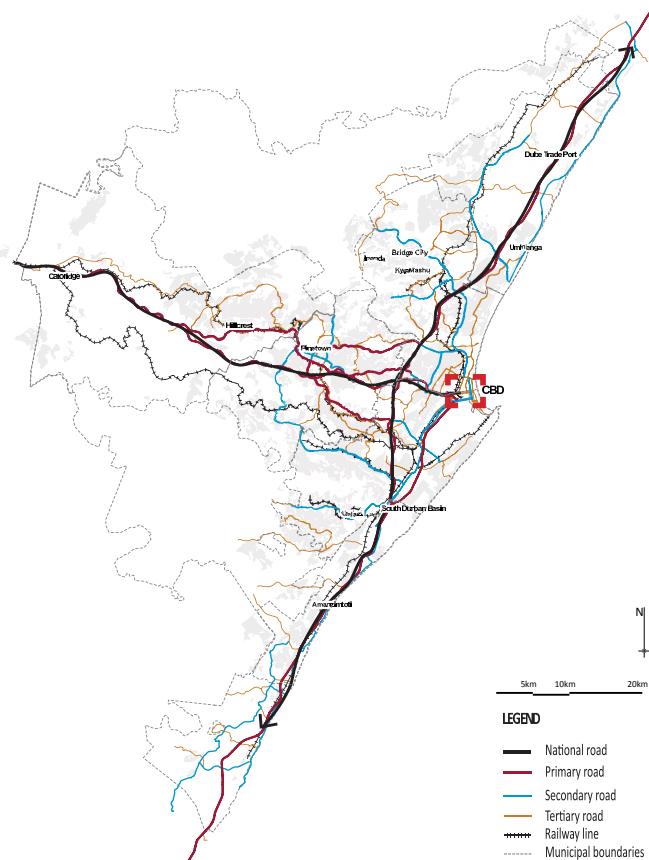
WARWICK BORDERS



This map is used to show the metropolitan significance of the node of Warwick Junction with all the infrastructures that converge there, causing a point of intense congestion. It also clearly illustrates the contextual relation between the metropolitan, urban and local scales.

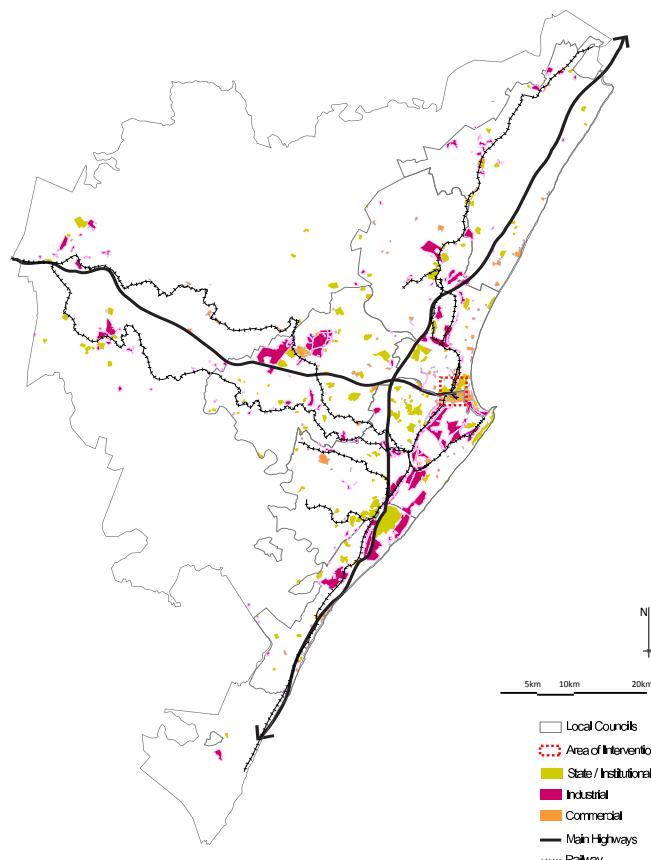
CONTEXT - Metropolitan scale analysis

The specific area of intervention which is Warwick Junction, because of the characteristic of a metropolitan nodal point, this require a contextualisation on the metropolitan scale because of the significance of the node of Warwick Junction on this scale that clearly respond to the higher level. It was important to be able to understand the existing networks in the city, in this scale what was important to analyse was the relationship between infrastructure and economy. This was done through seeing the relation and the identities of the existing centralities, housing densities and land-use and infrastructure within the Durban Metropolitan Area (DMA).



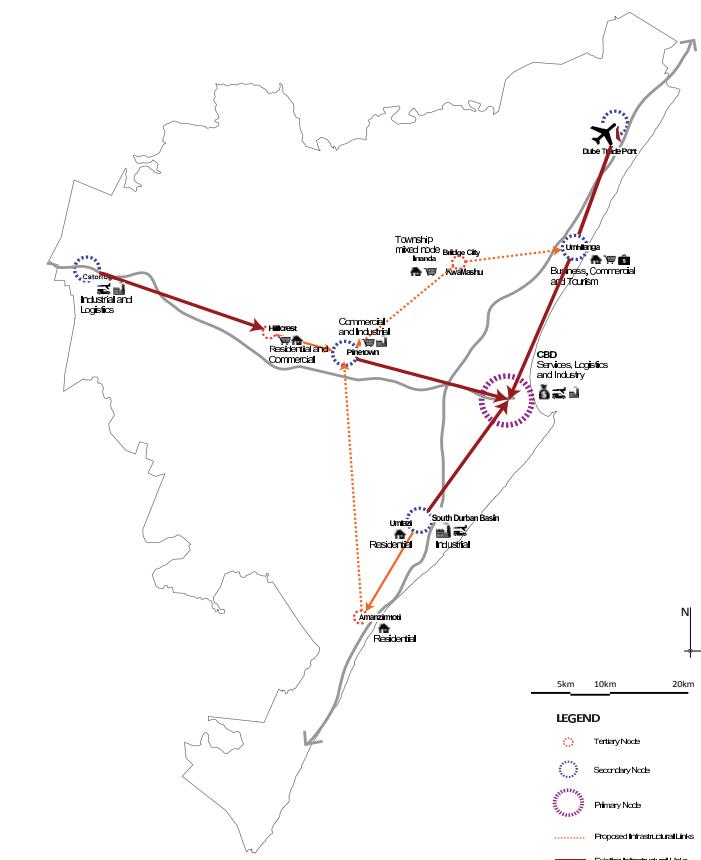
DMA INFRASTRUCTURE CONNECTIONS

This map shows the infrastructural connections within the DMA, consisting of rail and road. We can see from this map that in our area of intervention is where these infrastructures merge, causing a point of intense congestion.



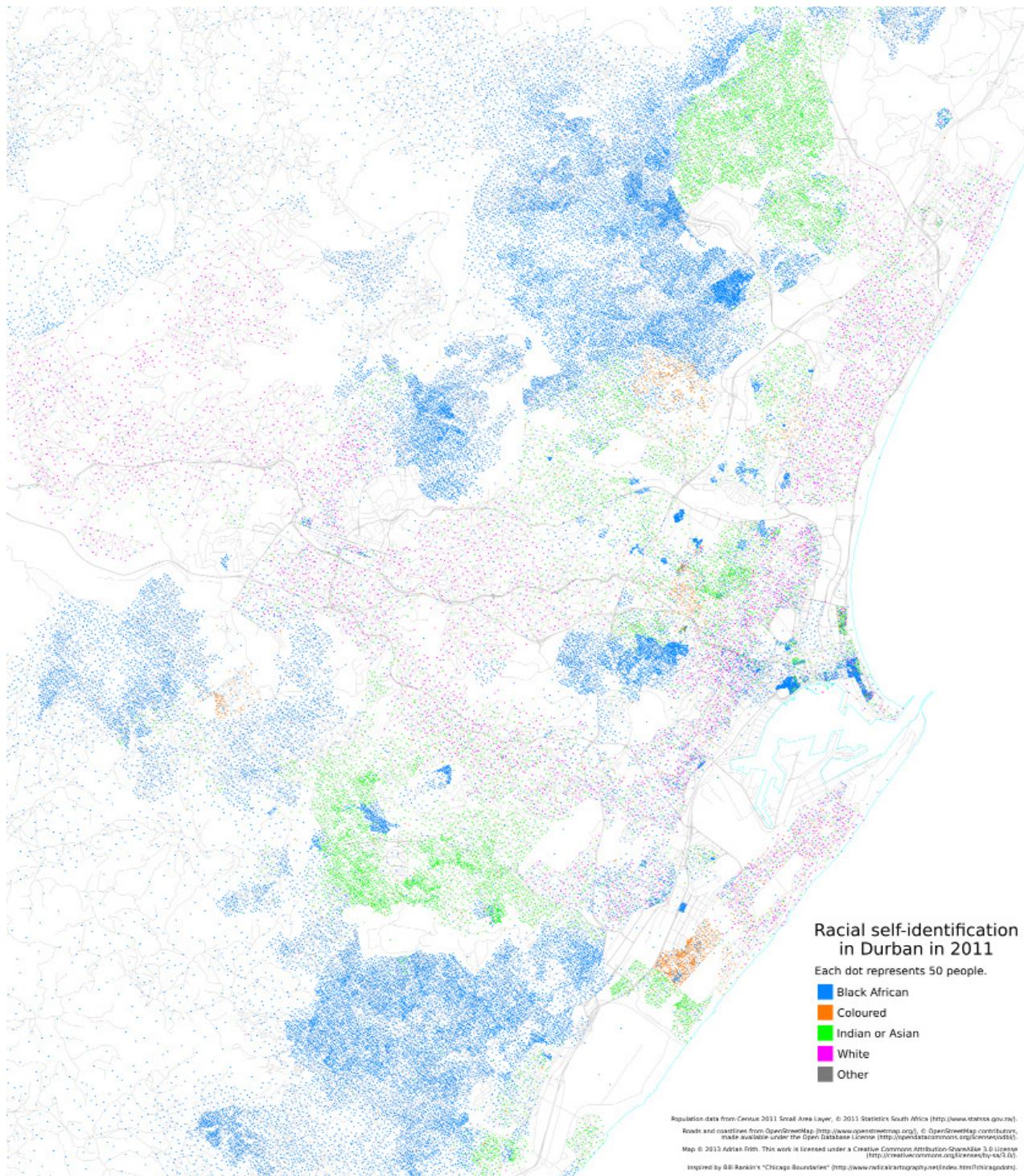
DMA COMMERCIAL AND INSTITUTIONAL USES

This map shows the location of commerce, industry, state and institutional buildings within the DMA. As can be seen, the industrial activities are located all along the main infrastructure connections, while institutional functions are fairly evenly distributed throughout, with the commercial activities mostly concentrated in the centre of the city.



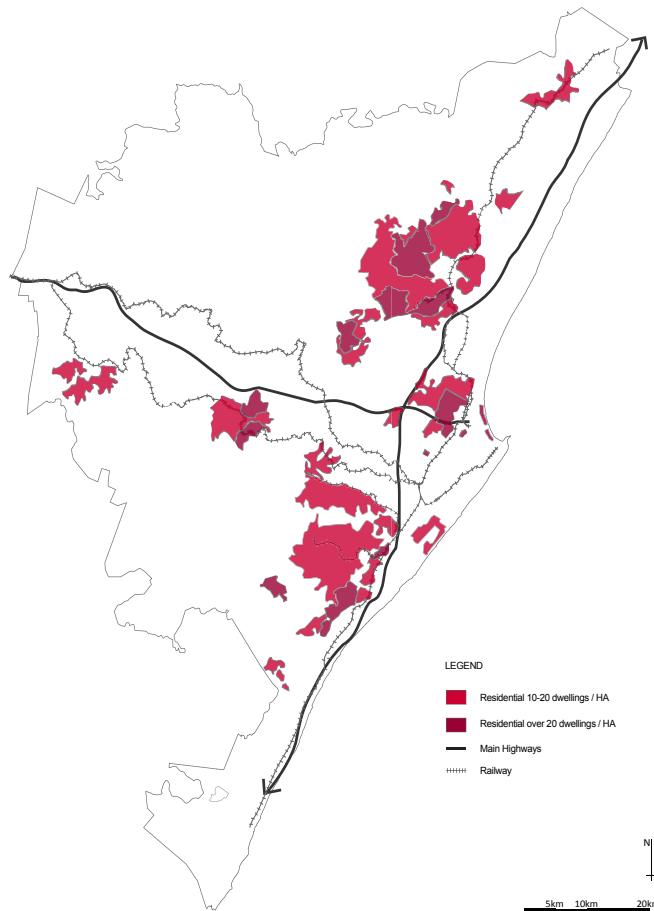
DMA CENTRALITIES AND IDENTITIES

This map shows the location of existing centralities with their identities within the DMA. Within the existing structure, there are potentials in terms of creating new infrastructure linkages to create a more cohesive and functional region.



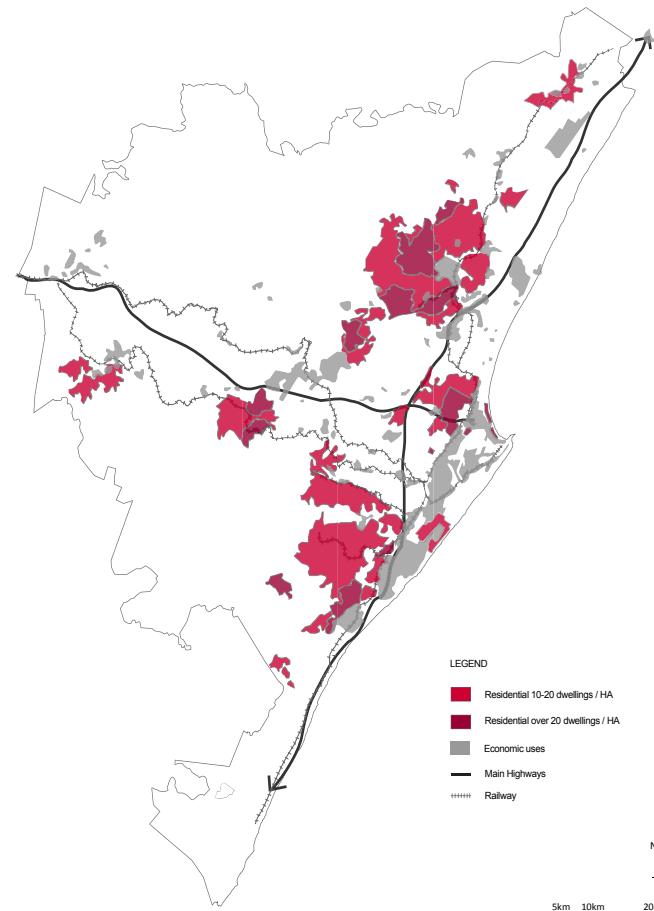
This map shows the location of racial groups within the Durban metropolitan area (DMA) based on 2011 census data. We can see from this map that racial and socio-spatial segregation is as evident as it was in the apartheid era. Up till now, not much has changed with regards to the socio-spatial structure of the city since South Africa gained independence.

Source: <http://adrianfrith.com/>



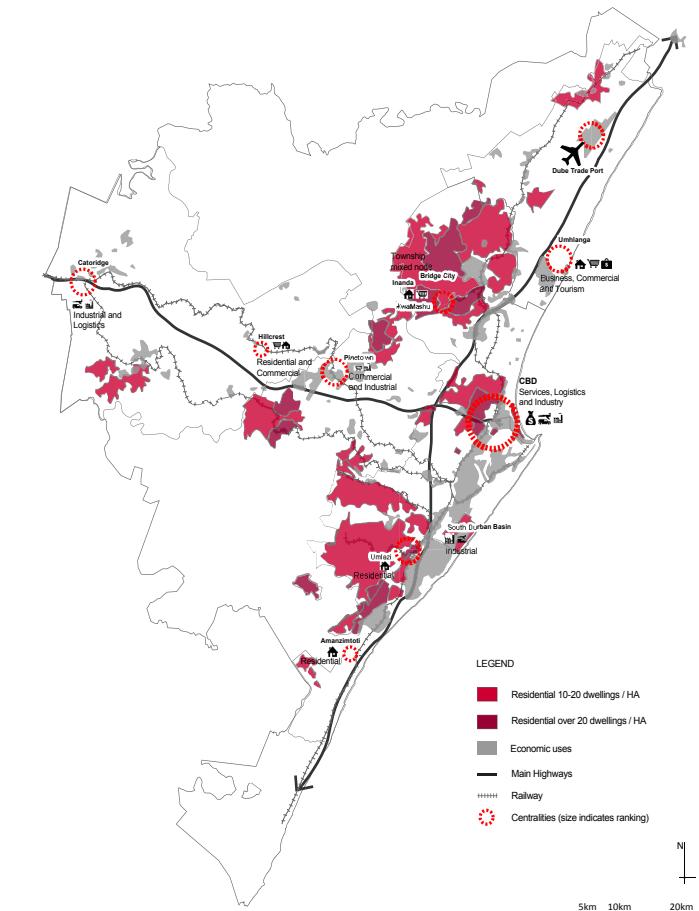
DMA HOUSING DENSITIES

This map shows the existing housing densities within the area of DMA. This is important to understand the socio-economic profile of the city and the extent to which socio-spatial fragmentation is evident. Where you have the highest densities of people, they are often of the lowest social class and reside in informal settlements. Whereas the lower densities are mostly dispersed gated communities causing urban sprawl.



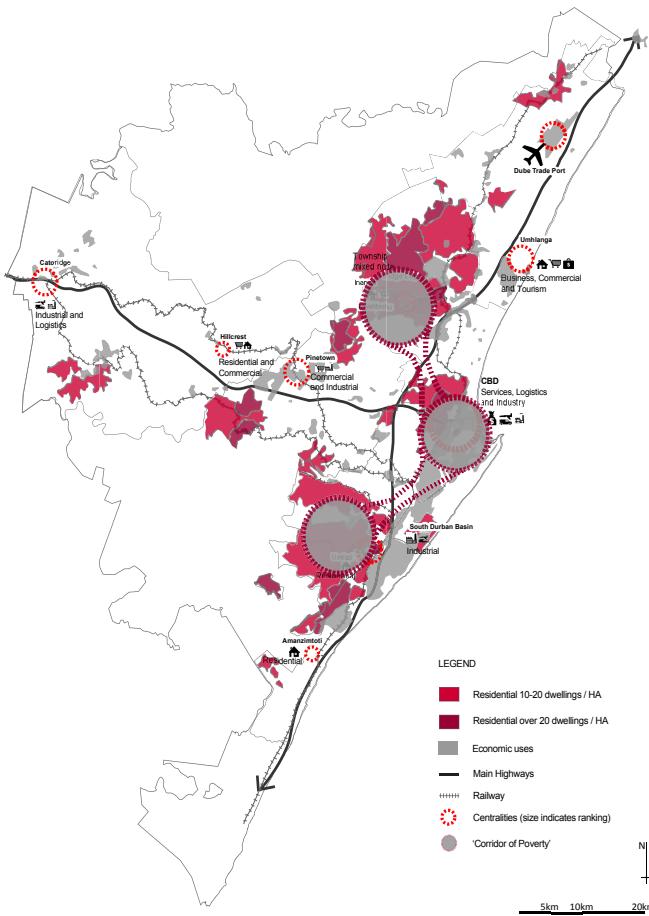
DMA ECONOMIC USES

This map shows the housing densities in relation to economic uses and economic opportunities for the poor who are often located on the periphery in marginal areas of the city, where employment opportunity in close proximity is scarce, accessibility is limited and the urban poor often have to travel long distances to get to work.



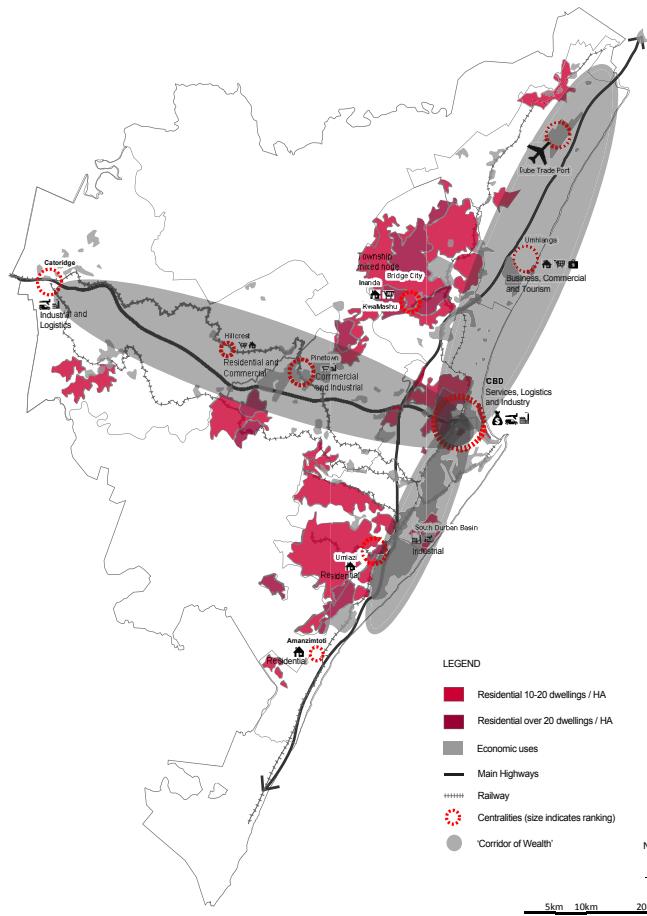
DMA CENTRALITIES AND IDENTITIES

This map shows the existing centralities and their identities in relation to housing densities, to point out existing problems and potentials and also to understand the role of Warwick Junction within the city itself as well as the functional relation of Warwick Junction within the bigger system.



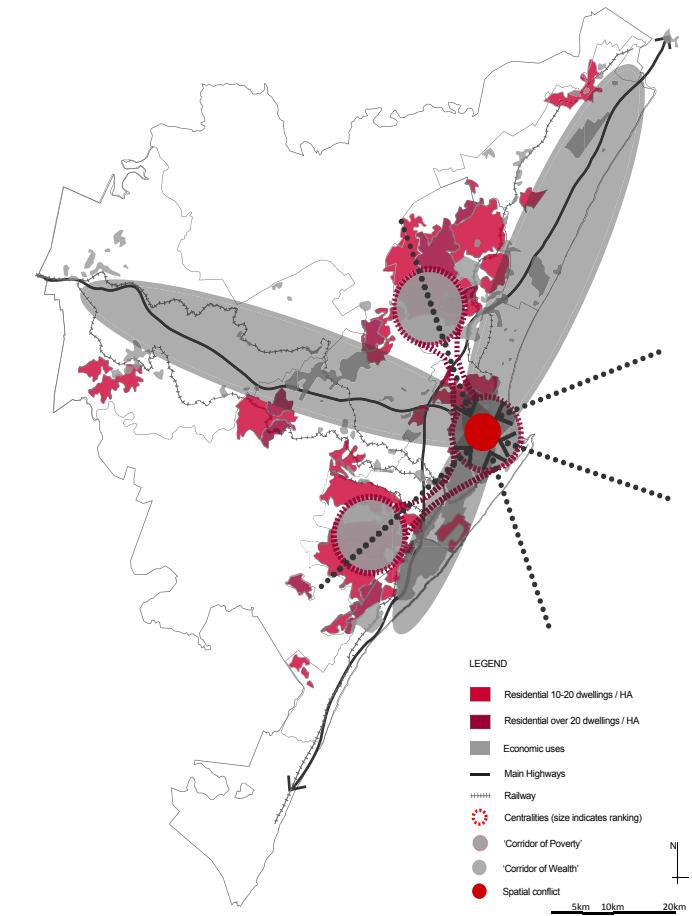
DMA 'CORRIDOR OF POVERTY'

This map identifies the existing socio-economic trends within DMA, and recognises a 'corridor of poverty' related to informal settlements, including the city centre as investment moved out of the city and relocated to the north where we can see all the new mega developments within the city taking place, leaving the city centre as a place of decay, with abandoned and derelict buildings which have been invaded by squatters (often marginalised groups).



DMA 'CORRIDOR OF WEALTH'

This map identifies a 'corridor of wealth', which marks the sites and areas where new investment into housing, business parks, an aerotropolis in the north related to the airport are taking place, further aggravating the socio-spatial fragmentation that already exists within the city.

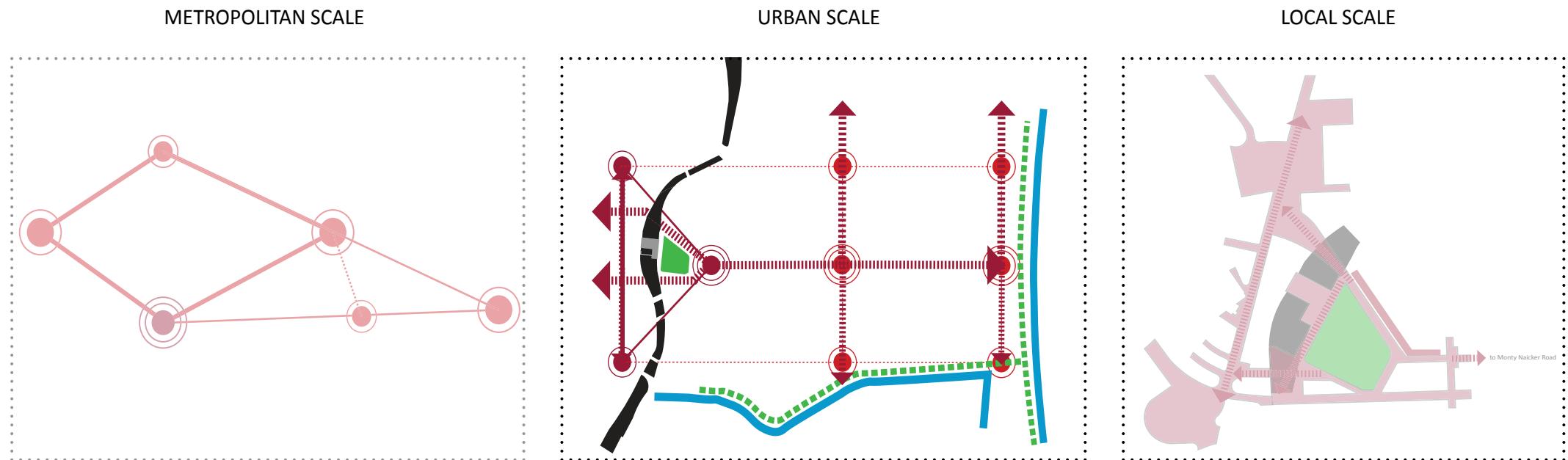


SPATIAL CONFLICT

Where these two trends of the formal and the informal meet, which is the central core, this causes a spatial conflict where the weakest groups often 'lose out' to the mega players with their market driven approaches.

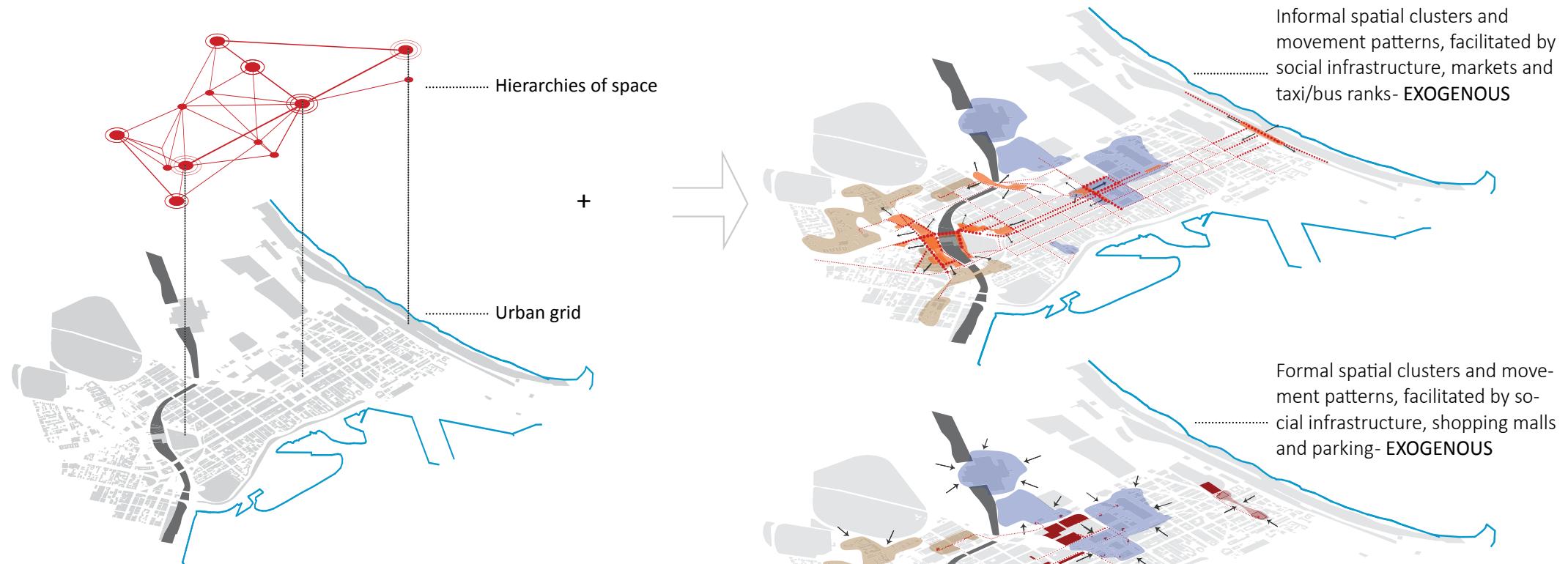
CONTEXT - Urban scale analysis

In the urban scale analysis, the existing situation is analysed in terms of the existing functions within the city, the different social actors and their needs through stakeholder mapping. The spatial expressions of the formal and informal economic activators are mapped together with their supporting networks, the urban flows of people. A hierarchy of networks is established through the analysis which facilitate the formal and informal connection.



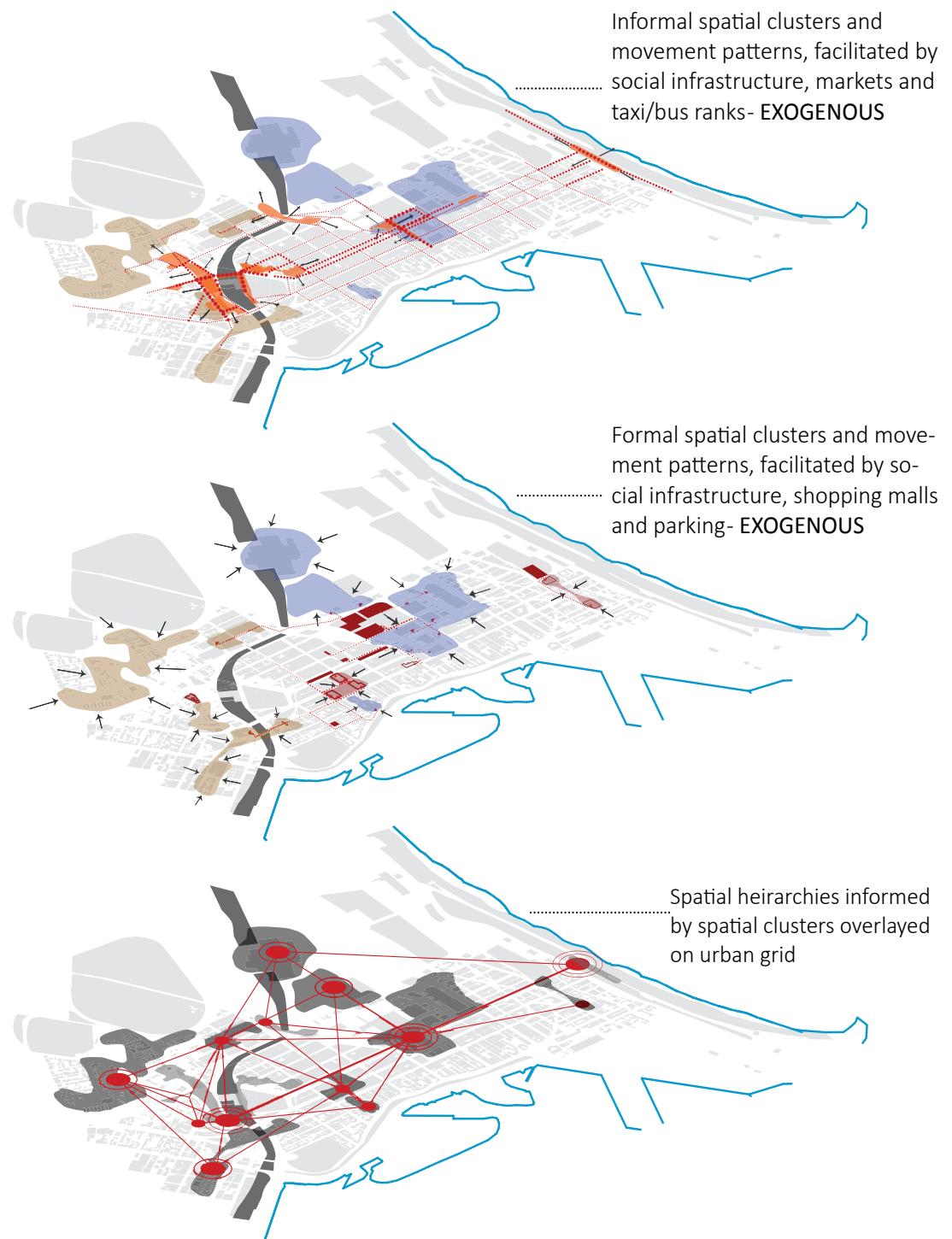
URBAN FUNCTIONS





STAKEHOLDER SPATIAL MAPPING

This map shows the spatial demands of the formal and informal social actors within the urban area, their movement patterns, how they use the urban space of the city and which are the elements that facilitate their use. This is important because reviewing the urban structure according to these spatial hierarchies, we can see where the gaps are within the urban structure that is not being fully utilised, creating the potential for activating these spaces by introducing new functions and adding to the existing networks to be able to create a more cohesive urban structure.



WHAT ARE THE SPATIAL EXPRESSIONS OF THE FORMAL AND INFORMAL ECONOMIES AND CONNECTIONS?



FLows of people and movement networks



FORMAL ECONOMIC ACTIVATORS



INFORMAL ECONOMIC ACTIVATORS

WHAT ARE THE VARIABLES THAT FACILITATE THE FORMAL/INFORMAL CONNECTION?

HIERARCHIES OF NETWORKS:

FUNCTIONAL CLUSTERS

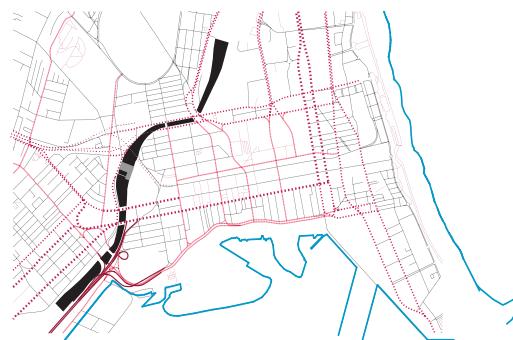
Social Infrastructure
Cultural and Historic elements

INFRASTRUCTURE

Road network and by-passes
Public Transport system

TOPOGRAPHY

Green and Blue elements
Valleys, hills, rivers and ocean



ROAD NETWORK AND BY-PASSES



PUBLIC TRANSPORT- BUS AND RAIL



SOCIAL INFRASTRUCTURE CLUSTERS

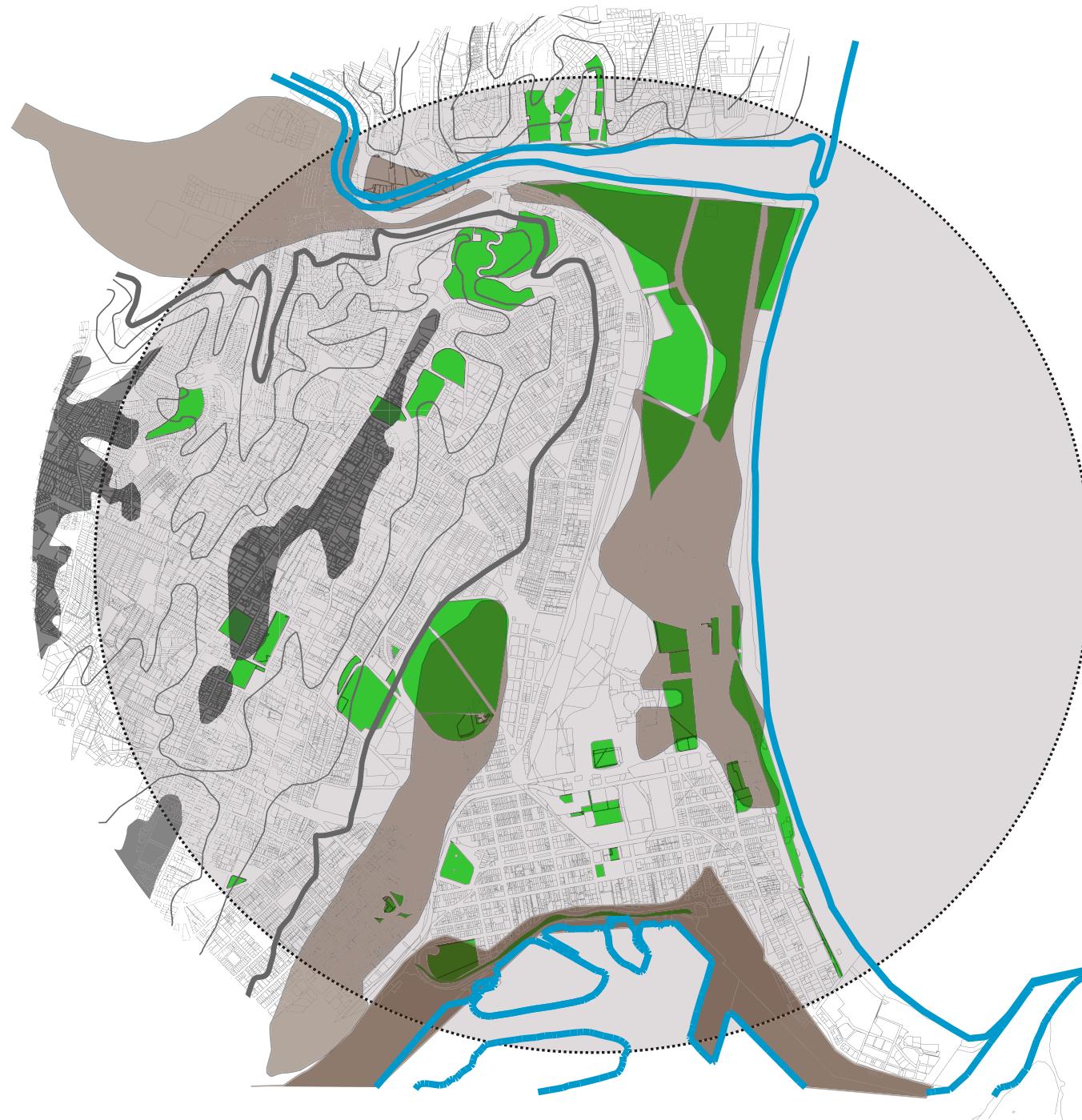


CULTURAL AND HISTORICAL ELEMENTS



GREEN AND BLUE LANDSCAPE STRUCTURES

TOPOGRAPHICAL ANALYSIS



TOPOGRAPHY - Landscape Topography

LEGEND

- Green landscape elements
- Former Marsh or 'Vlei'
- Blue Landscape elements
- Contours @ 30m intervals
- Ridge Line



500m 1km 2km

DEFINING THE VARIABLES

The definition of the variables are defined through the use of certain theories that I used in relation to the informal economy and poverty reduction strategies for the poor. The main concepts are taken from the research as defined by Moser (2006), which define the most important capital assets in order to reduce poverty, these are:

Physical capital: the stock of plant, equipment, infrastructure and other productive resources owned by individuals, the business sector or the country itself.

Financial capital: the financial resources available to people (savings, supplies of credit).

Human capital: investments in education, health, and the nutrition of individuals. Labor is linked to investments in human capital; health status determines people's capacity to work, and skill and education determine the returns from their labor.

Social capital: an intangible asset, defined as the rules, norms, obligations, reciprocity, and trust embedded in social relations, social structures, and societies' institutional arrangements. It is embedded at the micro-institutional level (communities and households) and refers to those social organisations, relationships and networks which facilitate co-ordination and management of extra-market and collective tasks and which provide critical support in times of crisis.

Natural capital: the stock of environmentally provided assets such as soil, atmosphere, forests, minerals, water and wetlands. In rural communities land is a critical productive asset for the poor; while in urban areas, land for shelter is also a critical productive asset.

How this relates to my definition of the variables is that access to functional clusters such as social infrastructure and historic and cultural elements as part of human capital is an essential tool to enabling local communities access to health-care, education and training facilities and child-care services (with the consideration of the gender issue and women traders in particular) and which also recognises the potential of the local culture for locally based economic, social and other developments, strengthening the connection to the local people.

The Human Capital approach to poverty reduction focuses on the links between investment in education, health and nutrition and the primary incomes of the poor. Emphasis is placed on the interrelationships between these variables as well as their relative importance in explaining changes in productivity.

Investment in infrastructure which relates to physical capital has a central role in the development agenda and is critical for supporting economic growth and poverty reduction. Infrastructure affects growth through two channels: directly through physical capital accumulation and indirectly through improvement in productivity and access to services.

Natural capital related to the topography and natural environmental stock of an area is an important consideration as it can facilitate or constrain the connection between the formal and informal. It also increases the quality of an urban area so that people can experience all the natural qualities that an urban area offers.

Looking at the assets of the poor is essential in understanding upward mobility, and particularly transitions out of poverty, this is why the consideration of these variables in order to re-evaluate the urban structure and activate the local corridors within that.

STRUCTURING ELEMENTS



TOPOGRAPHY - Structuring Elements

Umgeni River Mouth



Indian Ocean and Beachfront



Harbour and Port



LEGEND

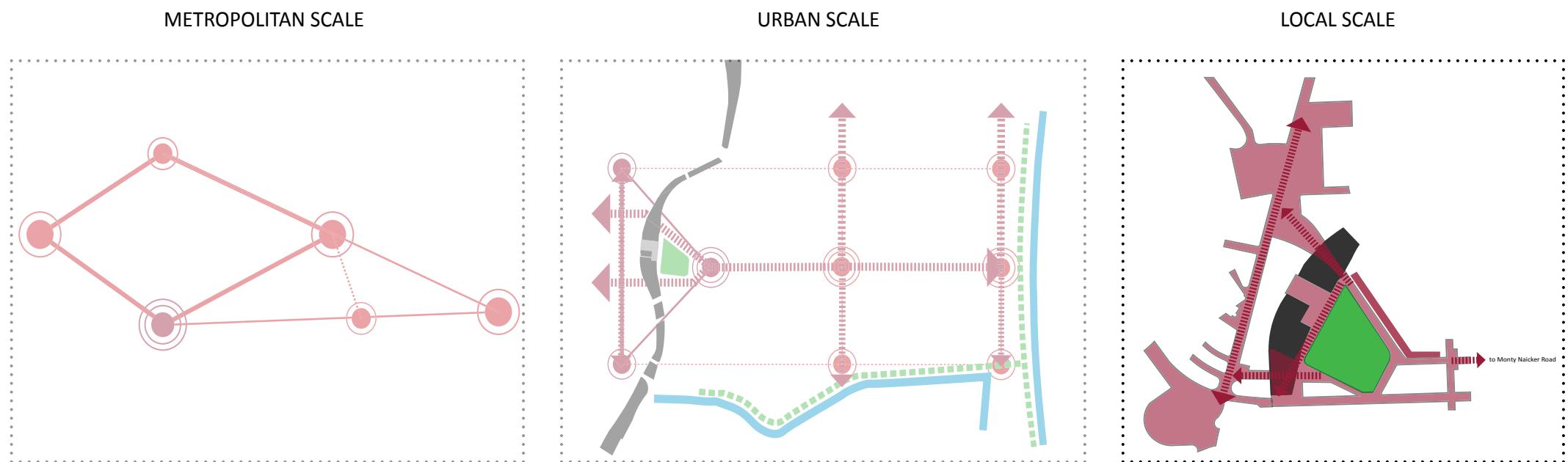
- Green landscape elements
- Former Marsh or 'Vlei'
- Blue Landscape elements
- Contours @ 30m intervals
- Ridge Line



500m 1km 2km

CONTEXT - Local scale analysis

For the local scale, not only Warwick Junction is analysed but also the surrounding area, as it was necessary to understand the site within its' immediate context. For this purpose, a radius of 1.5km has been analysed for a more comprehensive understanding. First, the analysis defines the existing situation through factual and numerical data, it then goes on to define the spatial expression of the formal and informal economies at the local scale together with an analysis of the needs of the different stakeholders and user groups within the area. Next, the local area is analysed according to the hierarchies of networks as defined on the urban scale, to see the existing situation and the relation with the broader urban scale. This section concludes with a local scale analysis conclusion map.



WARWICK JUNCTION SPATIAL TRENDS FACTS AND FIGURES

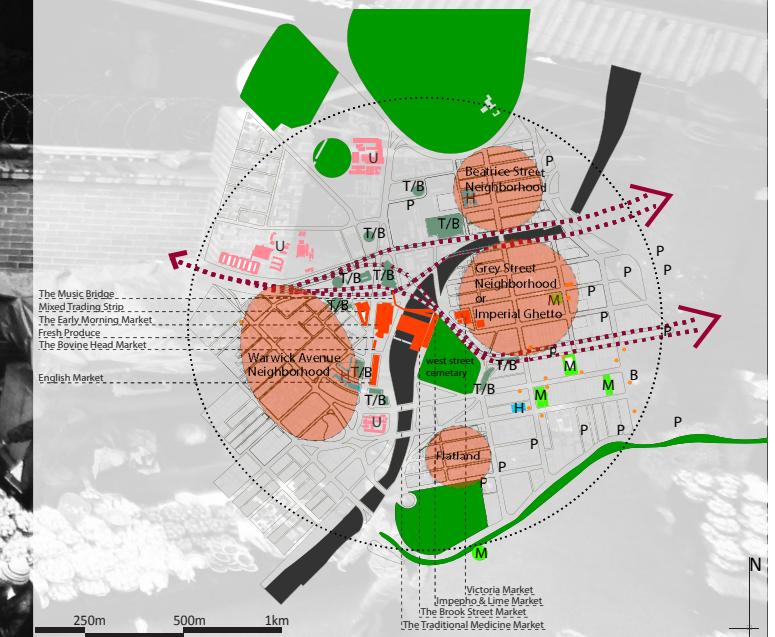


8000 daily traders
6 out of 10 are women
38 000 vehicles pass through/day
130 000 daily taxi departures
140 000 daily departures on train and bus
500 000 people passing through the site/day

RENTALS:
2x1m site without shelter has rent €3
with shelter has rent €5

EARNINGS:
monthly earnings of a trader R1000 (€73,5) - R8000 (€590)
€900-7000 annually

CONTRIBUTION TO THE ECONOMY:
GDP per capita: R30,392 (€2235)
1 billion (€73.5 million) annual turnover (informal)



Recognition of needs and demands of the **FORMAL ACTORS**

Government: public safety, access to finance capital and supporting institutional services



Private Sector: Access to services, office space, parking space safety and security



Recognition of needs and demands of the **INFORMAL ACTORS**

Government: public safety, access to finance capital, better access to licencing and registration offices



Traders: safety and security, more trading space, storage facilities, ablution facilities, access to services (water, sanitation, waste collection) child-care facilities, medical-care and shelter



Homeless: safety and security, short & medium term affordable accomodation, better quality of living conditions



NGO's: support organisations, coordination and offices



STREET TRADER (NOMBOKO)



Needs: Shelter & Security

More space & Storage Facilities

INTERVIEWS

FOOD TRADER (CAROL SHANDU)



Needs: Access to Water and
Child-care Facilities

TAXI WASHER/REPAIRMAN (LWAZI XABA)



MARKET TRADER (MR. GEORGE DLAMINI)



Needs: Electricity and Lighting

Concerns: Lock-up facilities too far from trading site

TAXI OWNER/DRIVER (UMZIMKULU TAXI ASSOCIATION)



Needs: Shelter, Ablution facilities, space for washing taxi's

Concerns: Limited parking space, Security

STREET BARBER (BARAWANI HARUNA)





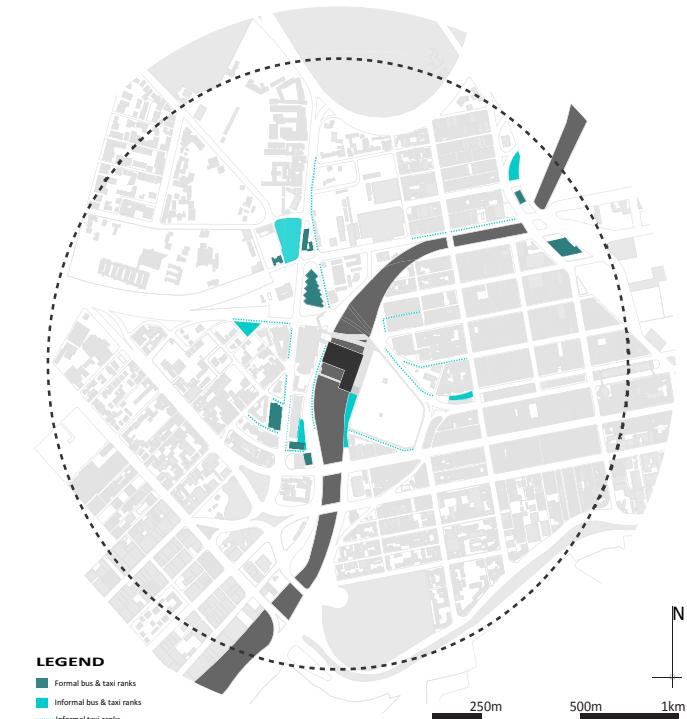
Social Infrastructure

On this map we can see the location of social infrastructure within the local area of Warwick Junction. Our site acts as a knowledge backbone with the location of the major universities within the area, this is significant as it signals a knowledge and innovative ideas exchange between the different user groups. It is also well serviced by medical facilities, however, state and institutional structures seem to be lacking in the area.



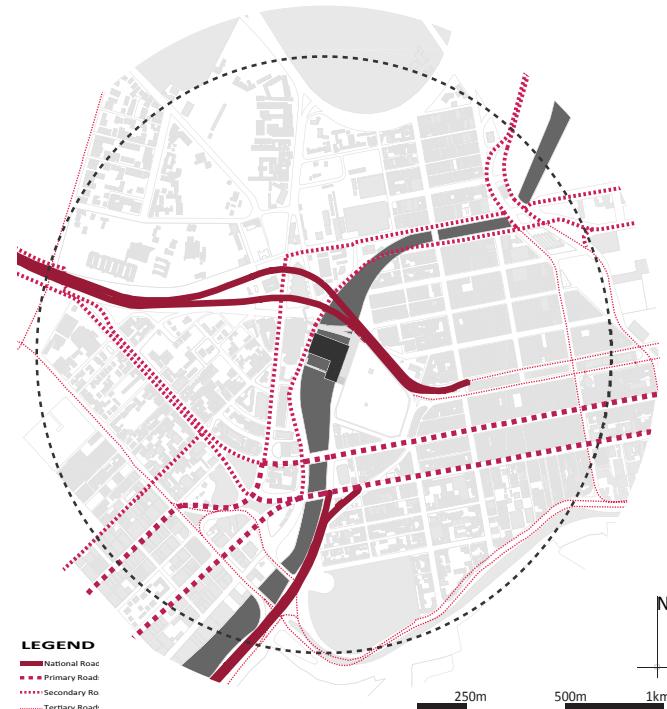
Historic and Cultural Elements

The map indicated all the architectural buildings of historic and cultural significance in the area. This area offers quite an array of cultural elements and this is something that adds a positive quality to the area, it also acts as structuring elements within the local area.



Public transport facilities (bus & taxi ranks)

Indicated on this map are the existing public transport infrastructures, namely bus and taxi's. Here we can see the location of ranks, which are basically parking areas for the vehicles. However, we can also see the network of informal taxi ranks, which means that these are not dedicated parking ranks but the space have been appropriated by taxi's along the streets for parking and picking up potential customers.



Existing road network

This is the existing road network within the local area. As indicated, the area is highly congested with existing infrastructure that run over and through the area, as well as the existing train station and railway lines which physically separate one area from another. There is also no clear road hierarchy in this area because we can see that a national road terminates and suddenly becomes a tertiary road when it enters the urban area.



Green and Blue elements

This map shows the existing green structures within the area, there is a clear lack of green and public space within our area as the park to the north is a horse racing course which is inaccessible by public and the one next to the station is a cemetery. The remaining green spaces are areas either meant as buffer elements between the different roads or public parks which are gated in as is the case with the Albert Park in the south, which creates uncertainty whether it is a public or a private park. The green boulevard next to the harbour edge on the south is hardly used because next to it runs a six lane freeway, and between the harbour and the boulevard runs a railway track for industrial use. Too many barriers to cross.

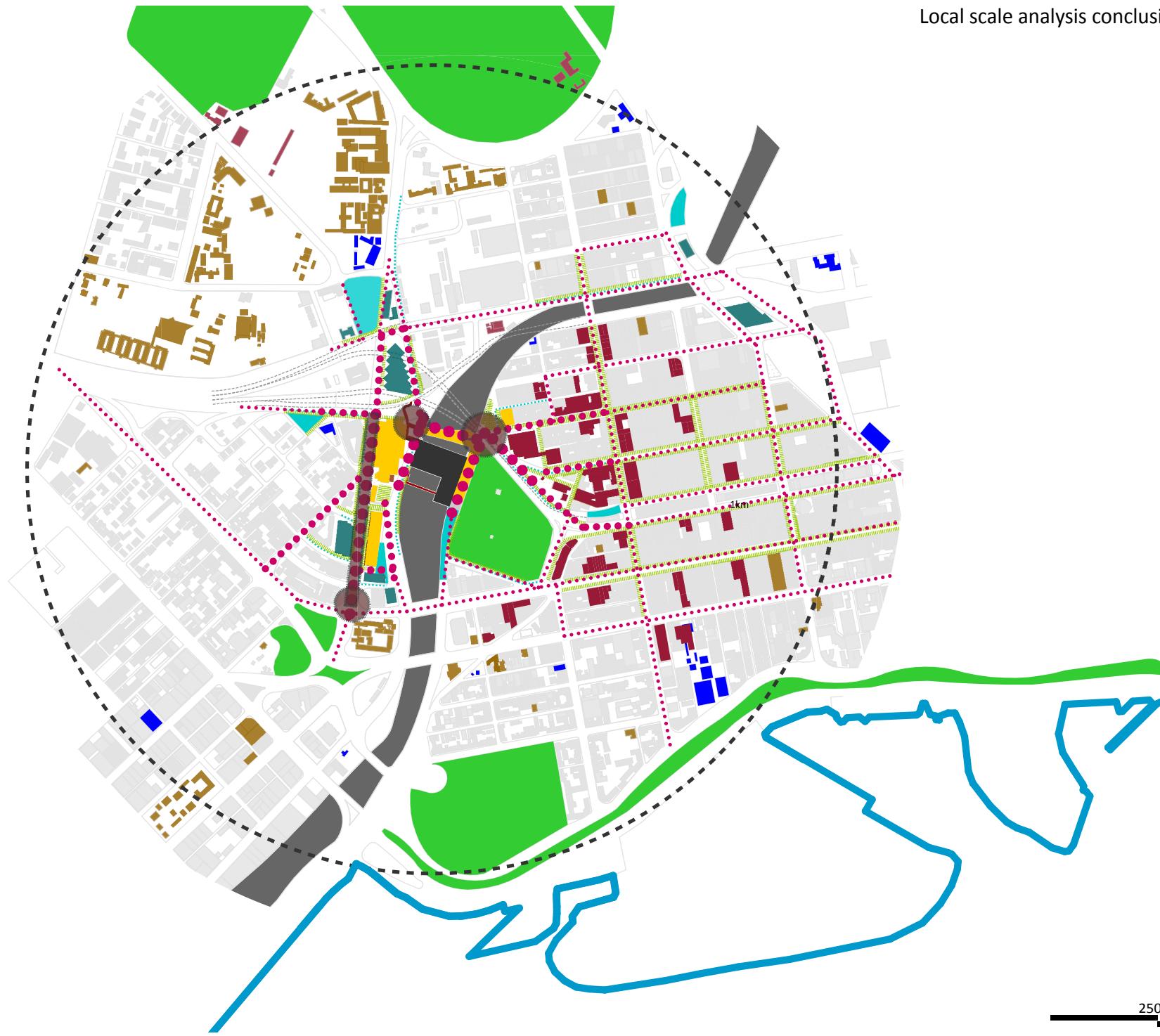


Flows / Movement networks

This map shows the urban flows of people within the local area, as can be seen, the area crossing the railway and immediately adjacent to it are the busiest areas with pedestrian activity, and often experience heavy congestion due to different flows (cars, taxi's and buses) and activities alongside the pavements (street traders).

LEGEND

- Train station
- Education
- Medical
- Institutional
- Historical and Cultural
- Formal bus & taxi ranks
- Informal bus & taxi ranks
- Formal markets
- Semi-Formal markets
- Green landscape elements
- Taxi drop-off's
- Intensity of flows of people
- Informal street traders
- Informal taxi ranks
- National Roads
- Primary Roads
- Secondary Roads
- Tertiary Roads
- Harbour and Port waterfront



LOCAL SCALE ANALYSIS CONCLUSION

From this conclusion map we can see that the local area is very well connected with regards to infrastructural connections and the train station which clearly belong to the metropolitan level. This node is a highly congested transport nodal point which integrates the majority of urban poor within the area. This congestion leads to a loss of sense of place on the local level, and also the loss of identity within the local level. However, there are many qualities within the area that give potential to be better integrated. The existing social infrastructures within the local area include the location of a number of universities, which facilitate an exchange of knowledge and innovative ideas. There are a number of medical facilities, however, most of them are privatised, and there is a lack of state and institutional infrastructure in the area. The area is rich in heritage and cultural elements but the existing conditions within the area do not recognise or take advantage of the existing qualities the area has to offer.

From this analysis conclusion diagram for the local intervention area, it is clearly visible that there is a dynamic created based on urban flows and function, which is the most significant contributor to the diversity and the identity at the local scale. However, due to the lack of planning coordination within the area, the place tends to lose this identity. What is evident from this conclusion map is that there are three points of congestion on the site where the taxi pick-up and drop-off points are located, this is further aggravated and constrained by the railway barrier in the area, where there is only one bridge crossing over the railway to the other side.

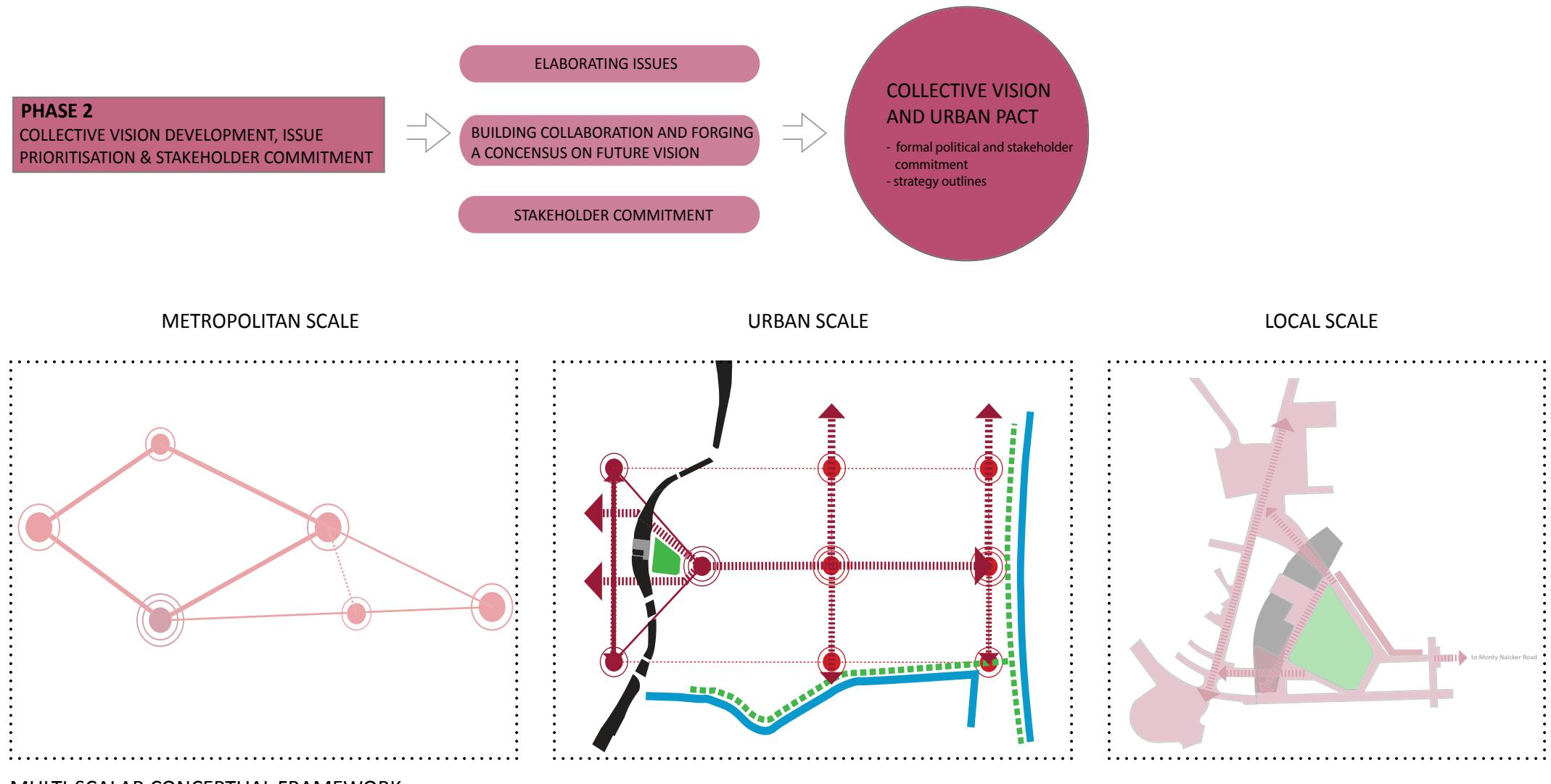
This map also indicates that the greatest amount of pedestrian flows happen within the Warwick Avenue, which in turn offers well located spaces along this road for local street traders. From the analysis I conclude that there is a mutual reinforcing relationship between the taxi pick-up and drop-off points, the pedestrian flows of people and the street traders within the area.

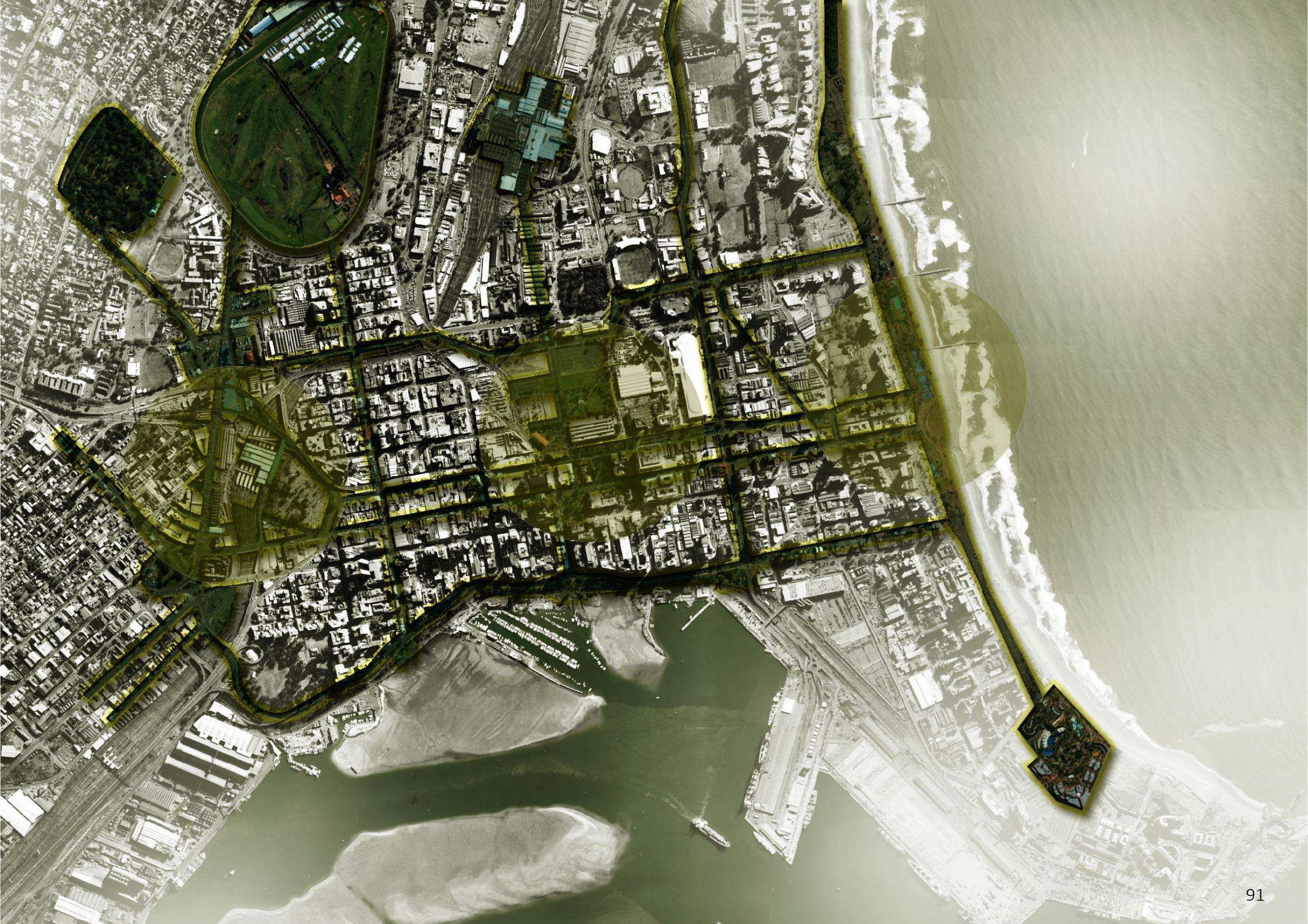


design

VISION DEVELOPMENT

This section deals with Phase 2 of the participatory urban decision-making process, namely the formulation of the collective spatial vision which leads to the formulation of a local strategic plan. In this phase, a consensus on the collective vision (spatially) of the area is developed in co-operation with all stakeholders. When all parties are in agreement with the spatial collective vision, an Urban Pact is signed by all the stakeholders which further elaborates the vision and concretises the formal political and stakeholder commitment towards the eventual implementation of the vision within a time-frame horizon of 3-10 years.





TYPICAL OUTLINE OF AN URBAN PACT

1. Preamble
Participants gathered in the present meeting recommend this Urban Pact for approval by the Municipal Council
 - Key events which preceded this meeting (e.g., earlier consultations, decisions)
2. Mandates
 - Recall formal mandates and agreements, going down from international level to local level (e.g., Agenda 21, Habitat Agenda, national poverty reduction plan, local development plan, local by-laws)
3. Fundamental Principles
 - Potentials and constraints concerning the development of the city (spatial, social, economic)
 - Take note of ongoing initiatives (e.g., investment plans, new policies)
 - Express a shared vision on the future (e.g., how do we want our city to be in 2015)
4. Commitment Package
 - Specify the measures agreed upon according to thematic categories; this is the largest part of the Urban Pact (e.g., to undertake a survey; to demonstrate a technology; to revise legislation)
 - Specify communication mechanisms (e.g., further mini-consultations; awareness campaign; relations technical - political officers)
 - Propose institutional set-up (e.g., advisory board; working groups)
5. Resources
 - List partners commitments to contribute resources (e.g., human, technical, information, financial)
 - Describe intention to mobilize resources at different levels e.g. rationalize municipal revenues; approach to external support agencies.
6. Monitoring and evaluation
Specify timing and modalities for review of agreements (e.g., frequency of review meetings; need to produce new version of Urban Pact: No.2, No.3)
7. Approval
Date and signatures of key partners (on behalf of the consultation group)

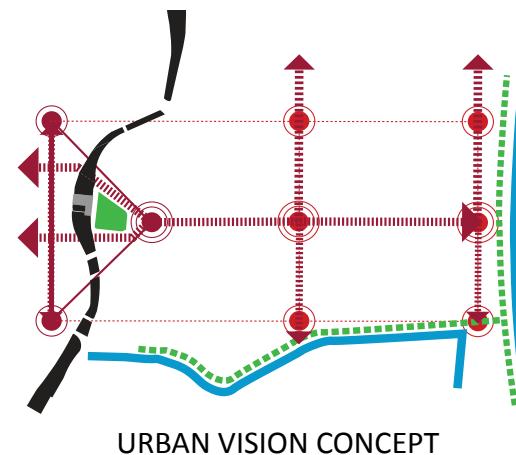
PHASE 2: COLLECTIVE VISION + URBAN PACT

DESIGN GOAL

The main aim of this design is the recognition of diversity and identity of Warwick Junction within the Durban metropolitan area, using a multi-scalar approach in the analysis of space in order to evaluate the conflict of actors towards the integration of the weakest groups and to reinforce the spatial identity of the area.

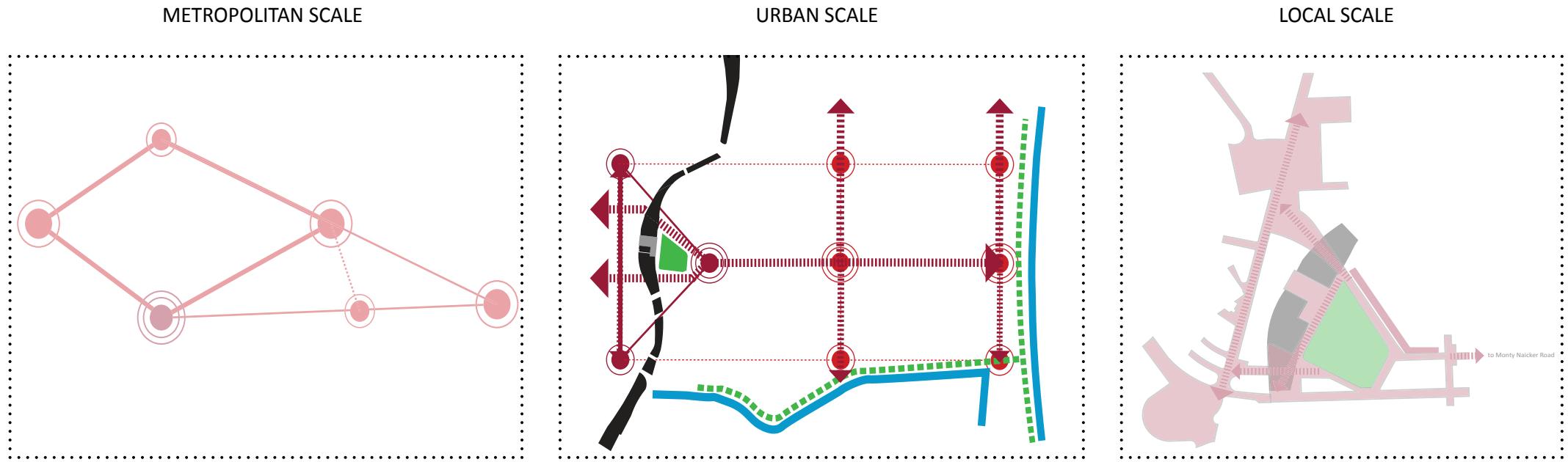
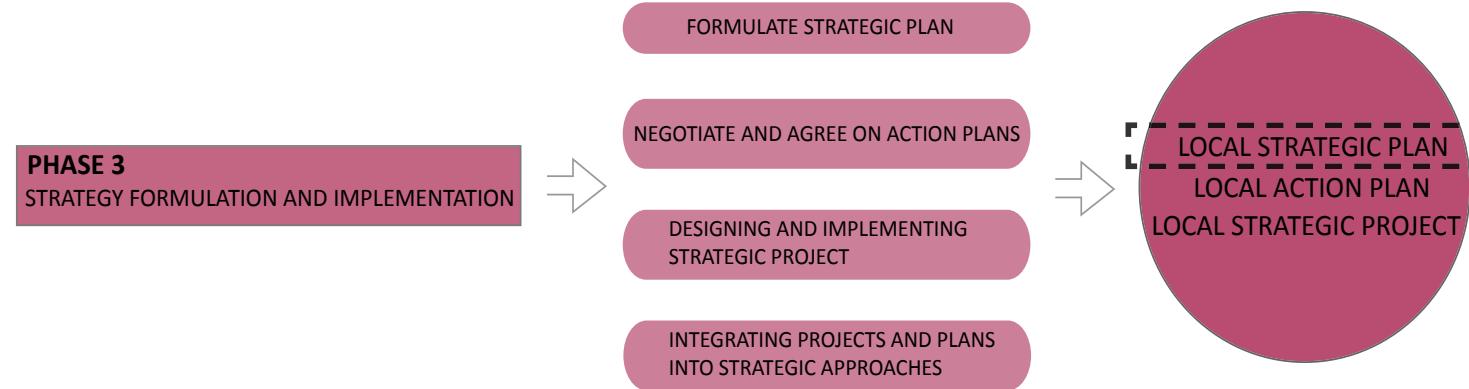
DESIGN HYPOTHESIS

Through reinforcing the three main components of the central nodal point with its activation as a diversified system each with its' own diverse supporting networks, the unique identity of Warwick Junction can be recognised and reinforced, giving space to the demands of the informal through a hybrid approach with the restructuring of streets and sidewalks by means of a programmatic landscape facilitated by an integrated public transport system.

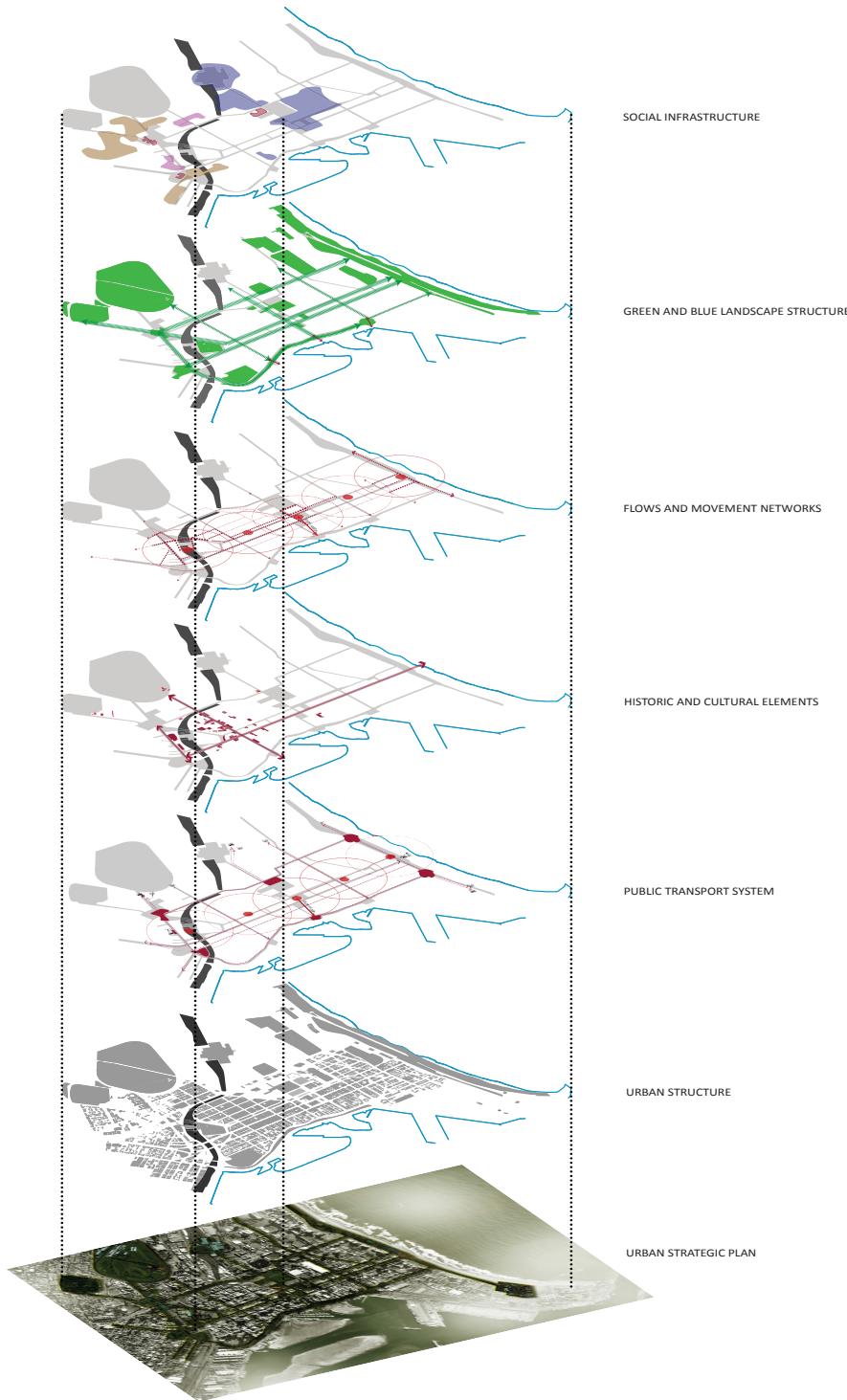


LOCAL STRATEGIC PLAN

This phase of the project deals with the strategic elements and networks that make up the local strategic plan which is conceptualised in the vision within the previous phase.



MULTI-SCALAR CONCEPTUAL FRAMEWORK



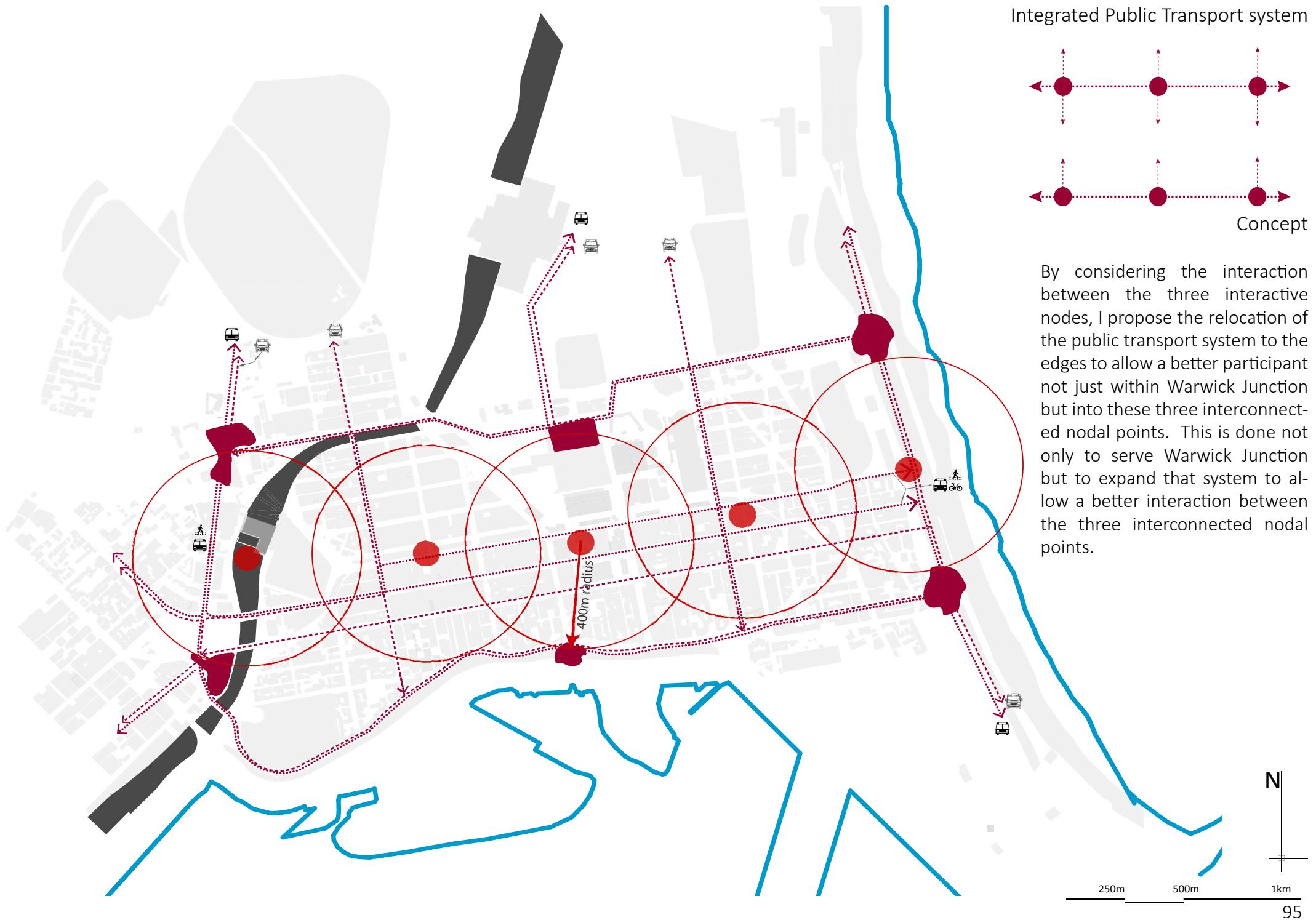
URBAN VISION STRATEGIC ELEMENTS

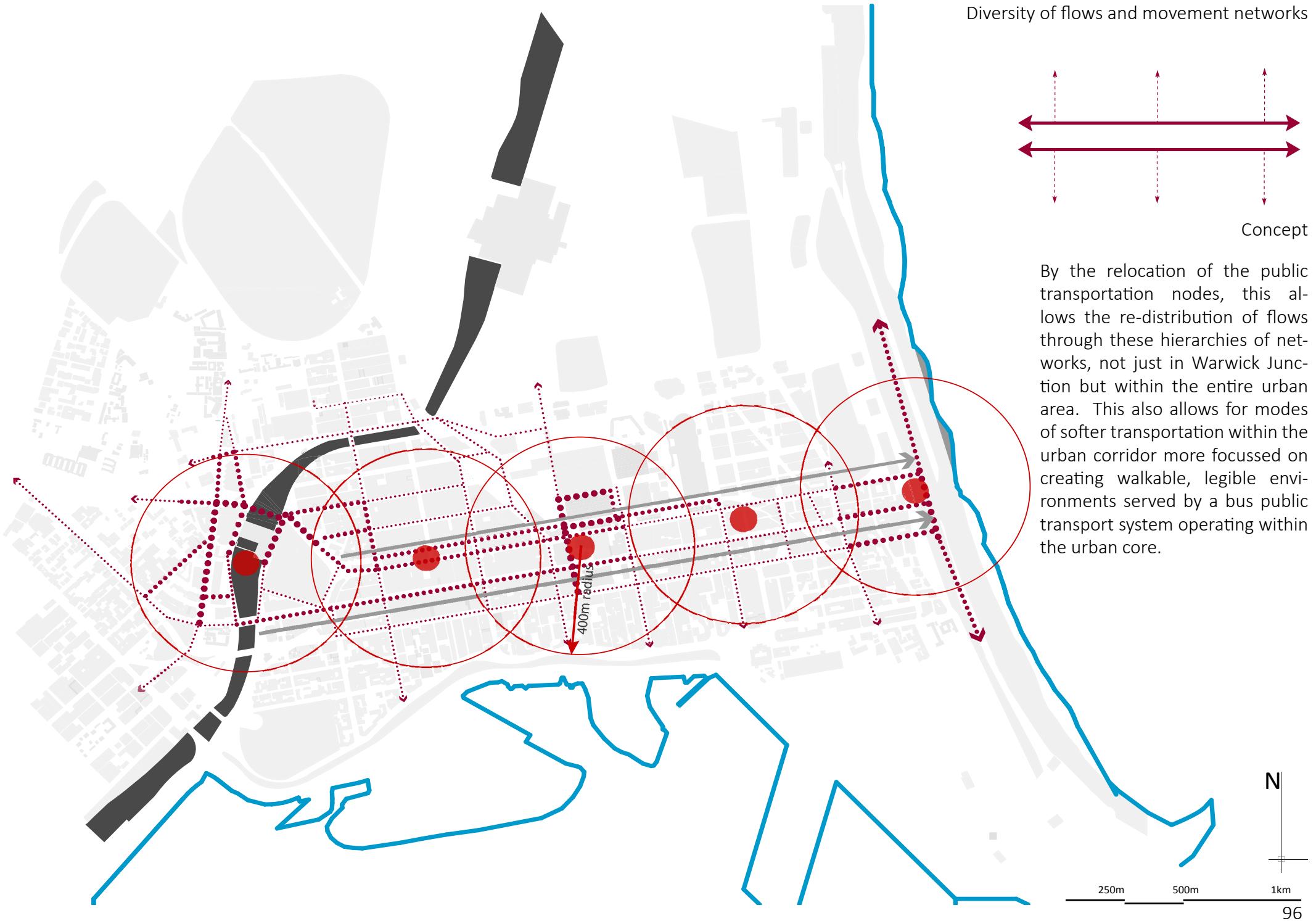
The Urban Vision is essentially a re-evaluation of the urban structure in order to give recognition to the concrete demands of the informal actors towards a more integrated and inclusive network structure, to better activate the local corridors within the existing urban structure and giving space to the demands of both the formal and informal actors within the urban structure.

With this consideration, the elements that constitute the urban vision consists of the key elements and networks that were defined through the spatial analysis, namely:

- social infrastructure clusters
- green and blue landscape elements
- urban flows and movement networks
- historical and cultural elements
- integrated public transportation system

Each of these will be explained in detail below, highlighting their contribution to the system as a whole.









The green and blue landscape elements are the structuring elements within the urban structure. The strategy proposes an integrated green landscape structure by connecting the existing fragmented parks and green spaces in the city through green corridors that can reactivate these public spaces and create new opportunities for the formal and informal social actors in the city. By integrating better the green structures, this reinforces the possibility of the flows in a more variety of experiences than what currently exists which at the same time structurates the public space system, without concentrating but allowing the core of the area to have more soft transport, and at the same time to be a pedestrian activator of the whole system. The proposal seeks to create new connections to the harbour waterfront in the south, breaking down the barriers that currently exist in order to reactivate the public space along the harbour waterfront. By doing this, the proposal seeks to increase the quality of the urban area through access to all the natural qualities that the urban area offers, also allowing the city to breathe and cope with climate change.



The city of Durban is rich in historical and cultural heritage, an asset that should be recognised to provide a sense of identity for communities and residents, and to increase Durban's potential as a tourist destination. The proposal defines three streets of historical and cultural significance, integrating this aspect in the strategy and using it as a structuring element, the proposal recognises the potential of the local culture for locally based economic, social and other developments, strengthening the connection to the local people. Local understandings and interpretations of a community's history reflect past events that feed and are partially driven by the demands, sentiments and interests of those in the present. By incorporating the unique cultural values, traditions and value systems, a more effective and efficient development can be achieved.

N

250m 500m 1km

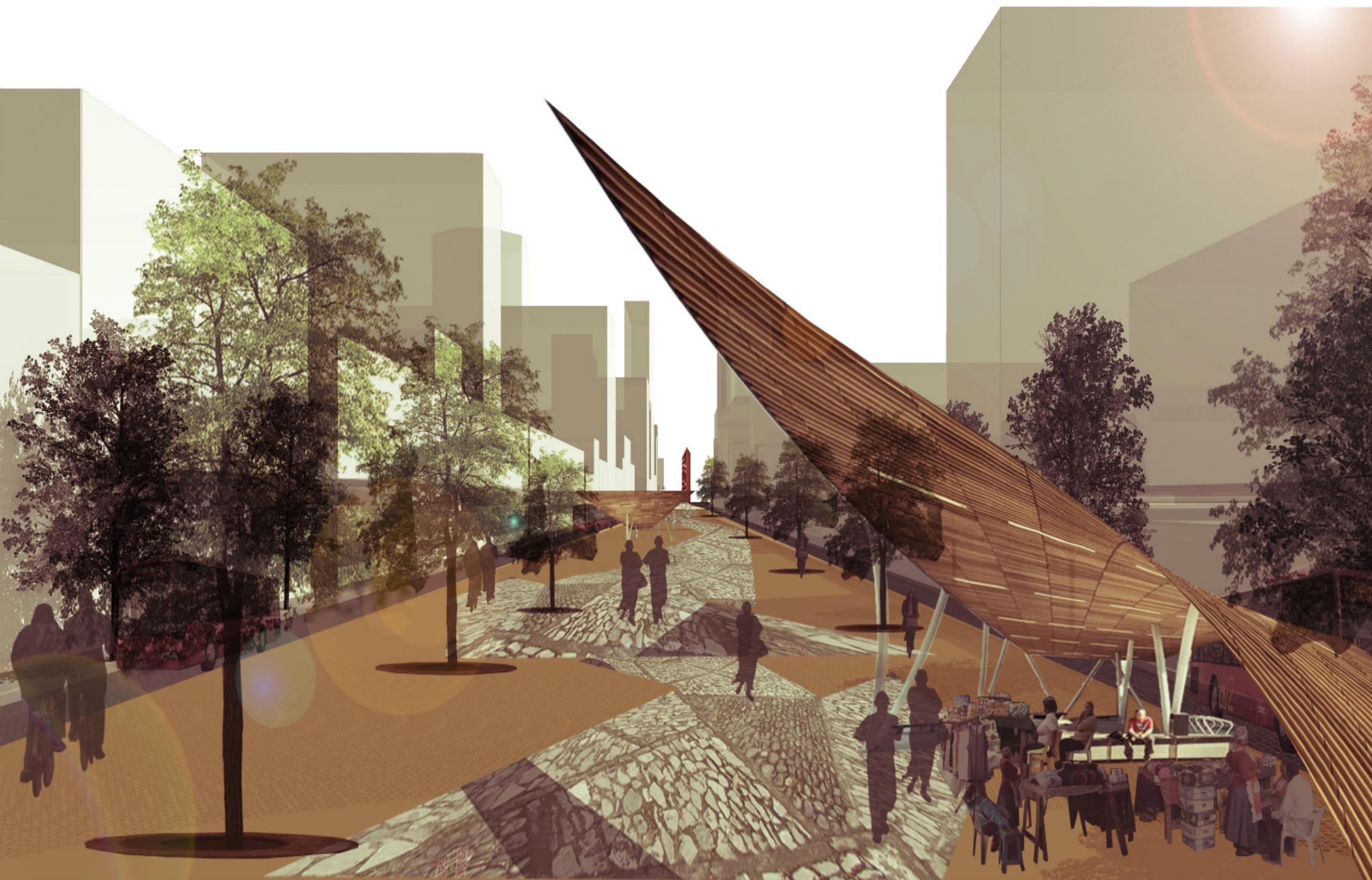
Road Network and by-passes

The road network and by-passes are important within the African context because it acts as the supporting network that consider the issues of accessibility, mobility and public space.

In order to give a better expression to the urban area and the three interconnected nodal points, the restructuring of streets is an important action. Through minimising vehicular transport connections, more streets can be converted to urban corridors and become pedestrianised with other softer forms of transport. This is an important climatic consideration, as it minimises pollution within the urban area and the dependance on vehicular transport.



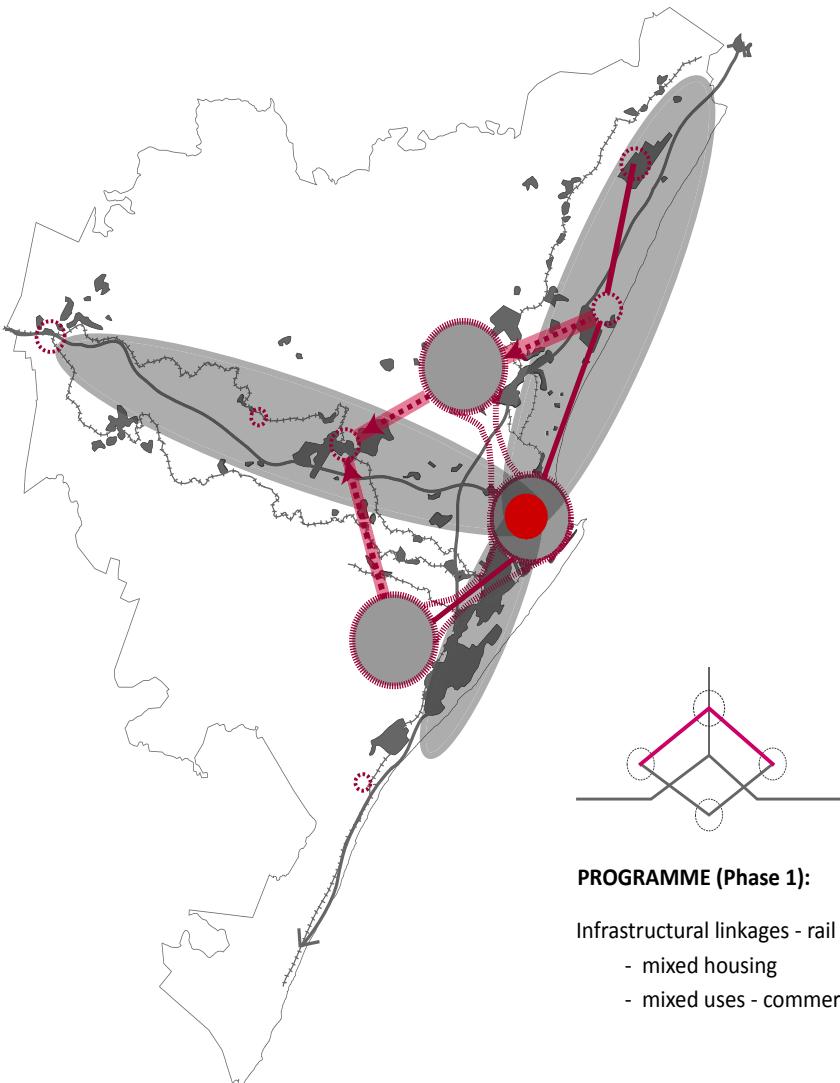
Perspective impression of street market alongside a pedestrian boulevard within the urban corridor



METROPOLITAN SCALE: PROPOSAL FOR A FUNCTIONALLY INTERRELATED REGION

Having answered the urban level with the different structures, however, the role of the Warwick Junction node with these three networks needs to be re-evaluated within the metropolitan structure. In order to do so, we need to see how the issue of the formal / informal systems at the metropolitan level need a better answer in the spatial structure as is defined below in the proposal for a functionally interrelated region to improving the metropolitan identity.

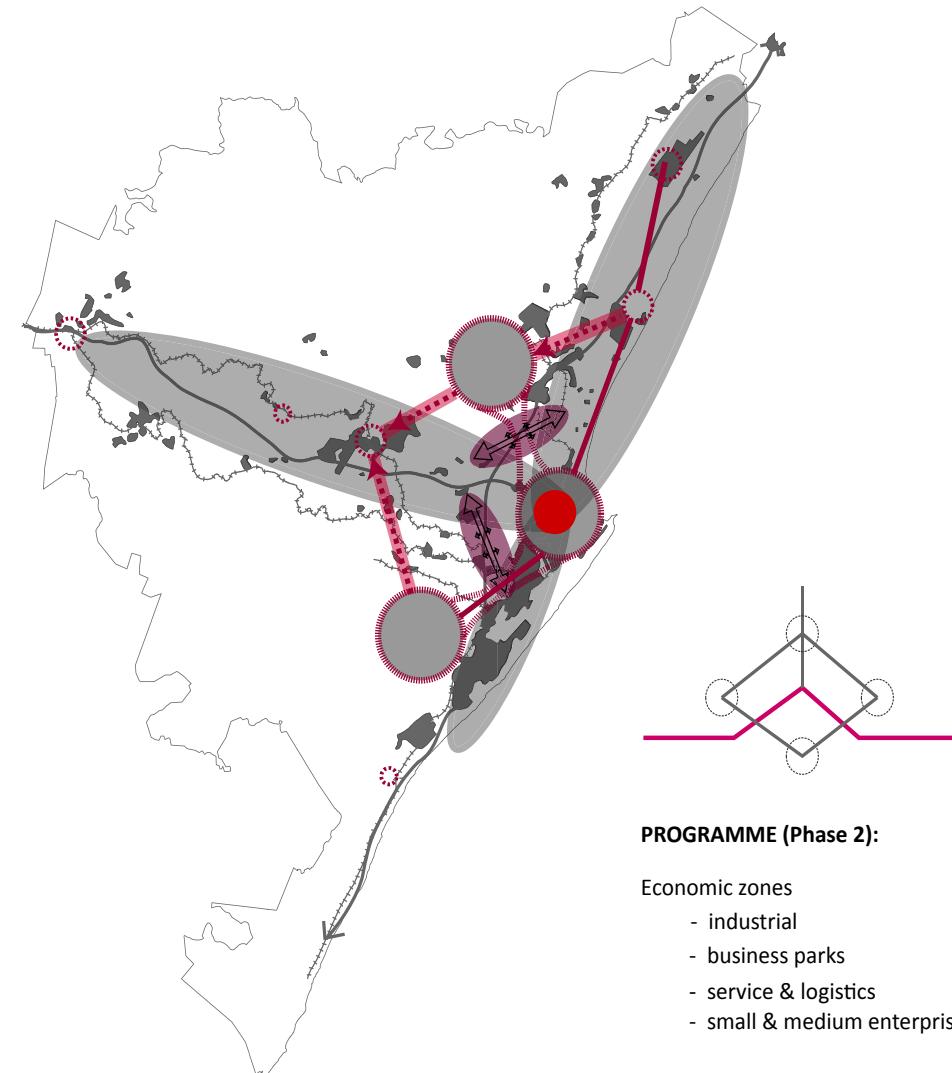
The proposal defines two main actions that needs to be taken which is broken down into phases. Phase 1 deals with creating new infrastructural linkages in the form of rail and road, with mixed housing and mixed uses being accommodated along these routes. Phase 2 proposes an economic link where the 'corridors of poverty & wealth' meet in order to afford more opportunity for the weakest groups to be closer to employment opportunities, but also to become entrepreneurs and establish their own small business ventures in the form of small and medium enterprises.



PROGRAMME (Phase 1):

Infrastructural linkages - rail & road

- mixed housing
- mixed uses - commercial & services



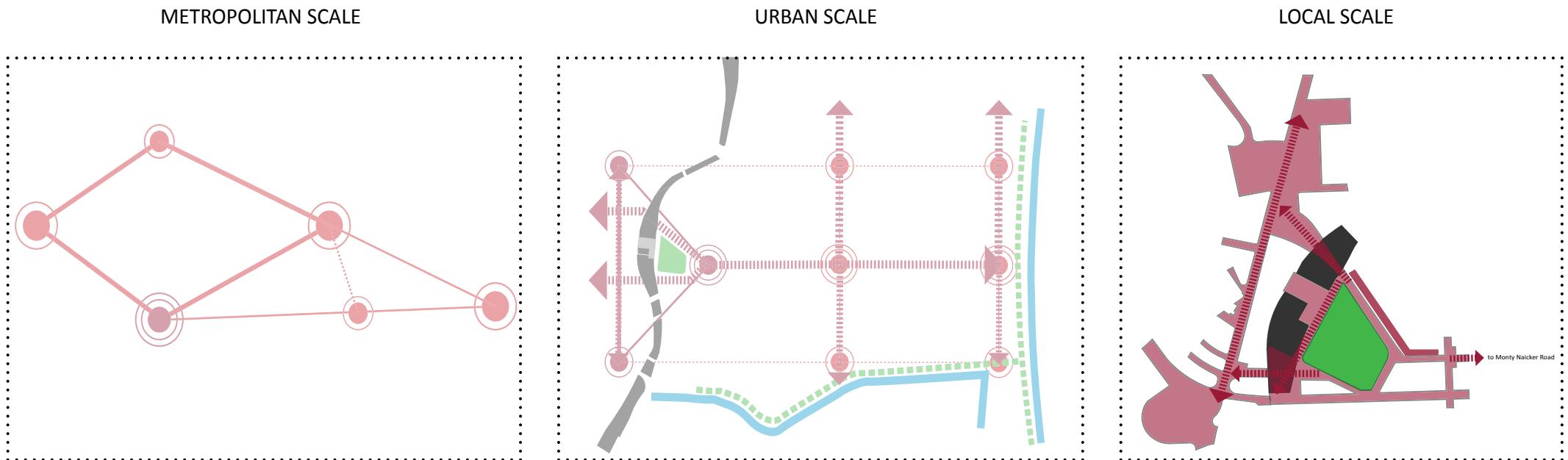
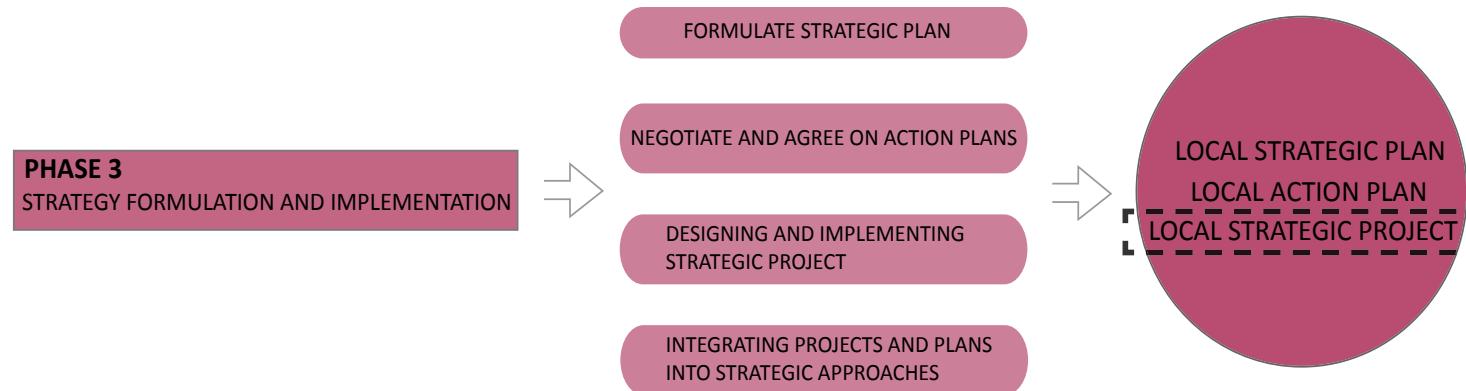
PROGRAMME (Phase 2):

Economic zones

- industrial
- business parks
- service & logistics
- small & medium enterprises

LOCAL STRATEGIC PROJECT

This section of the thesis will elaborate on the design and implementation of the strategic project, which is in our area of intervention, Warwick Junction. According to our analysis, Warwick Avenue is the most congested street that really reflect the diversity of the area in terms of the formal and informal activities and the multitude of user groups. It is also the street that has the most potential to develop a local strategic project that could act as a catalyst for other developments in order to re-activate the area and keep the place-making capacity that it has.





LOCAL SCALE - WARWICK JUNCTION CURRENT SITUATION ANALYSIS CONCLUSION

LEGEND

- Train station
- Education
- Medical
- Institutional
- Historical and Cultural
- Formal bus & taxi ranks
- Informal bus & taxi ranks
- Formal markets
- Semi-Formal markets
- Green landscape elements
- Railway lines
- Taxi drop-off's
- Intensity of flows of people
- Informal street traders
- Informal taxi ranks
- National Roads
- Primary Roads
- Secondary Roads
- Tertiary Roads
- Harbour and Port waterfront

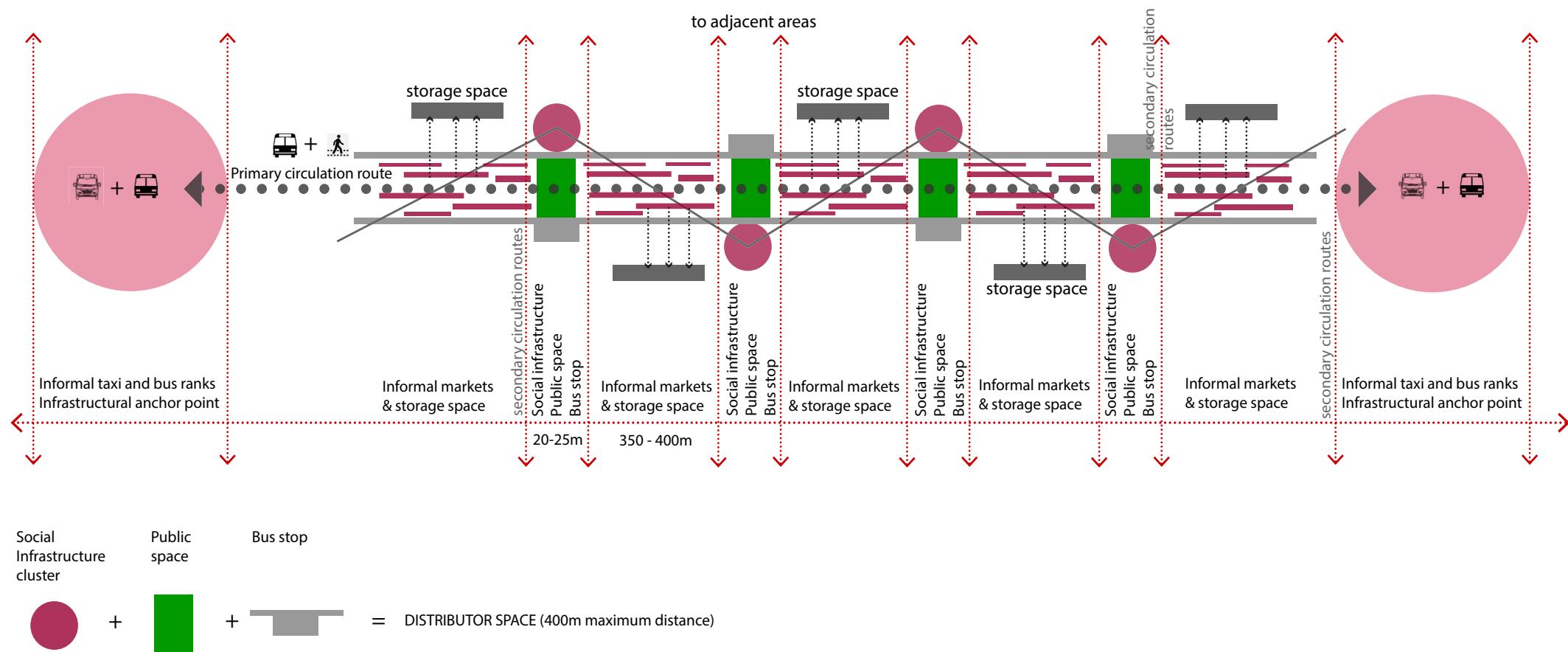
From this analysis conclusion diagram for the local intervention area, it is clearly visible that there is a dynamic created based on urban flows and function, which is the most significant contributor to the diversity and the identity at the local scale. However, due to the lack of planning coordination within the area, the place tends to lose this identity. What is evident from this conclusion map is that there are three points of congestion on the site where the taxi pick-up and drop-off points are located, this is further aggravated and constrained by the railway barrier in the area, where there is only one bridge crossing over the railway to the other side.

This map also indicates that the greatest amount of pedestrian flows happen within the Warwick Avenue, which in turn offers well located spaces along this road for local street traders. From the analysis I conclude that there is a mutual reinforcing relationship between the taxi pick-up and drop-off points, the pedestrian flows of people and the street traders within the area.



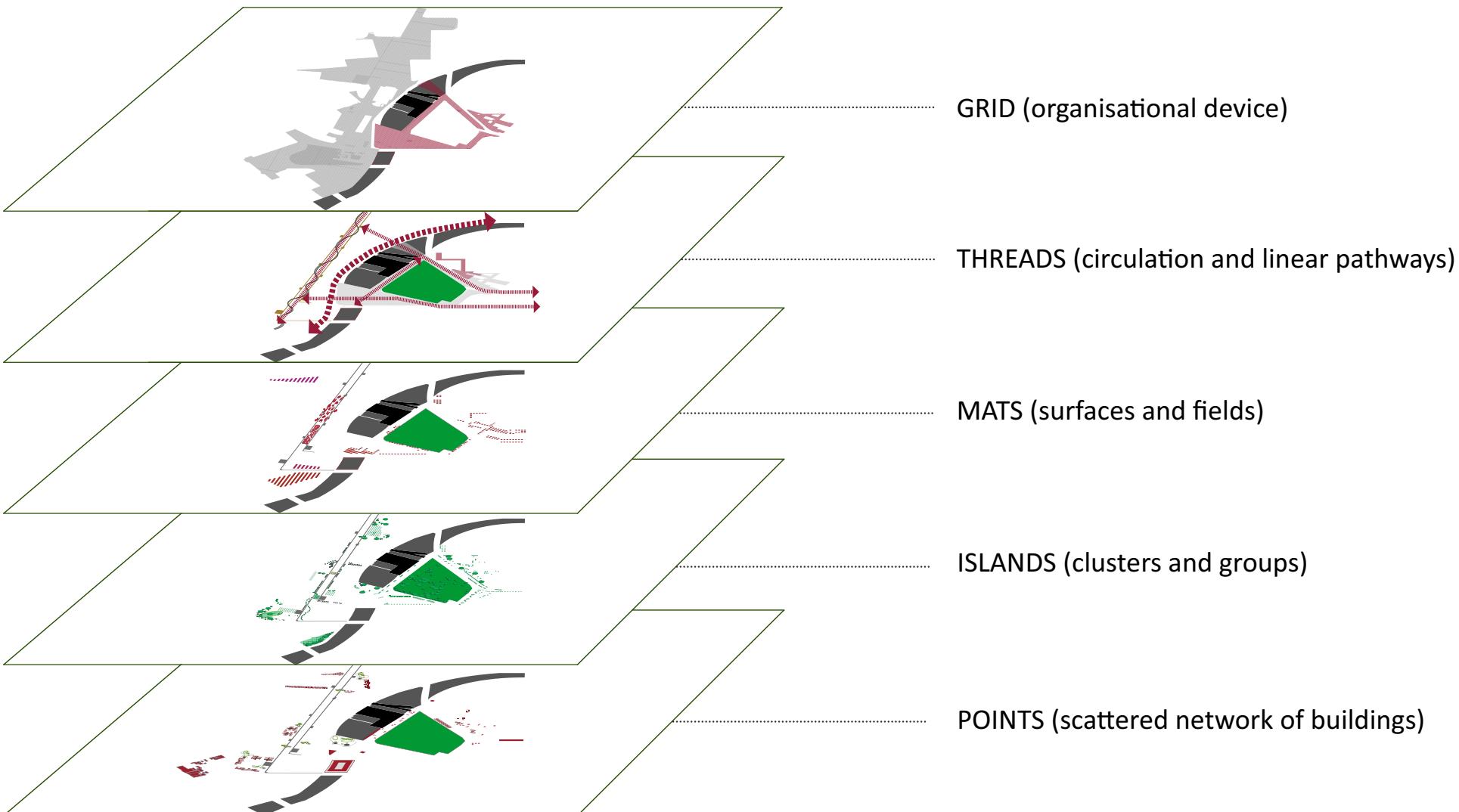
CONCEPT

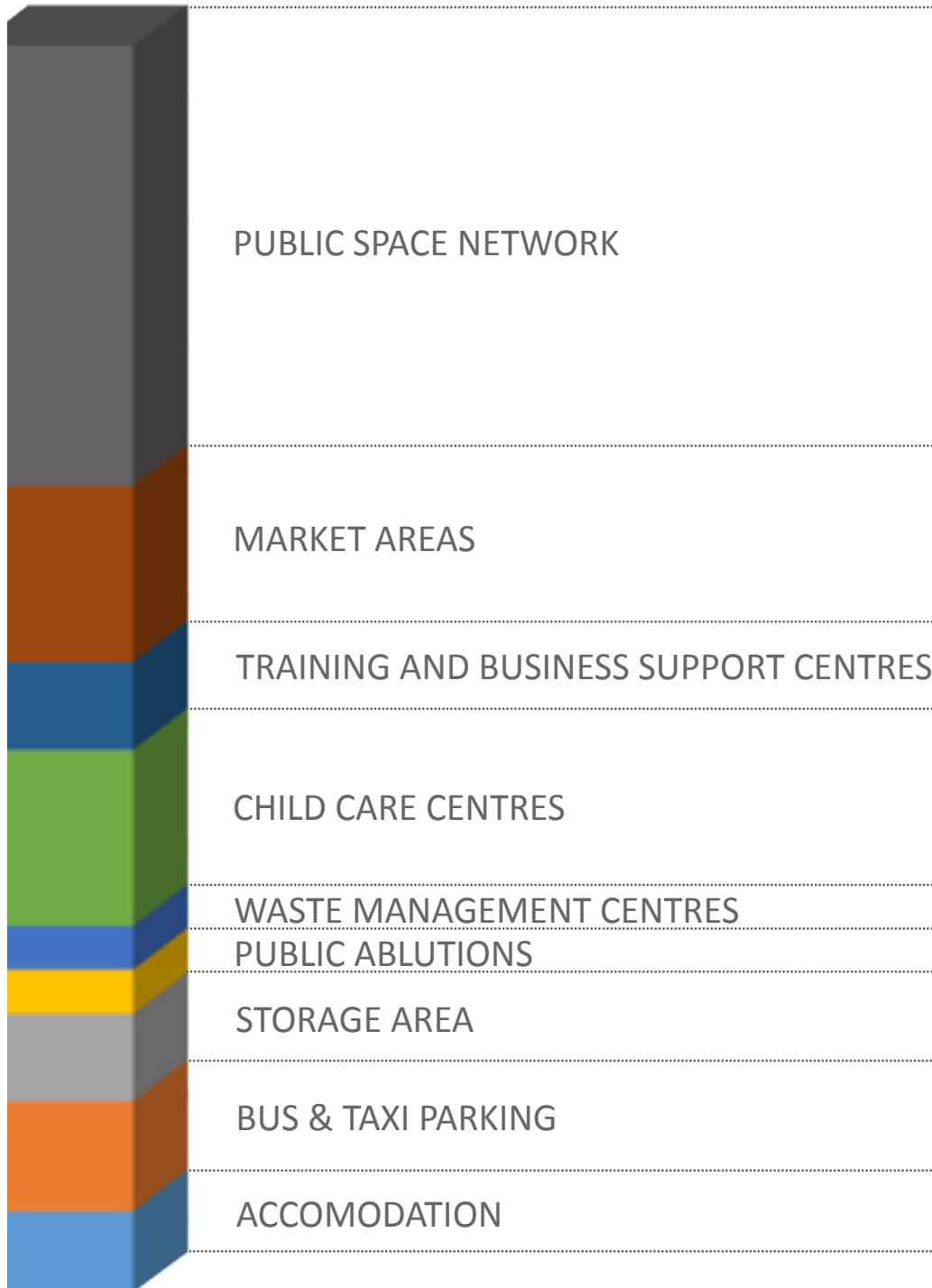
The concept for the local design takes into consideration the variables as defined through the urban scale proposal to create a coherent system. The intervention area focusses on Warwick Avenue as the main urban corridor. Through the relocation of the existing public transport infrastructures to the edges as proposed on the urban scale, this avenue acts as a backbone and pedestrian activator of the whole system, fed by an integrated bus public transport system. This system is organised around two types of spaces, that of storage space and distributor spaces, which also allow for other uses and other areas adjacent to this corridor to be activated. The distribution spaces consist of a bus stop, a social infrastructure cluster as well as a public space, to allow for the charge of use of this area, spaced at a maximum walking distance of 400m apart. The second type of space more related to the informal market areas is that of storage space, which act as a functional landmark within this organisational structure. This backbone is held together by two main anchor points, namely the infrastructural transport hubs, which facilitate pedestrian movement between these two points.



LAYER APPROACH

A layer approach was used for the design of the strategic project. The starting point of the strategy is that the programmatic requirements act as the engine for the design, determining the form and organisation in a model of flexibility. The layers of grid, threads, mats, islands and points adapted from Stan Allen (Field Conditions, 1985) and feed into the strategic goals as defined by the project, it is also used to organise different parts of the program. The grid which acts as the organisational layer allows us to cultivate the urban field, where each strip accommodates a different program, independant from each other, achieving indeterminacy and flexibility within the project. The relationship between the natural and cultural systems adapt themselves over time, creating a flexible structure that can be mutated without losing its' identity, this is consistent with an adaptive, self-organising system which increases resilience within the urban area.





The programmatic requirements are formulated on the already recognised needs of the current inhabitants of the local area and also those elements which facilitate the integration of the weakest actors.

The public space network is the first consideration as set out within the programme, it is also the most extensive as it acts as the backbone in order to integrate all these other functions as set out in the rest of the programme.



The local strategic design is embedded within the local strategic plan formulated on the urban scale. The strategy is based on the networks defined on the urban scale in order to activate and facilitate the formal / informal connection. The area is a nodal transport point that integrates the high skilled attractor with the majority of lower skilled people, however, these two groups are already in a transition of development. This is why, the local strategic plan is designed in a level of flexibility, where the first phases of the project are designed in such a way as to give space and to integrate the current uses but is also open to new actors and new investment that are linked to the trends of transformation in South Africa, and especially Durban.

The approach of the design proposal is based on the elements of recognition of the diversity and identity of the area of Warwick Junction, and integration of the weakest actors within the planning process in order to provoke a better interaction between the formal and informal uses within the area.

Based on the already recognised needs of the different user groups in the area and the programmatic requirements, the design proposal give space to both in order to provoke the interaction between them that allow this system to support them. The flows are divided in order to give space for the formal and informal to diminish the pressure of the current flows, and to expand that in order to integrate the existing functions that exist in the area already, and at the same time to allow other areas such as the formal structure to develop in itself and have a clear role as an interactor. The proposed public space network integrates the flows and functions in order to be able to give space to the different uses.

The strategic elements considered in the design of the local strategic project is explained in further detail below together with a set of relational principles defined at the local level.

PROGRAMMATIC STRATEGY - CONCEPT DIAGRAMS

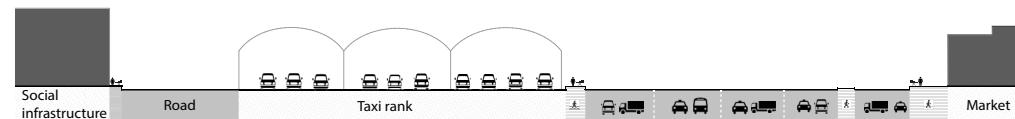
PROGRAMMATIC STRATEGY - THREADS



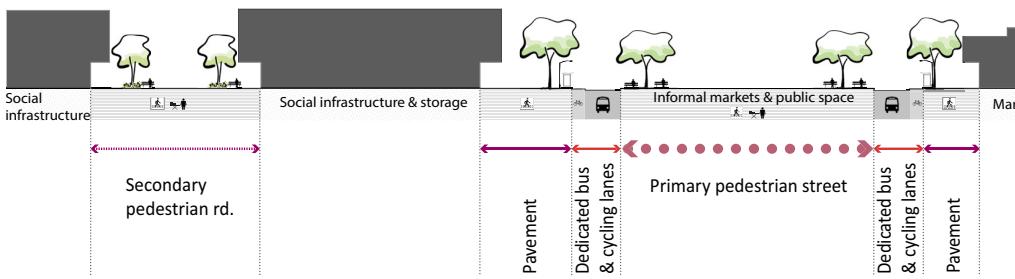
LAYER DEFINITION



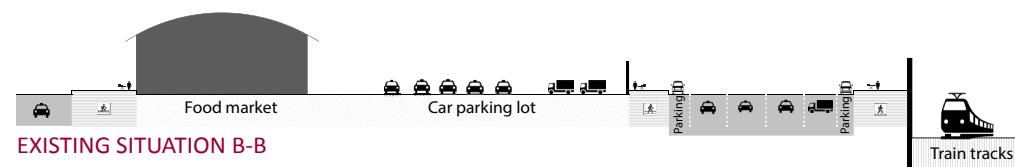
RELATIONAL PRINCIPLE



EXISTING SITUATION A-A



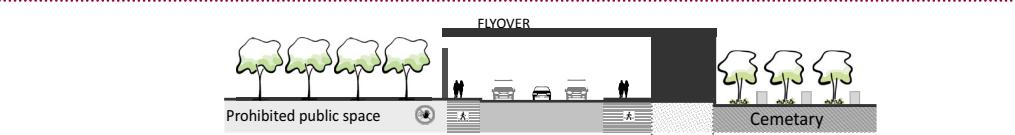
PROPOSED NEW CONDITION A-A



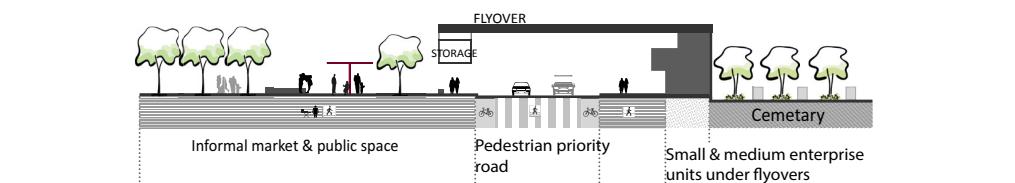
EXISTING SITUATION B-B



PROPOSED NEW CONDITION B-B



EXISTING SITUATION C-C



PROPOSED NEW CONDITION C-C

TEXT DESCRIPTION

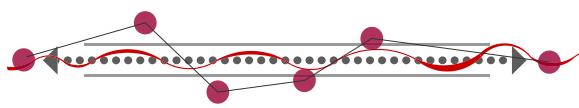
The threads are divided into that which support the pedestrian network and the infrastructure which support the servicing and maintain the connectivity of the area to other areas. The pedestrian network is divided into pathways which facilitate slow movement (the curved element) and fast movement (linear) through the site. Secondary threads indicate permeable pedestrian connections through the site which link our intervention area to the rest of the surroundings in order to better activate the adjacent areas surrounding the local corridor.

The vehicular circulation routes are re-organised to diminish the pressure of vehicular flows but at the same time also enable the markets and other areas to be accessible and to be serviced. There are dedicated bus and cycling lanes as the supporting network to the primary pedestrian area. In other areas, where it was necessary to maintain the vehicular circulation in order not to cause a blockage in the system, priority has been given to pedestrians and cyclists crossing the street, this is indicated through a different surface material which causes motorists to realise slow down and drive with caution.

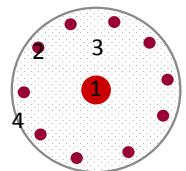
THREADS - circulation

PROGRAMMATIC STRATEGY - CONCEPT DIAGRAMS

PROGRAMMATIC STRATEGY - POINTS

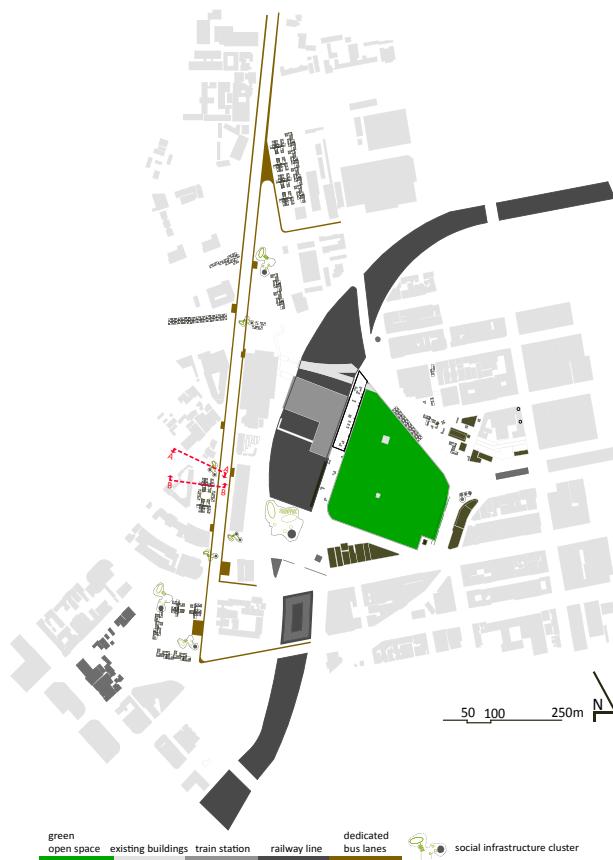


SOCIAL INFRASTRUCTURE ORGANISATIONAL CONCEPT



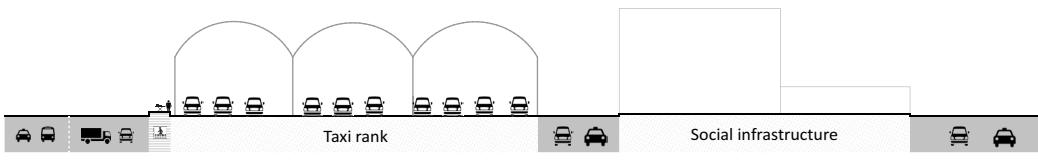
1. The power
2. The people
3. Communal space
4. The wall (defensible space)

LAYER DEFINITION

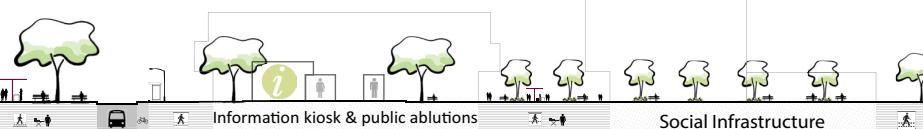


POINTS - social spaces

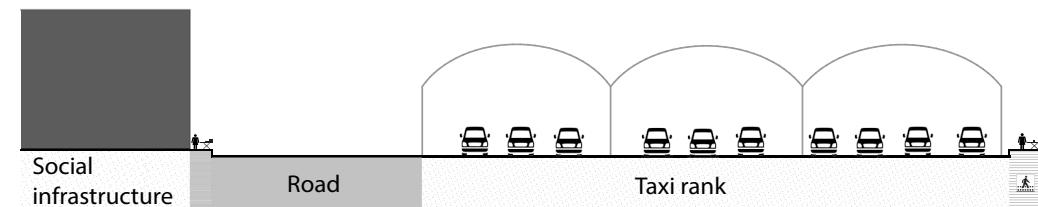
RELATIONAL PRINCIPLE



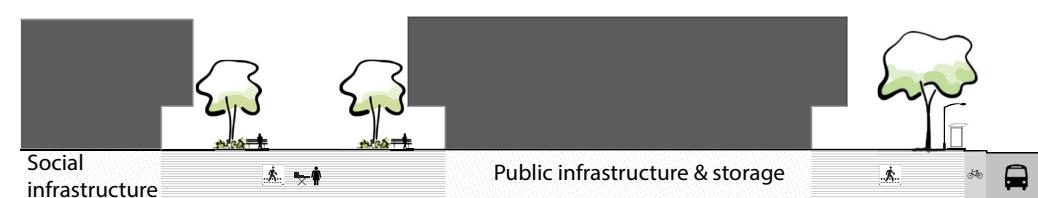
EXISTING SITUATION A-A



PROPOSED NEW CONDITION A-A



EXISTING SITUATION B-B



PROPOSED NEW CONDITION B-B

TEXT DESCRIPTION

The concept of points are used in order to define the location and arrangement of the clusters of social and public infrastructure. These clusters are scattered through the site at strategic points creating a network of social spaces. These act as attractors and distributor spaces within the local area of intervention and activates the space. The points are connected by the threads, which are the linear pathways and circulation through the site.

The clusters of social infrastructure are based on the organisational concept of the traditional Zulu commune, this makes it easier for people to relate to and identify these clusters within the public space network. (see concept diagram) The services these clusters provide include: healthcare, small business support centres, municipal pay-points, public ablutions and information kiosks.

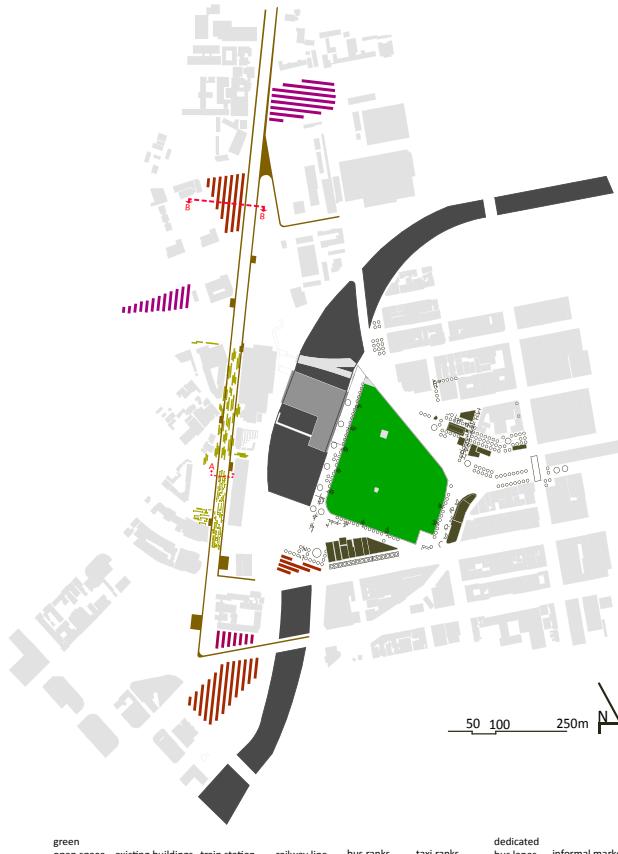
The clusters of public infrastructure are larger in size and their make-up, they are landmark spaces and mark the storage spaces within the area. These clusters provide the services of short-term affordable accommodation, storage areas for the markets, child-care services, workshops and training centres and waste recycling centres.

PROGRAMMATIC STRATEGY - CONCEPT DIAGRAMS

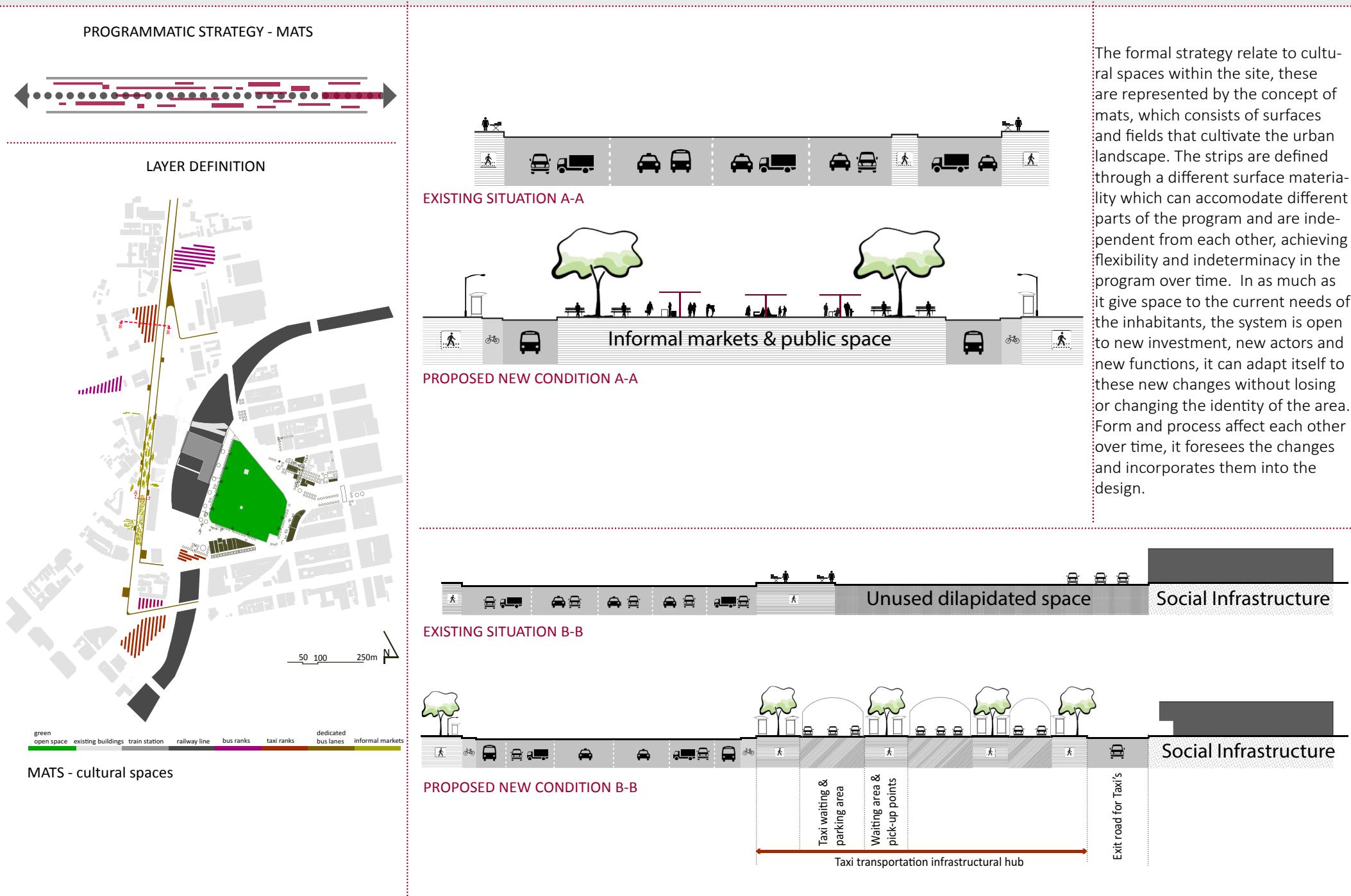
PROGRAMMATIC STRATEGY - MATS



LAYER DEFINITION



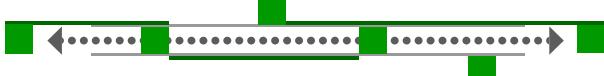
RELATIONAL PRINCIPLE



MATS - cultural spaces

PROGRAMMATIC STRATEGY - CONCEPT DIAGRAMS

PROGRAMMATIC STRATEGY - ISLANDS within a public space network



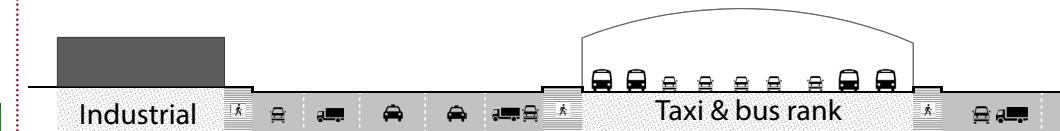
LAYER DEFINITION



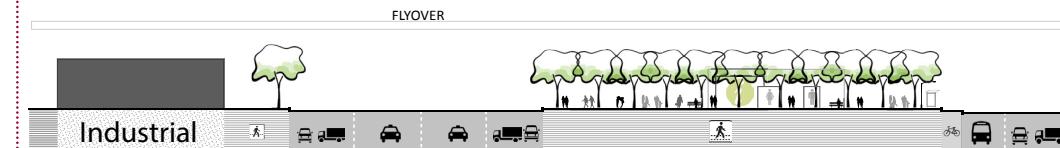
ISLANDS within a public space network - public spaces

green open space
existing buildings
train station
railway line
dedicated bus lanes
rows of trees
clusters of trees

RELATIONAL PRINCIPLE

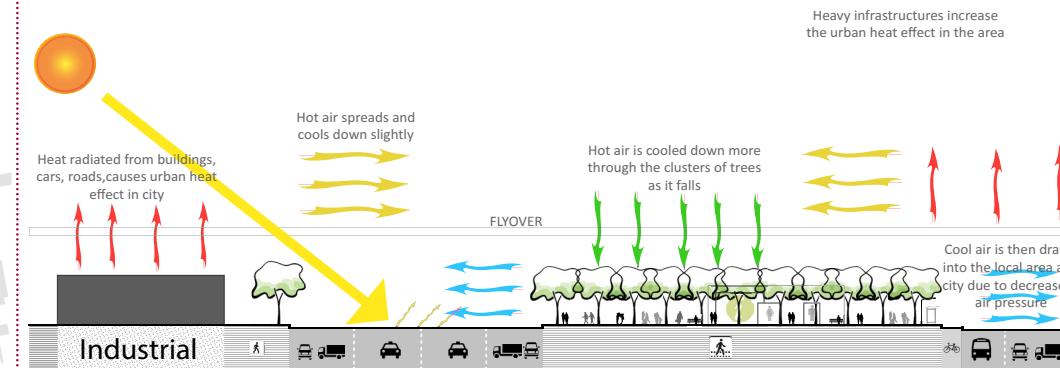


EXISTING SITUATION A-A

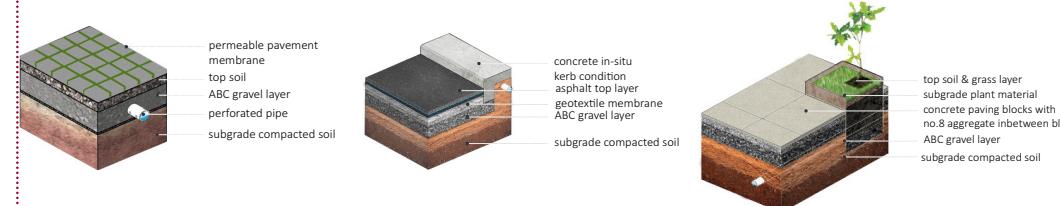


PROPOSED NEW CONDITION B-B

CLIMATIC CONSIDERATIONS



SURFACE MATERIALITY

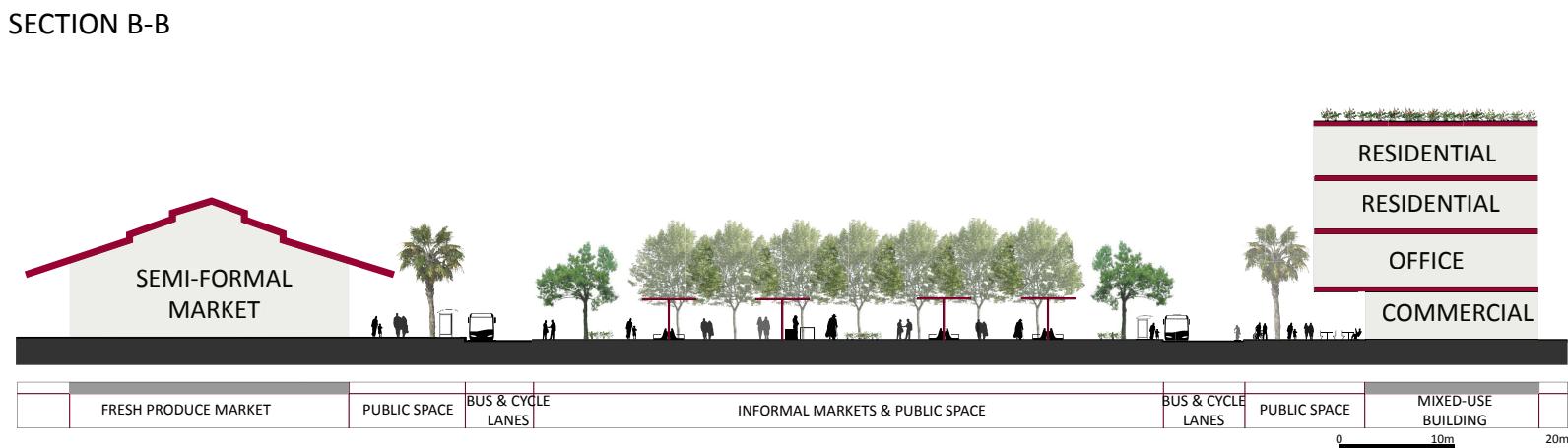
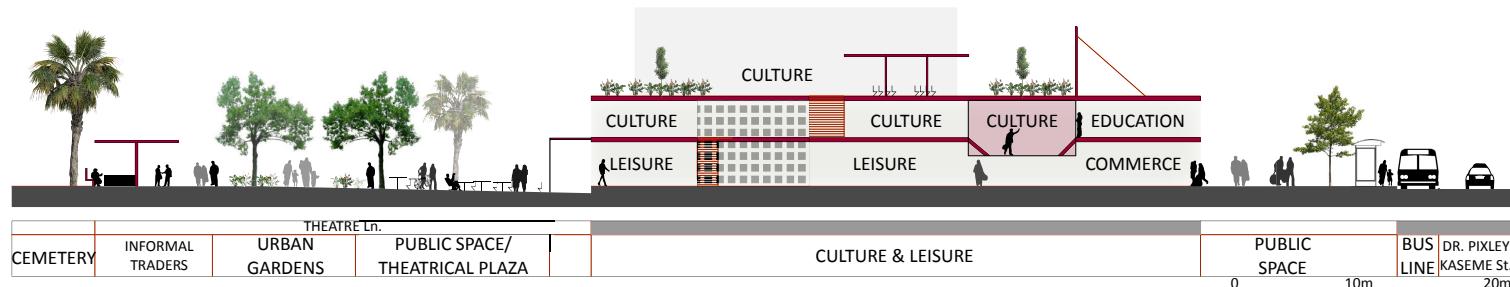


TEXT DESCRIPTION

This strategy deals with the creation of a public space network in the form of islands, which consists of clusters and groups of trees (landmarks), linked through rows of trees that bind these elements into a network of public spaces. By integrating better the green structures, this reinforces the possibility of the flows in a more variety of experiences than what currently exists which at the same time structurates the public open space system, and to be a pedestrian activator of the whole system.

These clusters of trees are landmarks within the public space network that allow for the legibility and the readability of the area. They are also places of rest and relaxation and play that offer a variety of activities within the local area and seeks to minimise the heat effect from the heavy infrastructural connections that converge within the site.

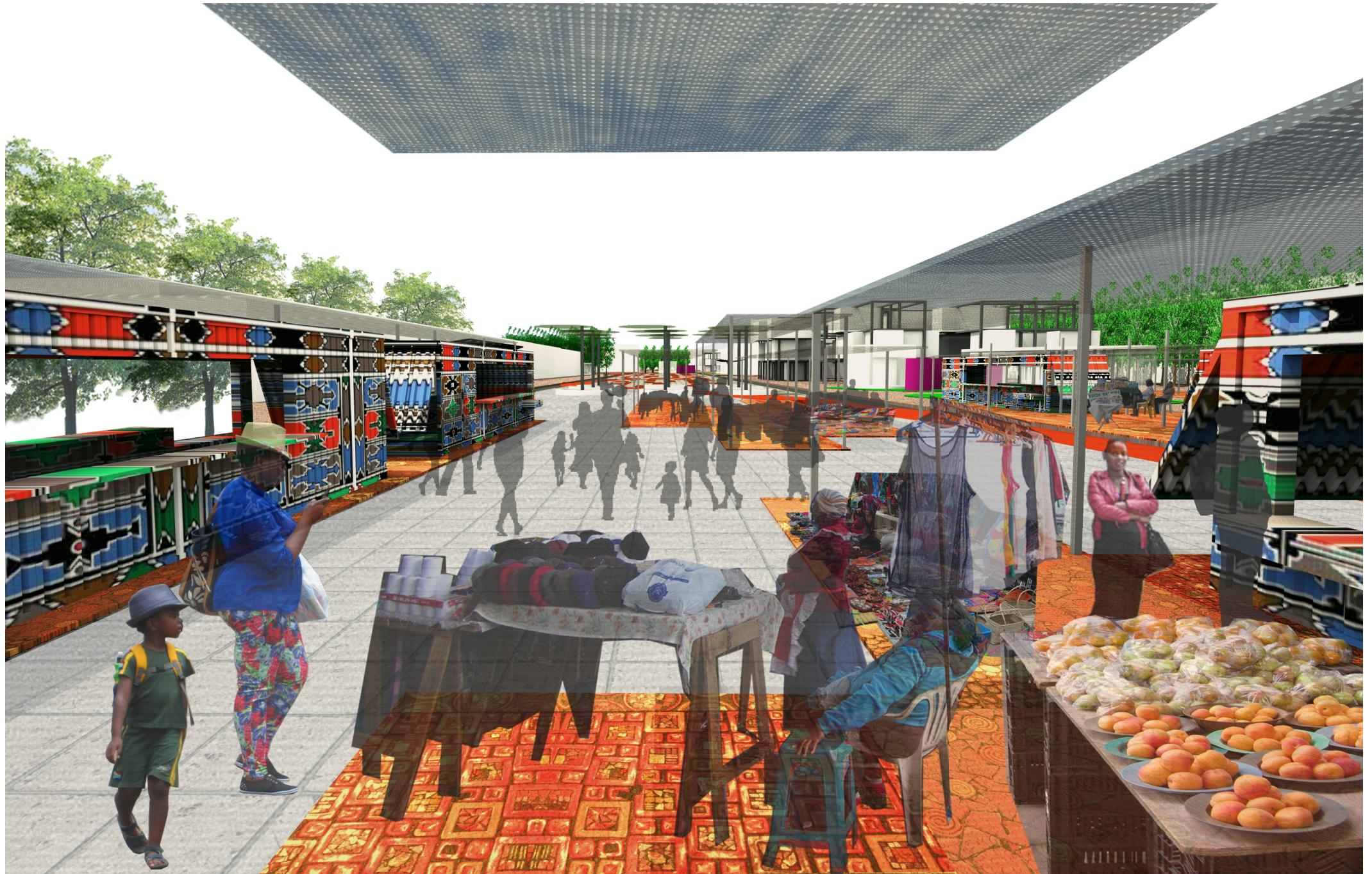
The issue of rain and stormwater is also taken into account in the creation of these clusters. The paving of the market street is made of porous paving which lets the water seep into the ground below, forming a water retention structure that allow the nourishment of these clusters with natural rainwater harvested through this network. The clusters are connected to each other by rows of trees that provide shade along the main circulation and secondary streets, facilitating movement and legibility and leads to the activation of adjacent spaces around the market area, to develop new uses and functions that take advantage of the pedestrian flows.



SECTION C-C



CURRENT SITUATION



Perspective view of the new proposed informal market areas, with the mats as surfaces which indicate the location of trading activites within the public space network. Bordering the informal market areas are semi-permanent structures that are entrepreneurial units for small businessess.



Perspective view of one of the public spaces combined with the social infrastructure cluster which acts as the distribution space within this public space network in order to activate other areas adjacent to the market.



Perspective view of the the public space (cluster of trees), combined with social infrastructure and the bus stop from an area adjacent to the market.



Perspective view of the market area with a different character using the same elements to keep the identity of the area.

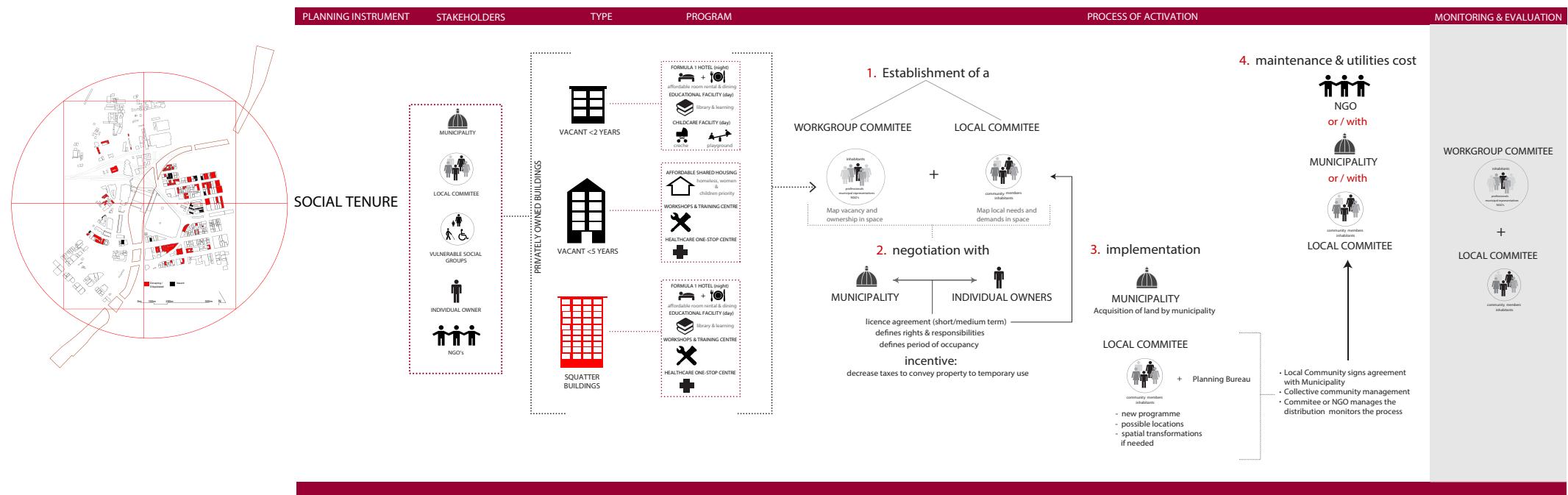


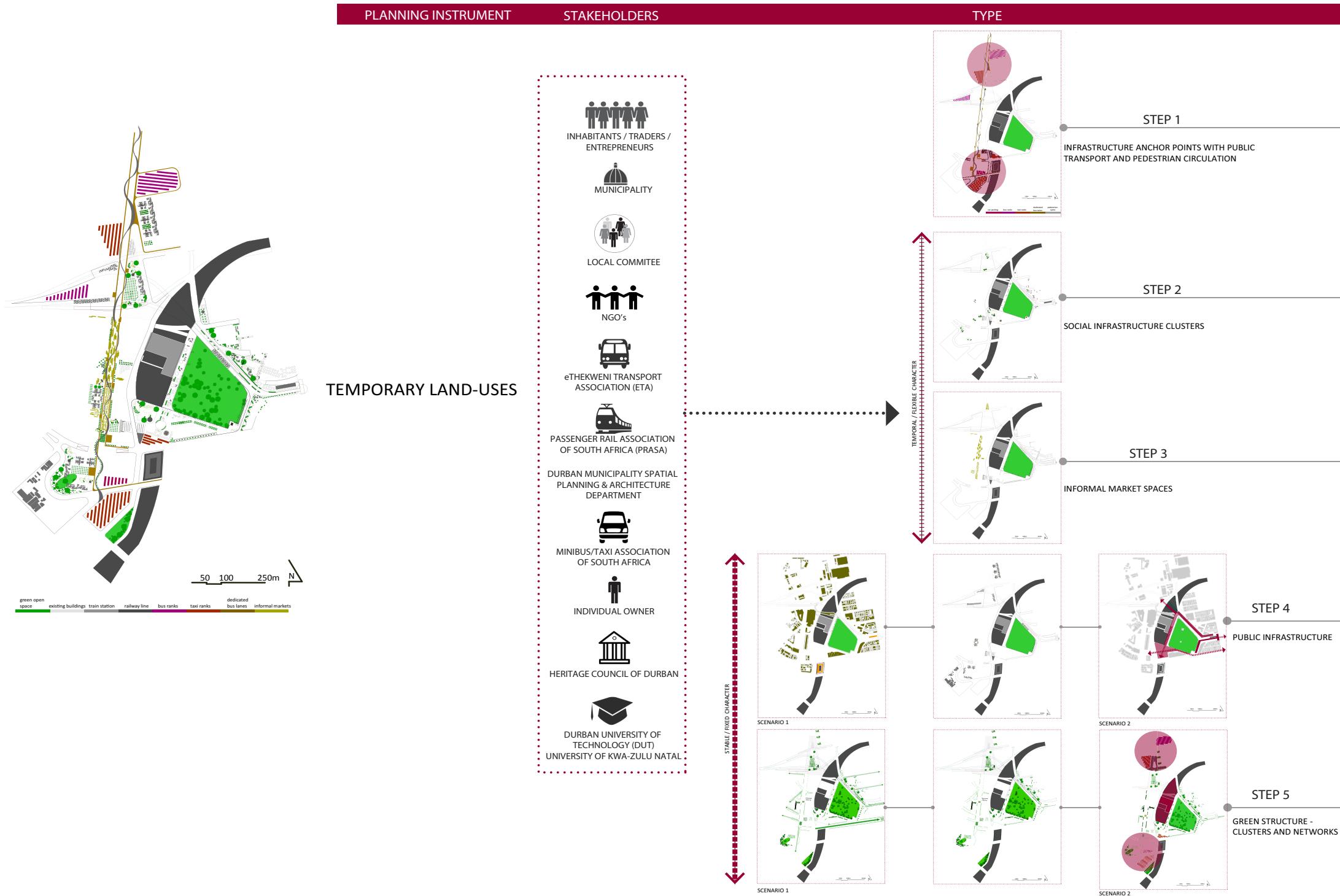
implementation

This section deals with the implementation of the local strategic plan, taking into account the local actors and stakeholders that are involved in the process, their roles and responsibilities in order to activate the local strategic plan. This is done through using 2 types of planning instruments related to the goals as defined by the proposal. The two types of planning instruments used for the implementation of this proposal is that of i) Social Tenure and ii) Temporary land-uses.

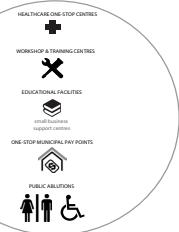
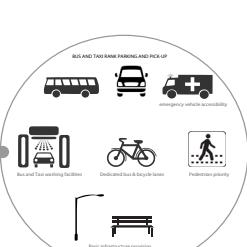
Social tenure is used as an instrument that responds to the existing programme of the eThekweni municipality called 'Better Buildings' which is basically the bad buildings within the urban area and includes on a scale the building that have become criminal havens as being the worst to the buildings that lack maintenance and upkeep.

Because of the lack of proper and affordable accommodation in the area, vacant buildings such as unused office space and dilapidated buildings have become invaded by squatters. As affordable and short-term accommodation is one of the recognised needs in the area, this proposal sees this as an opportunity to develop these buildings, together with the relevant stakeholders and community participation into habitable and well-maintained short-term accommodation units, that respond to the current needs of the inhabitants in the area. The re-use of abandoned and vacant buildings constitute a key issue for the activation of the neighborhood. The possible users can cover their demand for affordable space and the owners will secure the maintenance of their property over a long-term period.

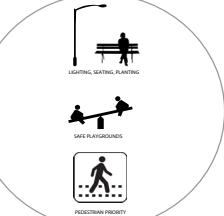




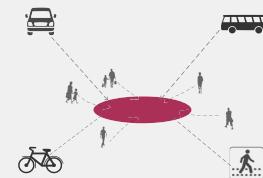
PROGRAM



In order to implement this phase, the planning tool of Development of Transfer Rights (DTR) can be used in order to attract investment. This thesis just mentions it as a possibility, however, it needs a more detailed analysis of cost and financing which is outside the scope of this thesis.



URBAN PRINCIPLES



ACCESSIBILITY

- Ensure accessibility to public space by providing a pedestrian connection, bus, taxi and bicycle connections



IDENTITY

- Recognise the local identity, creating flexible public spaces to allow the incorporation of new identities



SCALE

- Design differing types of public spaces that respond to the different scales of metropolitan, urban and local demands



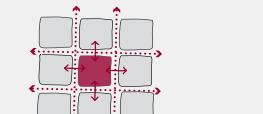
SIMILARITY

- Enable the recognition of similar or identical elements among other, repetition of forms create legibility



URBAN FLOWS

- Create more public spaces related to the local urban flows, densities and functions



SPACE ACTIVATOR

- Design in such a way that it can activate the surrounding areas and create new opportunities for development

PROCESS OF ACTIVATION

1. ESTABLISHMENT OF A

WORKGROUP COMMITTEE



Map priority areas, ownership & urgent demands in space

LOCAL COMMITTEE



Map local needs and demands in space

2. NEGOTIATION WITH



MUNICIPALITY



INHABITANTS

licence agreement (short/medium term)

Agree on the vision, new program, the possible transformation principles and define a set of actions defines rights & responsibilities defines period of occupancy

3. IMPLEMENTATION



MUNICIPALITY

+

WORKGROUP COMMITTEE



+

LOCAL COMMITTEE



+

SPATIAL PLANNING DEPARTMENT



+

ARCHITECTURE DEPARTMENT



Agreement and formation of a non-profit "corporation" between: Municipality, Workgroup committee, Local committee, NGO's & Inhabitants

- Local Committee acquires land from the Municipality
- Collective community management
- Committee or NGO manages the distribution monitors the process
- Implement accountability structures

MUNICIPALITY & LOCAL GOVERNMENT

- responsible for public interventions or social / public infrastructure
- funding and financing implementation

4. MAINTENANCE & UTILITIES COSTS



or / with



or / with



MONITORING & EVALUATION

WORKGROUP COMMITTEE



+

LOCAL COMMITTEE



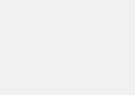
+

SPATIAL PLANNING DEPARTMENT



+

ARCHITECTURE DEPARTMENT



The second planning instrument of temporary land-uses is more extensive, as it integrates a range of stakeholders and actions to be taken. It feeds into the participatory planning urban decision-making process in the level of implementing the local strategic plan with the inclusion of local stakeholders, defining concrete steps that need to be taken towards implementation of the proposal. It also defines the roles and responsibilities of the different actors within the process.

The instrument of temporal use addresses the activation of the public space network with its supporting functions, and proposes a set of programs that can be hosted temporally consisting of a mix of uses which corresponds to the local demands and the daily systems of the neighborhood. In order to activate the space, the following strategic actions needs to be taken in order of priority:

STEP 1: The relocation of the public transport infrastructural hubs to the edges to allow a better participant of the area and to activate the area as a pedestrian corridor. This action needs to be supplemented simultaneously with dedicated bus and cycling lanes on the edges to allow for continuous movement between the two infrastructure hubs, either bus, cycling or pedestrian movement.

STEP 2: The implementation of the social infrastructure clusters along this corridor. This is a crucial step as the social infrastructure act as attractors and distributors along this corridor. These clusters are attractors because they provide crucial services for the inhabitants of the area, namely small business support and training centres, one-stop municipal pay-points, healthcare services, information kiosks and public ablutions. These distribution points also facilitate and allow for other areas to be activated adjacent to the pedestrian corridor.

STEP 3: At this point, the redefinition of the ground surface to indicate the informal market uses is implemented. This marks very clearly where the trading spaces are within this public space network, and has to allow a good amount of pedestrian circulation space inbetween the trading spaces as indicated in the design and through the relational principles.

STEP 4: The next step is the implementation of the public infrastructure clusters. These clusters, because of its size can host a wider range of activities and functions. These functions include child-care centres, educational facilities, waste recycling centres, storage for markets, workshops and training centres as well as short-term affordable accommodation units.

NOTE: *In order to implement this phase, the planning tool of Development of Transfer Rights (DTR) can be used in order to attract investment. This thesis just mentions it as a possibility, however, it needs a more detailed analysis of cost and financing which is outside the scope of this thesis.*

After having established the previous three phases, the plan recognises that at this stage in the project, as this is a strategic plan, the area could have become a catalyst for other events to emerge and anticipates these changes in the implementation process.

Scenario 1 of step 4 anticipates that the surrounding buildings could be regenerated with the introduction of new formal uses in order to take advantage of the urban flows. The proposal allowed this to happen through the placement of the social infrastructure distribution centres at the intersections of the permeable pedestrian connections, allowing other areas adjacent to the corridor to be activated in the process.

Scenario 2 anticipates that the connections leading up to the train station and facilitating the movement across the railway lines are gaining more importance and this allows for the expansion of this public space system to take advantage of all the other qualities that the area have, also activating the urban corridor proposed on the urban scale. These new potential functions will also have to adhere to the relational principles defined between the public space network, semi-public and private spaces in order to keep the identity of the area and the level of interaction between the formal and informal uses.

STEP 5: This is the final element and acts as the binding elements within this public space network. This phase deals with the implementation of the public spaces, the planting of trees alongside the corridor to create these green structures that activate the space, not just within the urban pedestrian corridor, but also into adjacent streets, with street furniture and lighting elements that allow the expansion of this system to adjacent and surrounding areas in order to activate the entire area. The uses for these areas include playgrounds, street furniture (benches, seating, lighting etc) and other activities including festivals to take place.

As with the previous phase, this phase also includes two scenarios of what could happen at this point in the implementation process. Scenario 1 is the extension of this public space system to other areas extending into the central nodal point through the urban corridor in order to diminish the pressure of the flows, and to allow for the expansion of the flows through this system and its component elements into the city. All these by-passes that exist in turn reinforce the higher level, which also reinforces the expansion of this system into a higher level.

Scenario 2 anticipates the upgrading of the station complex itself to accommodate a mixture of uses integrating the different uses of formal and informal. What could also happen at this stage is that the two infrastructure nodal points could develop a totally different identity in itself, one that is more related to the metropolitan level than the local level. These areas however have to maintain the contextual relation at the local level and maintain the relationship between internal and external spaces as defined in the relational principles on the local level in order not to change the identity of the area, and to keep the place-making capacity that the area have.

This is a framework which defines the conditions and terms under which public open space can be used in a more informal way for a shorter period aims in the recognition and the integration of the needs and demands of the inhabitants of the area. Within this context of transformation, the temporary use of space can provide solutions for covering the demands on space, for re-activating areas and local economies, giving space to the informal. At the same time, it can highlight the potentialities for inclusive participatory strategies on the public open space network and recourses which can respond to local demands through a certain freedom for self-organization.

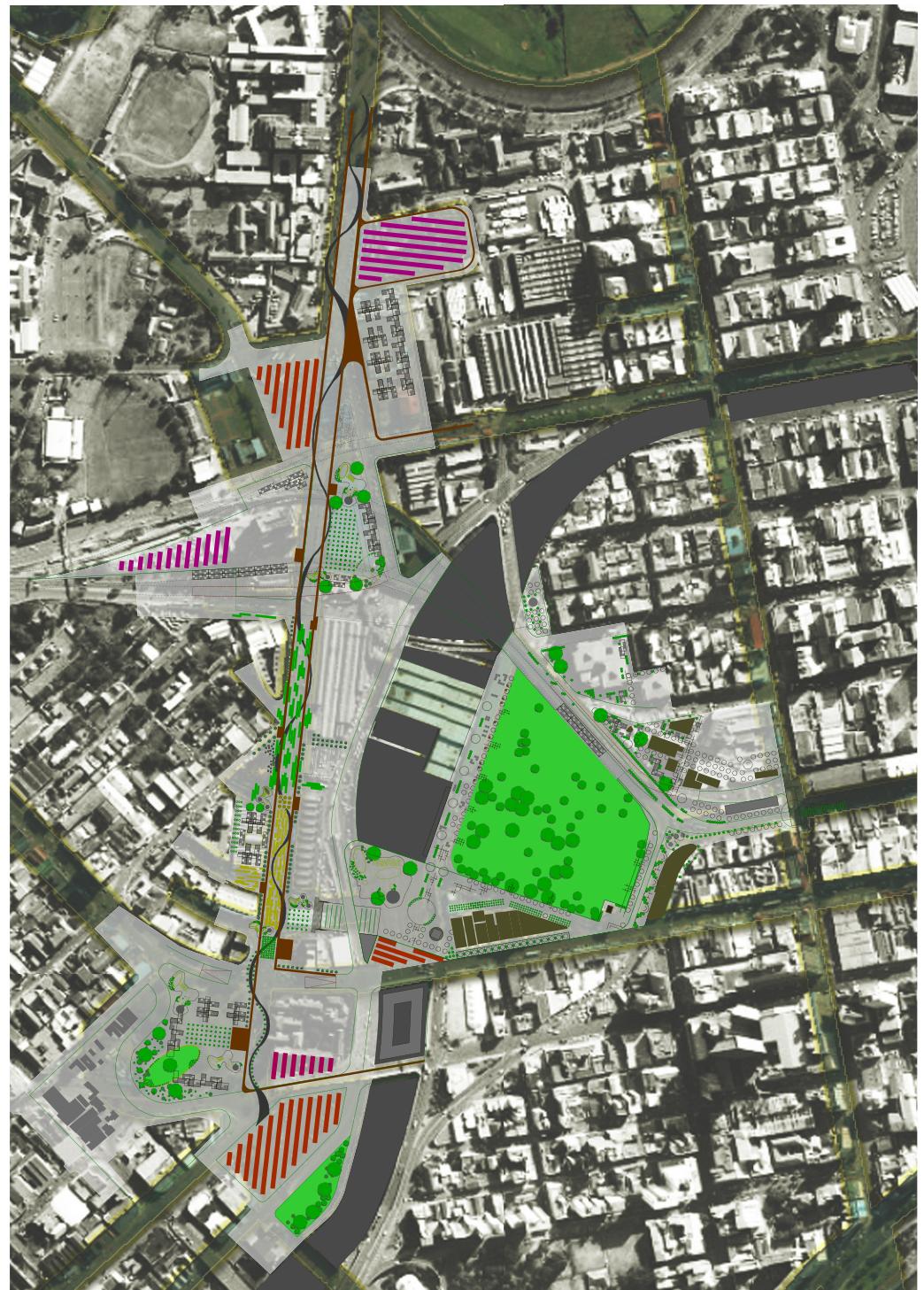
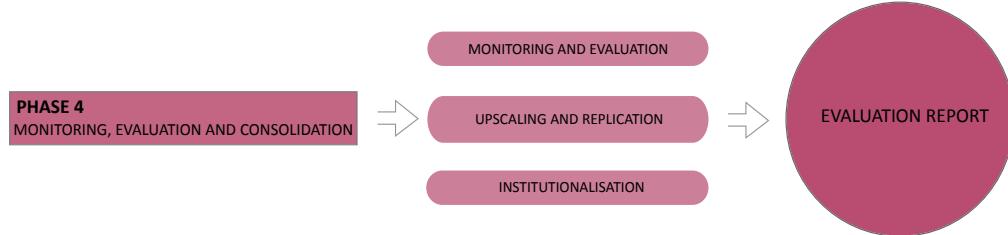
Stakeholder participation is a key issue to achieve and implement proposals regarding the temporary use of public open space. This can be achieved under a social accord between the actors which will allow a better control on the local level. The formation of informal and formal partnerships and cooperatives to assist the integration process is needed. Through a collaborative participation framework, local inhabitants, the community and NGO's and relevant stakeholders involved in the process can work with the municipal authorities to evaluate and monitor the progress of the implementation of the local strategic project.



evaluation and monitoring

EVALUATION AND MONITORING

In this section an evaluation is given of the approach and methodology used within this thesis including the extent to which the research questions have been answered. The different sections of the thesis is evaluated and concludes with a series of recommendations and possible next steps.



Choice and location of site:

Being a society in transition, South Africa is changing and advancing its economic growth and access to education, however, what is still lacking within this society is an integration between rich and poor. The choice of site, namely Warwick Junction is appropriate in that it is an area that integrates a high skilled attractor with the majority of urban poor. This area is an expression of the majority of the urban poor and their economy. The area is quite contrasted and in recent years, it tended to become conflicted because the area poses new opportunities, and new forces geared towards a more market driven approach are putting pressure for development, to cater primarily for the middle to higher income segment of the population. Furthermore, the area is quite representative of other informal market areas which tend to locate themselves around infrastructural transport nodal points in other areas of the city, where they face similar problems of integration and recognition.

Project approach:

The approach of this project is a methodological one based on the elements of integration and recognition which are based on planning concepts derived from literature research and a preliminary problem analysis of the area. This methodological approach and the elements are applied through the different levels of scale within the project. The specific starting point of this urban regeneration plan was defined along the necessity of a review on the urban structure towards preparing the conditions for positive integration and for the synergetic co-existence of the formal and the informal social actors and uses within the urban area. If this idea is applied in the intervention scale and its managed to be tested as a model of implementation of spatial design and participatory planning in future projects within the urban and metropolitan area, the eventual restructuring of the city of Durban can become a cohesive and integrated urban space which give recognition to the different identities, not amalginating them but highlighting them and their contribution to the system as a whole. Towards the cohabitation of multiple users, that allow for new developments to take place without changing the identities of the different centres within the urban area.

Output:

This is an urban regeneration plan, based as a local strategic plan that feed into the current processes of planning in South Africa, that can be used as a manual, where the key elements proposed in the plan can be extracted and tested in other areas of the city.

Methodology:

The methodological line presents a very clear research by design component, the research questions were generated as a way to activate the potentials of concrete theories that were analysed and evaluated in order to provide a proper line of argumentation and to be able to guide the design process within this context, based on the evaluation of these theories and their relation to the specific context.

The research questions that have been answered throughout this thesis are repeated below with a brief explanation in what output the question has been answered:

i. *How can a strategic urban design project help to link processes and progression of development within Warwick Junction?*

This main research question was broken down into a series of three sub-research questions in order to give an answer to each but always maintaining the link between the three.

i (a) **What are the processes - formal and informal?**

This question has been answered through the stakeholder profile mapping within the urban area which recognise the different processes and actors of the formal and informal, their identities and the elements which facilitate their movement patterns. This was also done through mapping the spatial expressions of the formal and informal economies and activators within the urban area, their needs and their demands.

i (b) **What is progressive development?**

This question has been answered through integrating the participatory planning urban decision-making process developed by UN-Habitat and showing how this feed into the current planning processes in order to develop a strategic

approach ranging from the metropolitan to local scales of development, and showing how this process can happen through the development of a local strategic plan. This plan also shows how elements can be considered through using a bottom-up approach to spatial planning, with the consideration and integration of the weakest actors in the process.

i (c) What is public space in the post-apartheid context?

This question has been answered through showing how the existing urban and landscape elements within the area that give quality and identity to the area, were used and expressed in order to rethink the urban structure and allow the relocation in the area through a variety of experiences and uses.

Theoretical framework

The theories used within this thesis project were used as the scientific backbone of the project in order to guide and inform the design process. The theories helped me gain a better understanding of the need for integration when it comes to poverty reduction and increasing the asset base of the poor. It was also interesting to explore how strategic planning can be used to allow this integration to happen. What was of particular interest while exploring the theory of landscape urbanism is how this theory can be used to design with an element of flexibility and indeterminacy, and to see how the natural form and processes can affect each other over time, and how these changes can be foreseen and integrated into the design, particularly in a society in transition such as the one in Durban.

Participatory planning framework

The participatory planning framework adapted from UN-Habitats' Participatory Urban decision-making toolkit provides the basis for a fully integrative and participatory approach towards the integration of the weakest actors within the process. This approach is widely recognised and feed into the current planning processes that are happening in Durban already, with an emphasis on how a local strategic plan can be developed and implemented using a local strategic project as a catalyst. This also again links back to the theory of strategic planning developed by Albrechts, 2006. It would be interesting to see how this approach can be used and adapted in other areas within the Durban Metropolitan area.

Spatial diagnosis

The spatial diagnosis was done through spatial mapping using a multi-scalar approach, stakeholder mapping, a site visit and interviews with governmental officials, NGO's that are working in the area and the local inhabitants of the area in order to provide a more comprehensive understanding of the context and the actors involved within the process. However, upon reflection it would have been very insightful to organise a couple of days of workshops with the local inhabitants of the area and the existing NGO's that are already operating within this condition. This would include mental mapping and their understanding of the area, their needs, their existing problems, ideas and solutions which they think could make the area function better.

Interventions

To come back to the design goal and the design hypothesis, we can see how the goal has been reached through the proposal, and how the hypothesis was tested within the local strategic project.

Design goal:

The main aim of this design is the recognition of diversity and identity of Warwick Junction within the Durban metropolitan area, using a multi-scalar approach in the analysis of space in order to evaluate the conflict of actors towards the integration of the weakest groups and to reinforce the spatial identity of the area.

The way that this proposal achieves the design goal is through an analysis of the different spatial expressions of formal and informal trends on all three scales, a stakeholder profile mapping that recognise the needs and demands of both groups, and then by defining the spatial hierarchies that facilitate the connection between the two towards the integration of the weakest groups within the process of development in order to give recognition to the specific spatial identity and diversity of the node of Warwick Junction.

Design hypothesis:

Through reinforcing the three main components of the central nodal point with its activation as a diversified system each with its' own diverse supporting networks, the unique identity of Warwick Junction can be recognised and reinforced, giving space to the demands of the informal through a hybrid approach with the restructuring of streets and sidewalks by means of a programmatic landscape facilitated by an integrated public transport system.

The testing of the hypothesis of this area has been answered by analysing the three main components of the central nodal point by reinforcing how the different scales meet together and the different identities of these nodal points, and particularly the qualities of the landscape define that the contextual scale is the urban area as defined in the vision and through the local strategic plan. Within this the local strategic project of intervention and regeneration is the specific area of Warwick Junction. The way that the local strategic project meets the goals as defined in the local strategic plan, the definition is into the analysis and into the stakeholders that are present, within all the variables that are considered.

The focus of the intervention was to demonstrate a specific approach and to show how this can happen through the integration of the weakest actors. However, it would have been interesting to extract the methodology applied to the local strategic project to the other two nodal points within the urban area in order to better see the relationship between them, and to see how these three different identities within the urban area are interconnected.

For the implementation phase of the local strategic project, I have proposed a series of strategic actions using the planning instrument of temporary uses to set out how this process can happen progressively. I do recognise however, that after the first three phases of the project, significant changes and unanticipated events could come about. I have tried to address these through establishing different scenarios, and to make provision for that within the design itself, however, these participatory processes are not linear and action can take place at any stage of the process. This is positive as the process is about provoking change, therefore the spatial and relational principles as described should be adhered to in order not to change the identity of the area, but be open to new investment and new actors within this transformation process. The consideration of flexibil-

ity is an important characteristic to be able to deal with these unexpected turns of events, and has been demonstrated within the local strategic project. Any proposal within the area requires a consideration of all scales, the metropolitan, urban and local scales, a consideration of all the variables and it should meet the goals as defined in the local strategic plan. This would ensure that any proposal meets the current goals as set out in the local strategic plan, and do not change the identity of the area.

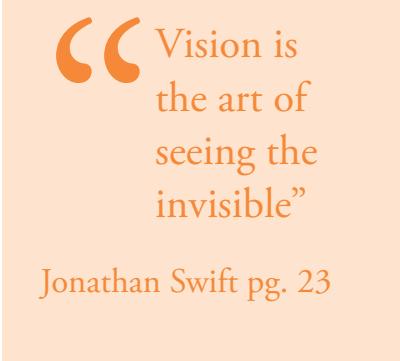
RECOMMENDATIONS

The general recommendations that have emerged out of this project is that the informal processes always have to be considered within its multi-scalarity and the wider framework of integration into the urban structure of the city. The participatory planning process should involve a strategic planning approach that are based on the recognised needs of the inhabitants of any given area. Also, participatory processes always begin with the identification and analysis of stakeholders. These two steps aim at providing a basic understanding of the social and institutional context. The roles, capacities and responsibilities of the different stakeholders need to be clearly defined in order to make their contribution to the project clear.

physical separation = social segregation

integration = social symbiosis

“Urban design is a powerful tool. It plays a key role in the formulation and realization of strategic urban projects. It is a crowbar for innovation and a gate to unexpected solutions. It has the capacity to serve as a medium for negotiation and consequently leads to strong, stimulating and simultaneously open-ended plans, leaving margins for evolution and adaptation; contradictions can transcend into productive paradoxes.” (‘Urban Trialogues’, p.196)



NEXT STEPS

The next step would be to explore what the possible consequences of the proposed local strategic project will be. Another aspect that could be interesting to explore is the flexibility of the proposal, how this are integrated into the design and how the planning framework can be adapted to the changing circumstances and how other planning tools could be used in the implementation of this proposal.

The financial implications of the project is also an element that could be explored, and how this project can be funded and replicated through local investment within the area, making it less reliant of international funding sources.

Although this is an academic project, it will be presented to the eThekweni municipality in Durban to see their response to the methodology for development as presented in this thesis, in order to provoke a further discussion and debate on the issues raised and on the locals trategic plan.



bibliography

ALBRECHTS, L. (2006). Bridge the Gap: From Spatial Planning to Strategic Projects

ALLEN, S. (1997). From Object to Field.

ALLEN, S. (1985). Field Conditions in Points and Lines

BROWN, A. (2006) Urban Public Space in the Developing World – a Resource for the Poor

BROWN, A (2000) Urban Space in the Context of Sustainability: A Case of Harare

BROWN, C and LLOYD-JONES, T (2002) Spatial Planning, Access and Infrastructure in Rakodi, C and Lloyds-Jones, T (eds), Urban Livelihoods – A People Centred Approach to Reducing Poverty

BRYSON, J. M. & ROERING, W. D. (1988) Initiation of strategic spatial planning by governments

HARVEY, D. (2007) A brief history of Neo-liberalism

HARVEY, D. (2008) The right to the City

CORNER, J. (1999). Recovering Landscape as a Critical Cultural Practice.

DAVIES, R.J. (1981). The Spatial formation of the South African City

DEHAENE, M. & DE CAUTER, L. (2008) Heterotopia and the City: Public space in a post-civil society

DURINGTON, M. (2006) Race, space and place in suburban Durban

GIRAUT, F. & MAHARAJ, B. (2009). Contested terrains: Cities and hinterlands in post-apartheid boundary

GRAY, C. D. (2005-2006). From Emergence to Divergence: Modes of Landscape Urbanism.

HARVEY, D. (2007) A brief history of Neo-liberalism

HARVEY, D. (2008) The right to the City

ILO, (2013). Measuring informality: A statistical manual on the informal sector and informal employment

LEVEBVRE, H. (1991). The Production of Space

MAHARAJ, B. (1998). Restructuring the Apartheid City

MAHARAJ, B. (2002) Post Apartheid Metro Boundaries: Conflicts, Contestations and compromises in Durban

MINTZBERG, H. (1994) The Rise and Fall of Strategic Spatial Planning

MOSER, C.O.N. (2006) Asset-based approaches to poverty reduction in a globalised context

MOSTAFAVI, M. (2010). Why Ecological urbanism? Why now?

MUIR, L. (2010). Mapping Landscape Urbanism

PIETERSE, E. (2009). Post-Apartheid geographies in South Africa: Why urban divides are so persistent? (unpublished paper)

PILLAY, U. (1996). The uniqueness of locality

SKINNER, C. (2008b). The struggle for the streets: Processes of exclusion and inclusion of street traders in Durban, South Africa

SKINNER, C. (2009) Challenging city imaginations

SOJA, E.W. (1980). The Socio-Spatial Dialectic

TODES, A. (2008) Rethinking Spatial Planning

TUROK, I. (2012). Urbanisation and Development in South Africa: Economic imperatives, Spatial distortions and Strategic responses

TUROK, I. & WATSON, V. (2001) Divergent Development in SA Cities: Strategic challenges facing Cape Town

UN-HABITAT, 2001. Tools to support participatory urban decision-making

WYLEY, C. & TALBOT, C. (1993) Durban Metropolitan Development