



CENTERING THE PERIPHERY

Re-framing East London Central Business District towards
Social & Spatial Equality

Urban Design Research Project

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NTNSIY007

2023

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ACKNOWLEDGEMENTS

Siwelile - We have crossed

I would like to express my gratitude to my supervisors, Dr. Katie Ewing and Hedwig Crooijmans, as well as other academic staff, for their unwavering support. Your assistance and encouragement throughout the year have been nothing short of impactful in my journey of learning, growing, and pushing my own boundaries.

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Siya Ntuntwana (NTNSIY007)



Abstract

eMonti

This research addresses the social and spatial inequality in East London Central Business District (CBD), a challenge mirrored across South Africa. Focusing on redefining and re-framing 'Bufferzones', the study aims to integrate peripheral communities and vulnerable groups into the city center, whilst forging connections with adjacent neighborhoods. This strategy situates marginalised communities near essential resources and services while improving access to the CBD. The historical legacy of colonialism and apartheid, coupled with current spatial planning, has perpetuated racial divisions, exacerbating social and spatial inequality. By incorporating peripheral communities, the study seeks to create a more inclusive and equitable urban environment, bridging gaps caused by urban fragmentation and racial segregation. The mixed-methods approach of quantitative and qualitative research seeks to develop a comprehensive mixed-use urban design strategy to foster an inclusive CBD. This research further aims to catalyse the rejuvenation of East London CBD from its current derelict and decaying state, encouraging social and private investment back into East London CBD.

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Sketch of the underground
Taxi rank at Gillwell Mall in East
London Central Business District

SECTION 01

Introduction

Research Position

My personal connection to the Eastern Cape, particularly East London, is a source of profound motivation. As someone who has witnessed the region's historical challenges and inequalities, and who shares my father's aspiration for its growth & development. The research is driven by my heartfelt desire to contribute to the enhancement and well-being of marginalised communities. This study is not only an academic endeavor but a personal commitment to making a positive impact in the very place that holds a special place in my heart.

Problem Statement

Tracing the roots of social and spatial inequality in East London

Decades of colonialism and apartheid in South Africa have entrenched social and spatial inequality. Despite nearly three decades of democracy, the lingering effects persist, notably in East London's Central Business District under Buffalo City Metropolitan Municipality. The apartheid spatial planning (ASP) policy, through tools like ASP and the Group Areas Act, segregated communities along racial lines, hindering integration and perpetuating inequality. This research focuses on the enduring impact of these policies, particularly on marginalized groups in East London.



Figure 1 : The Group Areas plan in East London(1950 - 1991)
Source: Bwalya and Seethal (2014)

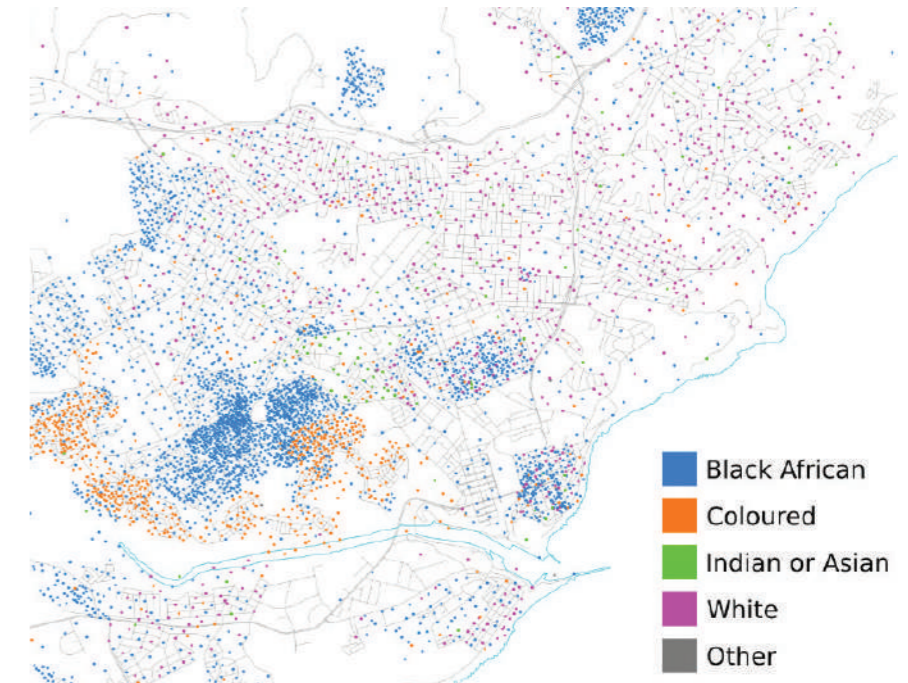


Figure 2: Racial Self-identification in East London in 2011
Source: Frith (2013)

Social and spatial implication



Figure 3 : The Group Areas Act sign at the beach. Source: <https://northcliffmelville.com.co.za/220579/on-this-day-in-south-african-history/>



Figure 4 : Part of Duncan Village Informal Settlement
Source: Author (2023)



Figure 5 : An aerial view of the East London CBD reveals two adjacent parking lots, which were formerly designated as open market.
Source: Author (2023)



Figure 6 : Underutilised green open spaces often become targets for illegal dumping due to their lack of connectivity with their surroundings. Source: Author (2023)



Figure 7 : The City Hall is a historical landmark for East London. Source: Author (2023)

Urban Fragmentation

Sections of divide



Figure 8: Source: Author



Figure 9: Source: Author

Research Topic

Rectifying Urban Inequality

The research study seeks to rectify historical social and spatial inequalities that have played a significant role in shaping the physical urban structure of East London's CBD by focusing on integrating peripheral communities into the city centre.

Research Objectives

Revitalise Urban Fabric

1. Develop a mixed-use urban design strategy to enhance the livability, functionality, and overall role of East London's CBD.
2. Reevaluate the purpose and design of buffer zones within the CBD to optimize their contribution to urban development.
3. Foster inclusivity by creating housing, public spaces, and infrastructure projects that cater to diverse socioeconomic groups, ensuring accessibility, affordability, and accommodation for all residents.
4. Promote connectivity by expanding non-motorized transport routes and green corridors to strengthen urban linkages.
5. Enhance the urban landscape through sustainable design interventions, public space improvements, infrastructure upgrades, and the revitalization of underdeveloped areas

Research Questions

Redefining Urban Dynamics

1. How can buffer zones in East London's CBD be reimagined and redesigned to promote social and spatial inclusivity?
2. To what extent can the integration of the East London CBD and buffer zones foster a more cohesive and interconnected mixed-use urban environment?

Overarching

Can we redefine the concept of the periphery and the role of the East London city center in contemporary urban environment?

Figure 10: Parkside Township



Figure 11: East London CBD



Figure 12: North End



Figure 13: Arcadia



Figure 14: Quigney



Methodology

Unraveling East London CBD's Social and Spatial Inequality

This study employs a comprehensive, interdisciplinary methodology integrating qualitative and quantitative methods to grasp the multifaceted dynamics of social and spatial inequality in East London CBD. Key components include:

- 1. Literature Review:**
 Examining key concepts and prior research on social inequality, spatial planning, and urban design interventions to establish the research's foundational knowledge.
- 2. Policy and Framework Analysis:**
 Utilising a mixed-methods approach to assess East London Municipality's policies, spatial frameworks, and design concepts, evaluating their effectiveness in addressing social and spatial inequality.
- 3. Quantitative Data Collection:**
 Gathering socio-economic data from public sources, focusing on indicators like housing conditions and service access to establish a factual foundation.
- 4. Qualitative Data Collection:**
 Using interviews, focus groups, and co-design workshops to capture the experiences and perceptions of individuals and communities affected by social and spatial inequality, providing profound insights.
- 5. Case Studies:**
 Conducting in-depth case studies of urban design interventions in comparable contexts to glean valuable insights into their practical dimensions.

Methods

Research Conducted



Figure 15: Semi-structured interviews



Figure 16: Focus Groups Discussions



Figure 17: User Experience Simulation



Figure 18: Co-Design Workshop



Figure 19: Walking Tours



Figure 20: Site Visits

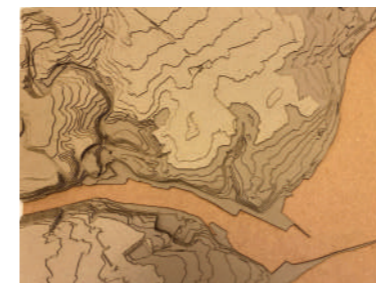


Figure 21: Model Making



Figure 22: Photos & filming

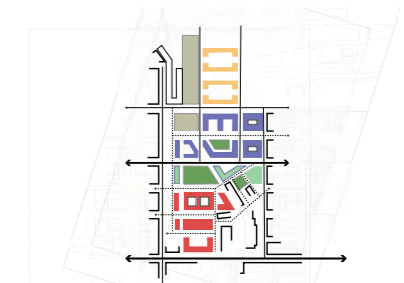


Figure 23: Prototype & Testing

Ethical Considerations

Ethical Consideration

The Research we prioritises the protection of participants' privacy in any photos, film, and captured recordings, strictly with their explicit consent. A consent form will be provided and required for all participants to ensure transparency and safeguarding of privacy.

The research methods, including interviews, semi-structured interviews, focus groups, and co-design workshops, were conducted with sensitivity to participants' rights. Each participant had the autonomy to withdraw their consent at any point during or after the research engagement. The study does not share any sensitive information, and participants were entitled to request feedback as needed.

Data handling was aligned with the protocols and standards of the University of Cape Town, ensuring the proper disposal of participant data after completion of the research study.

Personal Approach

Growing up in Cape Town and maintaining strong ties to East London, my personal observations and experiences have significantly informed my research. The contrasting living experiences in these two towns, both of personal significance, have driven my commitment to exploring this research beyond my academic pursuits. I recognise my emotional connections to East London, which have shaped my choice of research topic and study area. Furthermore, the support of my siblings residing in East London have been invaluable experience throughout the research process. While I have encounter unfamiliar aspects of East London, I have manage to engage with stakeholders who have allowed me to immerse myself in East London.

Professional Approach

As an Urban Designer and social impact designer, my approach was to analyse current conditions through stakeholder engagement and site analysis. The objective was to gain a thorough understanding of the site, its inhabitants, and the spaces, taking into account the intricate and complex layers associated with them. This approach helped facilitate the development of a design framework aimed at achieving social and spatial justice through urban design interventions.

Limitations

In my research on addressing social and spatial inequality in East London CBD. I acknowledging I was limited to time and resources essential for comprehensive research on social and spatial inequality, I have prioritised optimising my resources within the given time frame, considering the research scope, the number of participants, and data collection and analysis duration.

In gathering qualitative research, I was mindful of potential subjectivity and biases from both the my side as the researcher and participants. To mitigate this, I practiced self-awareness regarding my own biases and establish rigorous data analysis techniques to ensure the validity and reliability of findings.

Research outcomes

Key findings from stakeholder engagements and study area exploration

Photo Analysis



Figure 24 : Google Earth View
Source: Author (2023)

A compilation of several photographs offers a comprehensive perspective on the conditions of East London CBD and its surroundings, shedding light on the city's environment, its inhabitants, and its landscape. Notably, streets adjacent to the Zoo, Oxford Street, and Fleet Street exude a vibrant atmosphere, bustling with activity. In contrast, the vicinity of the East London train station presents a quieter and less appealing trading space, possibly influenced by the station's limited operations, with fully operational trains yet to be established.



Figure 25 : Areas hidden from public view tend to attract illicit activities and suffer from inadequate sanitation Source: Author (2023)



Figure 26 : Ground-floor vacant commercial spaces marred by vandalism. Source: Author (2023)



Figure 27 : The Daily Dispatch building, damaged by fire and gradual decay. Source: Author (2023)



Figure 28: The entrance pathway to the East London Zoo. Source: Author (2023)



Figure 29: Access point to the subterranean taxi rank. Source: Author (2023)



Figure 30 : Trailers commonly employed by taxi drivers for long-distance travel. Source: Author (2023)



Figure 31 : Informal trading areas with lower activity levels. Source: Author (2023)



Figure 32 : Streets characterized by tranquility and expansive roads. Source: Author (2023)



Figure 33 : Truck parking space Source: Author (2023)



Figure 34: The historic railway connection between the harbor and East London Train Station. Source: Author (2023)



Figure 35: A view captured from the outskirts of the East London CBD. Source: Author (2023)



Figure 36 : Fleet Street: Buzzing with Pedestrian Activity. Source: Author (2023)



Figure 37: Gazing at the City Beyond East London Train Station. Source: Author (2023)



Figure 38: Accessing Quigney from the North via Settlers Way Sourced: Author (2023)



Figure 38 : The Quigney Beach Front Esplanade. Source: Author (2023)

Key takeaways from interviews with stakeholders through engagements

1. **Buffer Zone Development:**
Initiated in 1998, plans for buffer zone development face delays.
Challenges in land ownership transfer from Transnet.
Adequate funding and proposals in place.
2. **Urban Transformation Catalyst:**
Buffer zone holds potential as a transformative centerpiece.
Catalyst for overall urban development.
3. **City Department Collaboration:**
City departments dispersed in separate buildings across the CBD, suggestion for a civic center to facilitate collaborative work under one roof.
4. **University Town Vision:**
Desire to shape the city into an innovative university town.
Concentration of higher education institutions in the city center.
5. **Public Spaces and Vibrancy:**
Stakeholder frustration with the absence of public spaces. Emphasis on vibrant and culturally significant areas to be created in the CBD.
6. **Oxford Street Dynamics:**
Oxford Street is the main activity corridor with most business highly concentrated on the street edge.
Key thoroughfare hosting majority of activities.
7. **Implementation Challenges:**
Stakeholder frustration with project planning without successful implementation hindering East London CBD improvement.
8. **Connectivity Priority:**
Stakeholder stress on establishing connection between CBD and Quigney.
9. **City Challenges:**
include crime, cleanliness, maintenance, and lack of bylaw enforcement.
No Public spaces and city hall is enclosed due to vandalism.
10. **Transportation and Trading Issues:**
Taxis dominate CBD, parking in undesignated areas.
Deteriorating buildings and limited residential spaces impact nightlife.
11. **EPMO Initiatives:**
EPMO exploring connections from City to Sea idea.
Collaborative efforts with LED (Local Economic Development) and private contractors to accommodate taxi's into the CBD.
12. **Informal Trading Space Demand:**
High demand for informal trading space but minimal appropriate space.
Informal traders competing with formal businesses.
13. **Accessibility Challenges:**
Lack of accessible routes for individuals with physical disabilities.
Urban design takes a back seat to more pressing concerns.
14. **Transportation Preferences:**
Commuters heavily rely on taxis due to inefficient railway service. Students prefer university shuttles over walking to campus.
15. **Student Life Challenges:**
Students avoid parks due to safety concerns.
Noise disturbances from taverns impact student sleep.
16. **Quigney Student Accommodations:**
Quigney area primarily occupied by tenants, majority who are students.
High density of taverns contributes to illicit activities.
17. **Duncan Village Collaboration:**
Duncan Village actively collaborates with the city for improved living conditions.
Interest in economic opportunities and learning from successful models such as Vilakazi Street.
18. **Township Development Initiatives:**
To revitalise township businesses.
Efforts to balance city aspirations with dismantling the legacy of apartheid spatial planning.
19. **Community Aspirations:**
Community aims to educate youth and explore the ocean economy.
Desire to improve sanitation and living conditions.
20. **CBD Revitalisation Potential:**
Study area holds potential to revitalise East London CBD. Stakeholder consideration of CBD as non-walkable.



Figure 40: Private Consultant Engagement



Figure 41: Co-design workshop with Quigney ward councillor



Figure 42: Duncan Village focus group engagement



Figure 43: Semi-structured interviews with students



Figure 44: Focus group interview with BCM Planning Department



Figure 45: Semi-structure interview with Braelyn forum member

Key takeaways Co-design workshop

Legend

- Red dot used to indicate spaces where participants feel unsafe, crime or illicit activity or spaces that are unpleasant
- Green Dot is identifying existing green spaces (Public spaces, recreational fields or vegetated areas).
- Lime Dot indicate spaces for future green infrastructure to be developed.
- Black dot indicate vacant Buildings.
- White dot shows points of interest.
- Purple dot indicates municipal buildings.
- Blue dot are proposed future developments if participants were Mayors of the city and weren't restricted to develop anything

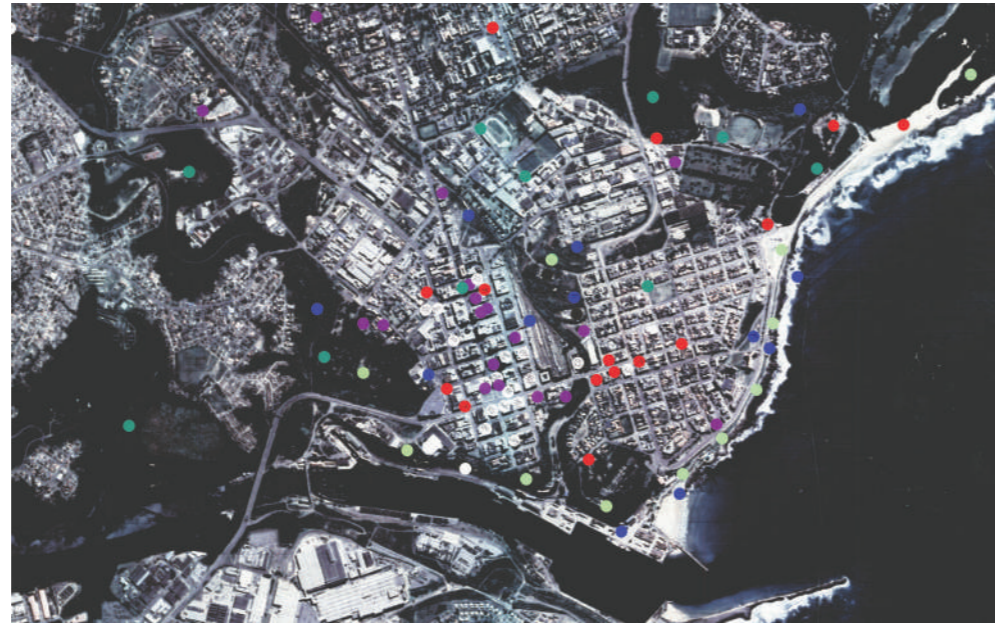


Figure 46 : Co-design map after the last day of my research carried out in July with stakeholders. Source: Author (2023)



Figure 47 : Co-design map before first engagement. Source: Author (2023)



Figure 48 : Co-design map after 2 engagement. Source: Author (2023)

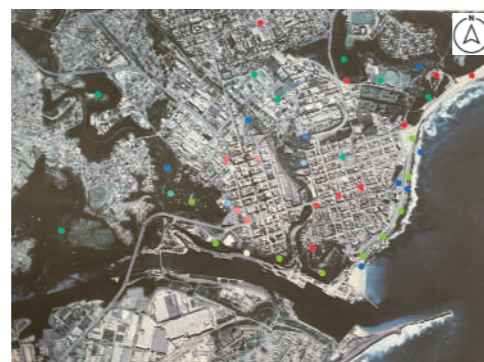


Figure 49 : Co-design map after a few engagements. Source: Author (2023)

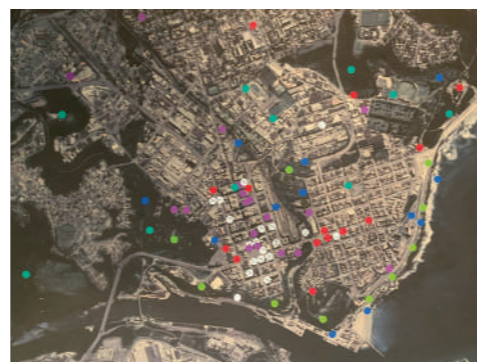


Figure 50 : Co-design map after final engagement. Source: Author (2023)



Figure 51: Analysing the Correlation between Red Dots (indicative of crime, unsafe spaces, illicit activity, or unpleasant areas) and White Dots (representing student accommodation apartments). Source: Author (2023)



Figure 52: Locating all municipal offices. Source: Author (2023)



Figure 53: Identifying existing green spaces whilst creating a new ecological corridor. Source: Author (2023)

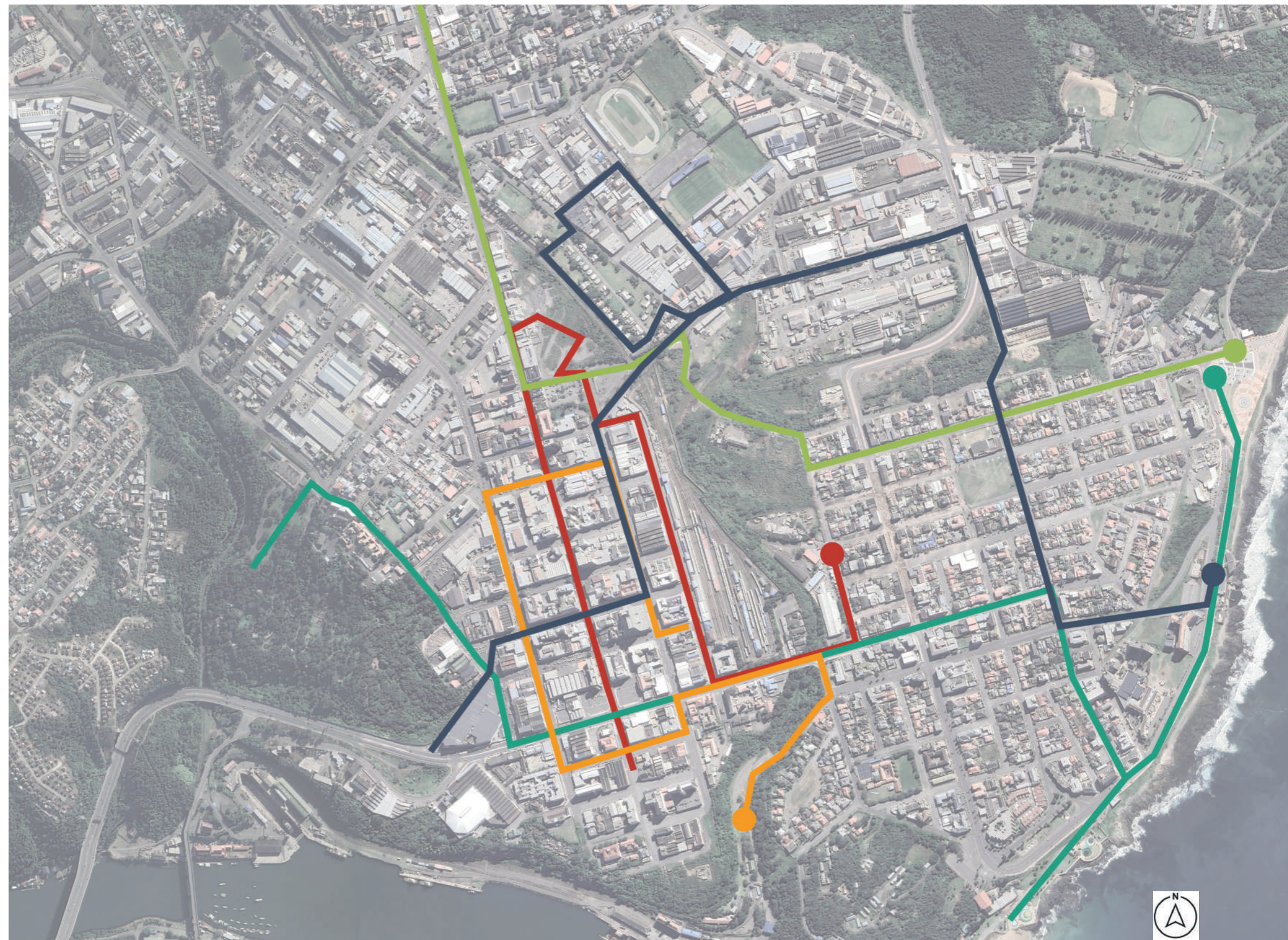


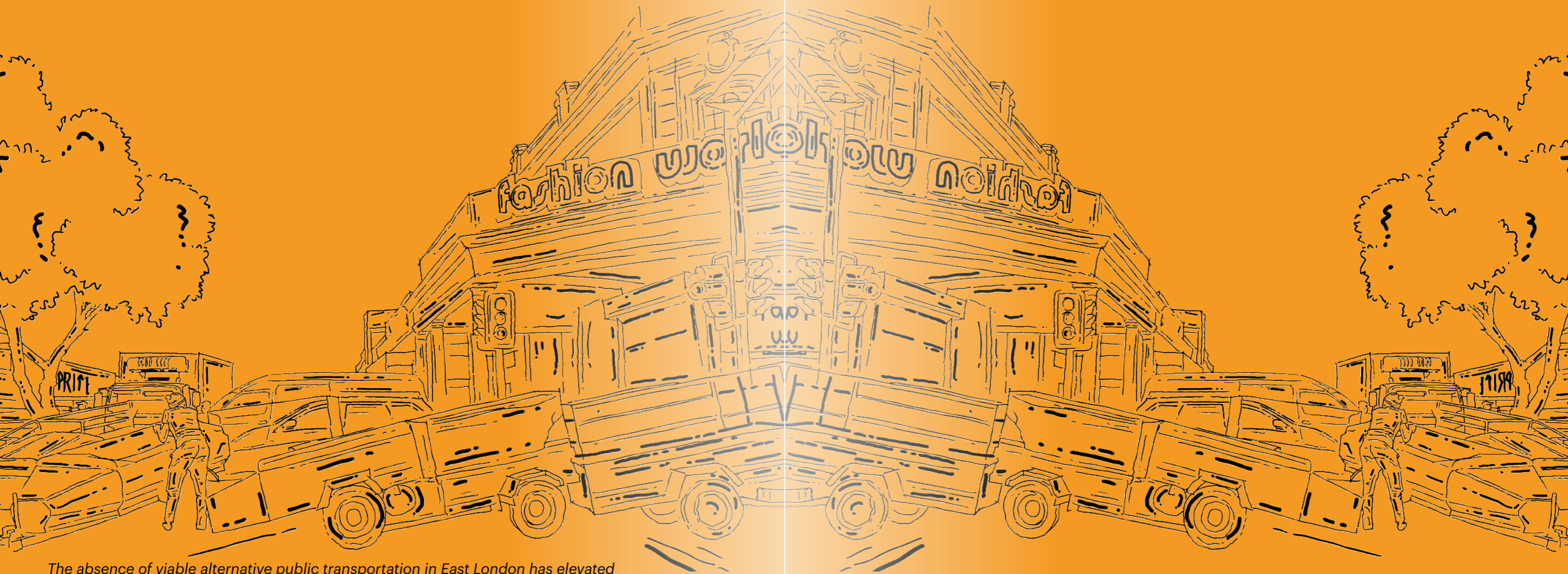
Figure 54 : Mapping out future developments. Source: Author (2023)

Key takeaways from walking tours

Conducting walking tours in my study area provided an immersive experience, allowing me to explore the neighborhood and engage with its residents. I traversed bustling main roads to the serene corners of the CBD, revealing insights into walking patterns and the challenges faced by pedestrians. The exercise unveiled a noticeable flow of students commuting from Quigney to East London CBD for classes, while the working-class population navigated between the Arcadia industrial area and the surrounding townships on the western side, separated by the East London Zoo valley. Outside the CBD, movement predominantly occurred from north to south, whereas within the CBD, the focus shifted to an east-west trajectory. This firsthand exploration enriched my understanding of the dynamic pedestrian dynamics shaping East London CBD, including the strategic positioning of informal traders near high foot traffic areas.

Figure 55 : Google Earth Map illustrating routes walked during walking tours
Source: illustration by Author (2023)





The absence of viable alternative public transportation in East London has elevated the significance of the taxi industry. Consequently, specific streets within the CBD have transformed into makeshift taxi ranks, a response to the limited space available for formal taxi facilities and the high demand for commuter services.

SECTION 02

Theoretical Framework

Theory underpinnings & design theory

Foundational Theory

Framing Social & Spatial Justice & Understanding the Interplay

This theoretical framework draws on the concepts of Social Justice and Spatial Justice to explore equity, fairness, and inclusivity, with a focus on the distribution of resources, opportunities, and access to services. Soja's (2010) perspective emphasizes the profound impact of spatial structures and urban planning on social inequalities. He calls for transformative changes that intertwine social justice with the spatial organization of society, introducing the concept of the "spatialisation of justice."

In my research, I employ this theoretical lens to analyze social and spatial injustices across three distinct political eras in East London and South Africa—Colonialism, apartheid, and the Post-Apartheid era. This approach unveils the unique imprint each era has left on the geography of social and spatial injustices, shaping the present-day dynamics in East London CBD.

Contextual aligned to South African social and spatial inequality theory

Urban Equity

The "right to the city" theory, originating from Henri Lefebvre, asserts that urban spaces should be accessible, inclusive, and equitable for all residents. Simone (2005) emphasizes that this right extends beyond mere habitation, encompassing the selective right to use the city for mutable aspirations. In the 21st century, the "right to the city" has regained significance globally amidst challenges like gentrification, displacement, housing crises, and environmental issues. Movements such as Abahlali baseMjondol, Reclaim the City South Africa, and Ndifunaukwazi actively advocate for affordable housing and the empowerment of marginalized communities.

As a South African urban designer, the responsibility is acknowledged to address the lingering effects of apartheid fragmentation on urban lives. The "right to the city" emerges as a robust and transformative framework, facilitating a profound understanding and resolution of complex issues arising from rapid urbanization. It serves as a lens through which critical dimensions of urban citizenship, social justice, and spatial transformation can be scrutinized. In a dynamic urban landscape grappling with challenges of inequality, accessibility, and sustainability, the "right to the city" remains essential for fostering more equitable and inclusive urban environments.

Understanding 'Centering the Periphery': Examining Urban Dynamics

- The Center: Represented by East London's CBD and surrounding areas, this region exhibits economic prosperity, superior infrastructure, and employment opportunities, making it an attractive magnet for those in peri-urban areas seeking proximity to the city heart Ramatlo (2021).
- The In-between: Neglected buffer zones in the CBD offer strategic development opportunities, creating inclusive public spaces and reducing travel costs for residents Trancik (1991), Ramatlo (2021).
- The Periphery: Economically vulnerable groups in townships and informal settlements face historical spatial restrictions, leading to congestion and limited access to educational and economic opportunities Ramatlo (2021).
- The disparities in lived experiences between the center and periphery, influenced by socio-economic status, highlight the impact of spatial restrictions on accessibility Ramatlo (2021)

Theoretical Framework

Theory underpinnings & design theory

Design Theory

Spatial Justice in Urban Design

Foundations: Dewar’s emphasis on sustainability, spatial integration, sense of place, choice, and resilience forms the core of understanding post-colonial spatial issues in Southern Africa.

Historical Legacy: The lasting impact of colonialism and modernism continues to shape spatial and structural challenges in Southern Africa Dewar (2019).

Addressing Injustices: My research aligns with Dewar’s perspective, aiming to tackle historical injustices and explore ways urban designers can contribute to a more just society, emphasizing equity over mere equality.

Reimagining Urban Design: Dewar’s call to reimagine urban interventions for spatial justice resonates with my focus on transforming buffer zones, fostering inclusivity, and bridging gaps in East London’s urban landscape.

Performance Aspects: Achieving a just city, according to Dewar, requires considering various performance aspects, including environmental and social dimensions Dewar (2019).

Urban Equity

“Social Urbanism, exemplified in Medellin, stands as a transformative urban renewal approach, creating public spaces tailored to local needs and fostering social programs Calderon (2012). Embracing an inclusive, interdisciplinary, and politically astute approach is crucial for effective participatory design, responding to varying contexts and conditions while prioritizing people’s values Ewing (2021).

Medellin’s implementation of Social Urbanism strategically addresses socio-spatial inequality by investing in people, places, and job opportunities through public spaces and social infrastructure Rosander (2020). The concept of social infrastructure, encompassing both tangible and intangible elements that enhance quality of life, equity, and well-being, offers provisions like recreational spaces, health access, education, safety, and security.

The pronounced disparities in service delivery between East London’s city center and periphery underscore the need for change. The adoption of Social Urbanism principles in East London holds the potential to foster inclusivity, transforming the city into a more sustainable and vibrant urban environment Calderon (2012); Rosander (2020).

Theory Framework

Universal outlook and theory of Social and Spatial Justice
The city and spatial justice, Soja (2009)



Contextual theory in South Africa
The right to the city, Simone(2005) &

Boxed in: Challenges of Escaping the Inherited Spatial Realities of Apartheid from the Centre to the Periphery, Ramatlo (2021).



Design Theory
The case of Southern African settlements. The New Companion to Urban Design, Dewar, D. (2019) & Social Urbanism in Colombia, Rosander (2020)



Informs Research Project Design & design outcome



Case Study

Understanding Housing Development near city centres for students and peripheral communities



Figure 56: Brickfield, Johannesburg



Figure 57 : Maboneng, Johannesburg



Figure 58: Conradie Park, Cape Town



Figure 59: Cape Town Station Student Accommodation

Capturing Amaphela: 'Amaphela', translating to 'cockroach' in isiXhosa, represent a type of paratransit offering township residents in South Africa a flexible, cost-effective, and relatively comfortable mode of transportation. The informal and adaptable nature of amaphela reflects a distinctive and innovative approach to navigating township spaces, providing the public with affordable and demand-driven services.

Case Study

Understanding the Urban grid block of 4 South African cities

East London currently lacks a public square; initially, it had a public square that turned into a weekend market area. However, due to insufficient parking in the Central Business District (CBD), the market space underwent a transformation into a parking facility



Figure 60: Cape Town



Figure 61: Johannesburg



Figure 62: Pretoria



Figure 63: East London
Source: Author (2023)



Figure 64: Cape Town



Figure 65: Johannesburg



Figure 66: Pretoria



Figure 67: East London
Source: Author (2023)



Figure 68: Cape Town
Source: Author (2023)



Figure 69: Johannesburg
Source: Author (2023)

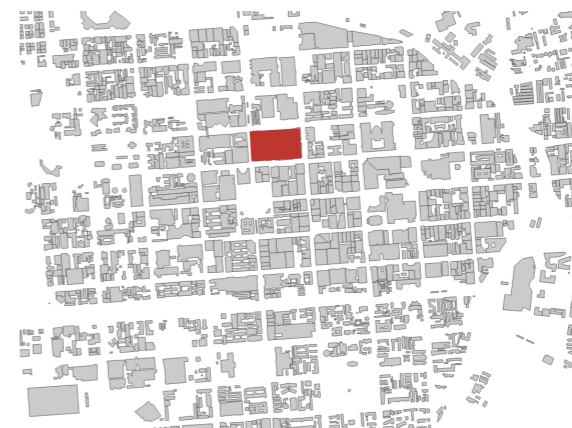


Figure 70: Pretoria
Source: Author (2023)



SECTION 04

Context Analysis

Looking at the layers of East London

History of East London

East London, also known as Buffalo City, is a prominent South African port city located on the southeastern coast. Its history is deeply intertwined with its quest for a reliable harbor, dating back to the 1830s. The city's strategic river port location played a pivotal role in its growth and development, further reinforced by the construction of the main harbor and breakwater in the 1870s. Today, East London is a thriving center for the motor manufacturing industry.

The amalgamation of municipalities into Buffalo City Municipality has streamlined governance, marking its evolution into a dynamic urban hub. East London's history is a testament to resilience, development, and a diverse population.

East London, like many urban areas, grapples with significant social and spatial inequalities.

- Economic Disparities:
- Spatial Segregation
- Housing Inequalities
- Access to Education
- Healthcare Disparities
- Cultural and Social Divides
- Crime and Safety



Figure 71: South Africa
Source: Author (2023)

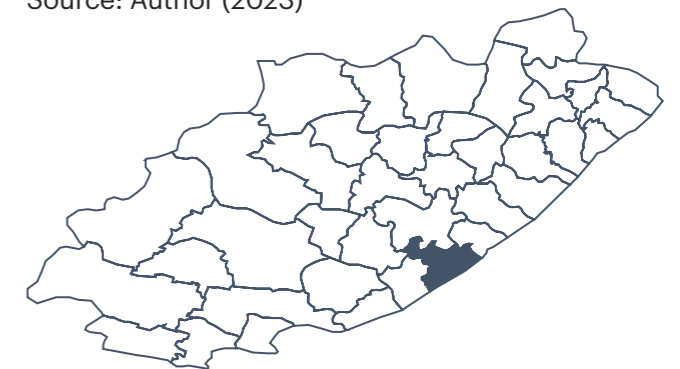


Figure 72: Eastern Cape
Source: Author (2023)



Metro Scale

Revealing the edges of East London

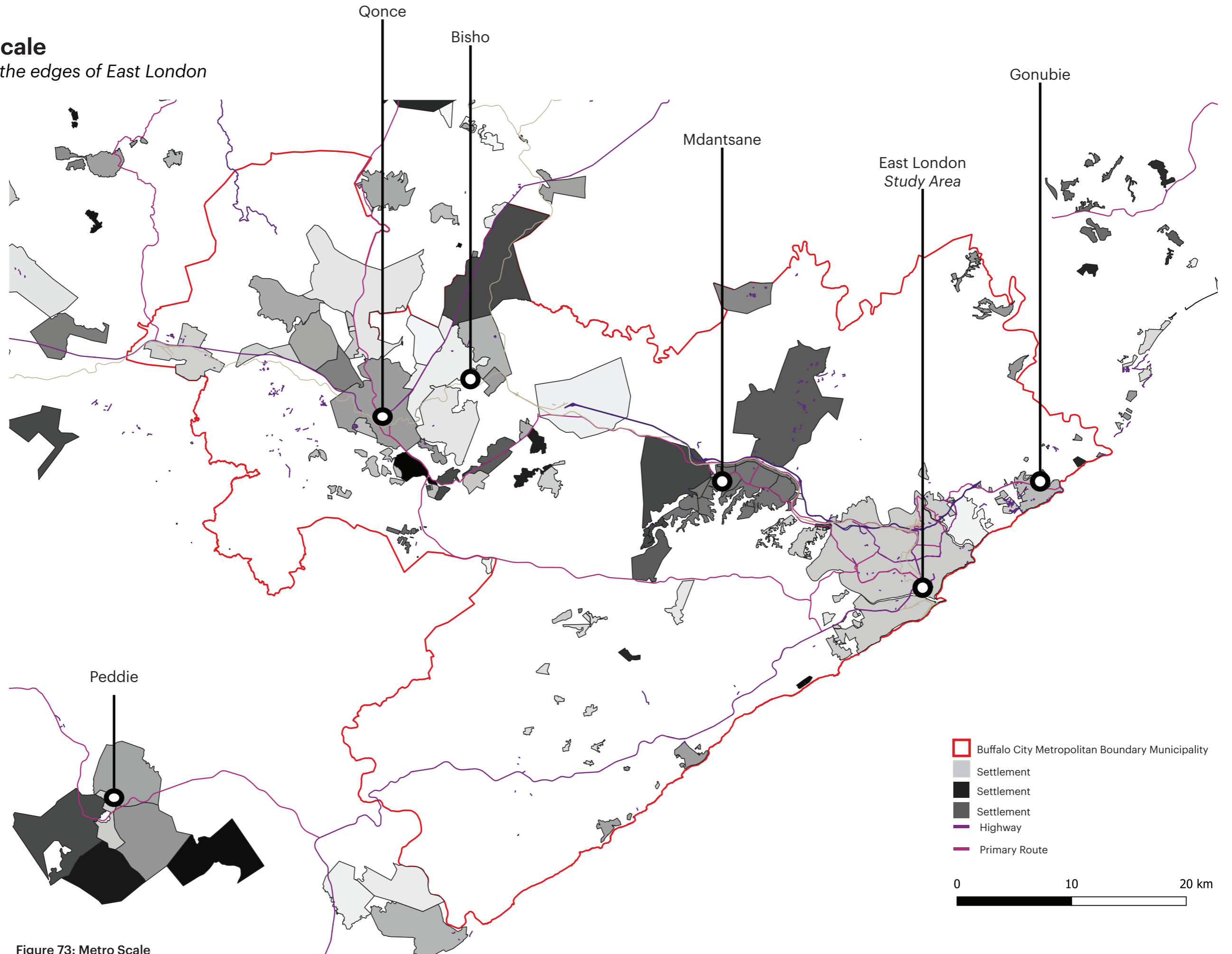
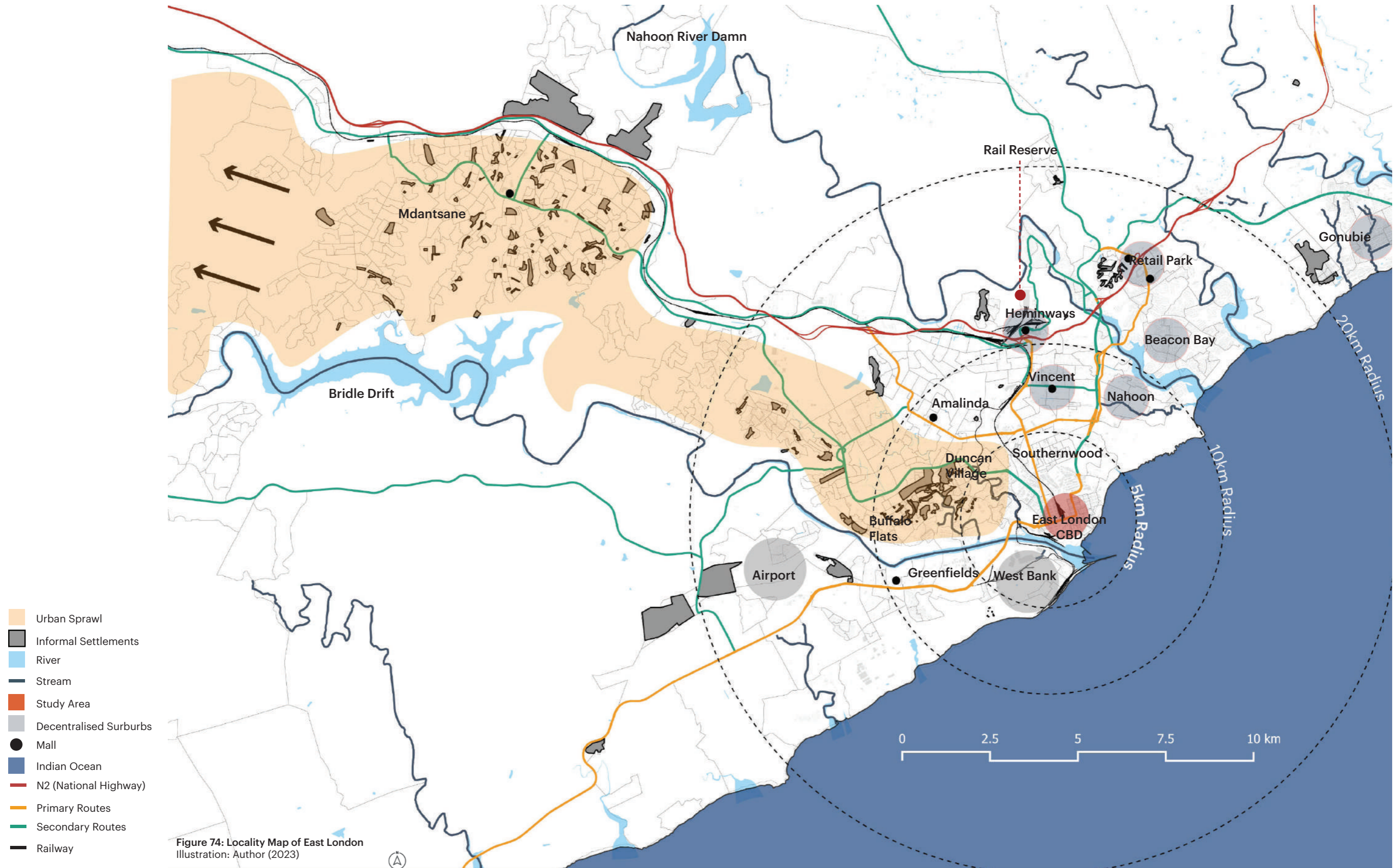


Figure 73: Metro Scale
Source: Author (2023)

Locality Map

The Centre, The in-between and The periphery



- Urban Sprawl
- Informal Settlements
- River
- Stream
- Study Area
- Decentralised Suburbs
- Mall
- Indian Ocean
- N2 (National Highway)
- Primary Routes
- Secondary Routes
- Railway

Figure 74: Locality Map of East London
Illustration: Author (2023)

Social Mobility

How we got here?

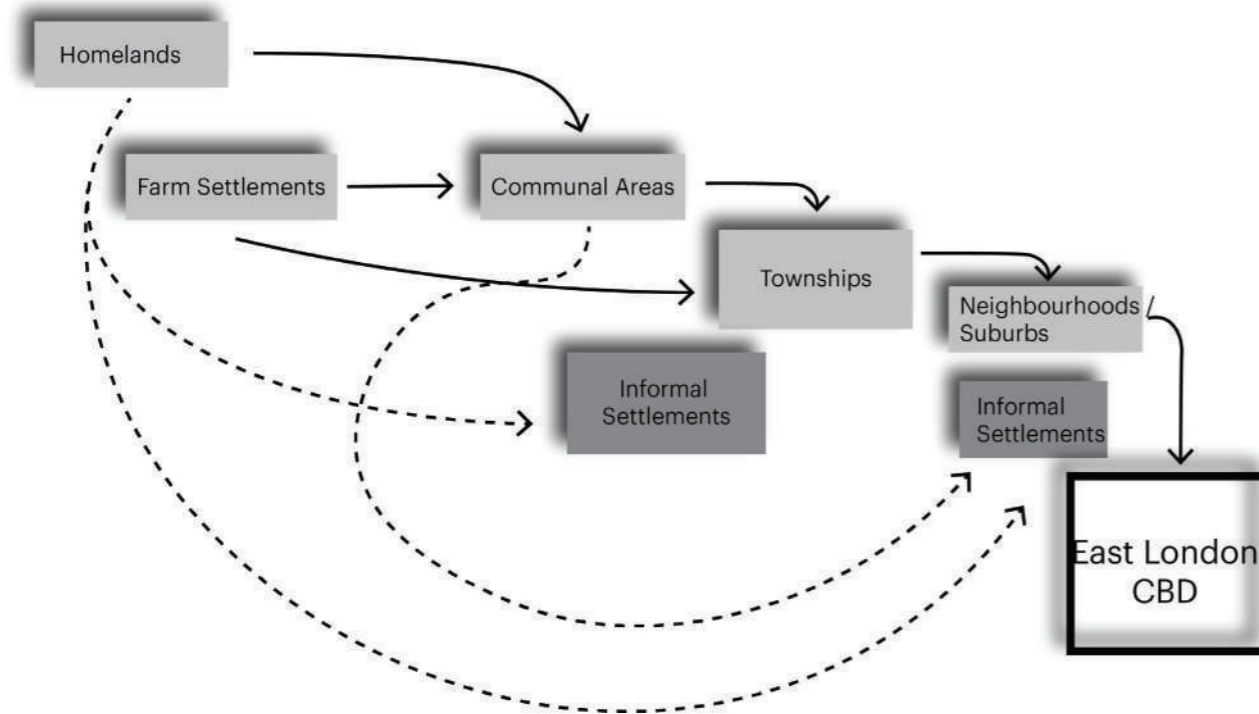


Figure 75: Social Mobility Diagram.
Diagram Illustration: Author (2023)

Depicted in the diagram is the urban migration of Black households from the rural areas of the Eastern Cape to East London. The upper set of arrows can be described as a gradual progression that often spans generations, involving the process of moving closer to the suburbs over time. In contrast, the lower set of arrows represents an immediate necessity to relocate to the city in search of better opportunities. This often leads to individuals settling in self-constructed dwellings in Townships or informal settlements, primarily due to the absence of familial or peer connections capable of providing support for housing in the Township or suburban areas.

Impact of Decentralisation

The fear of democracy

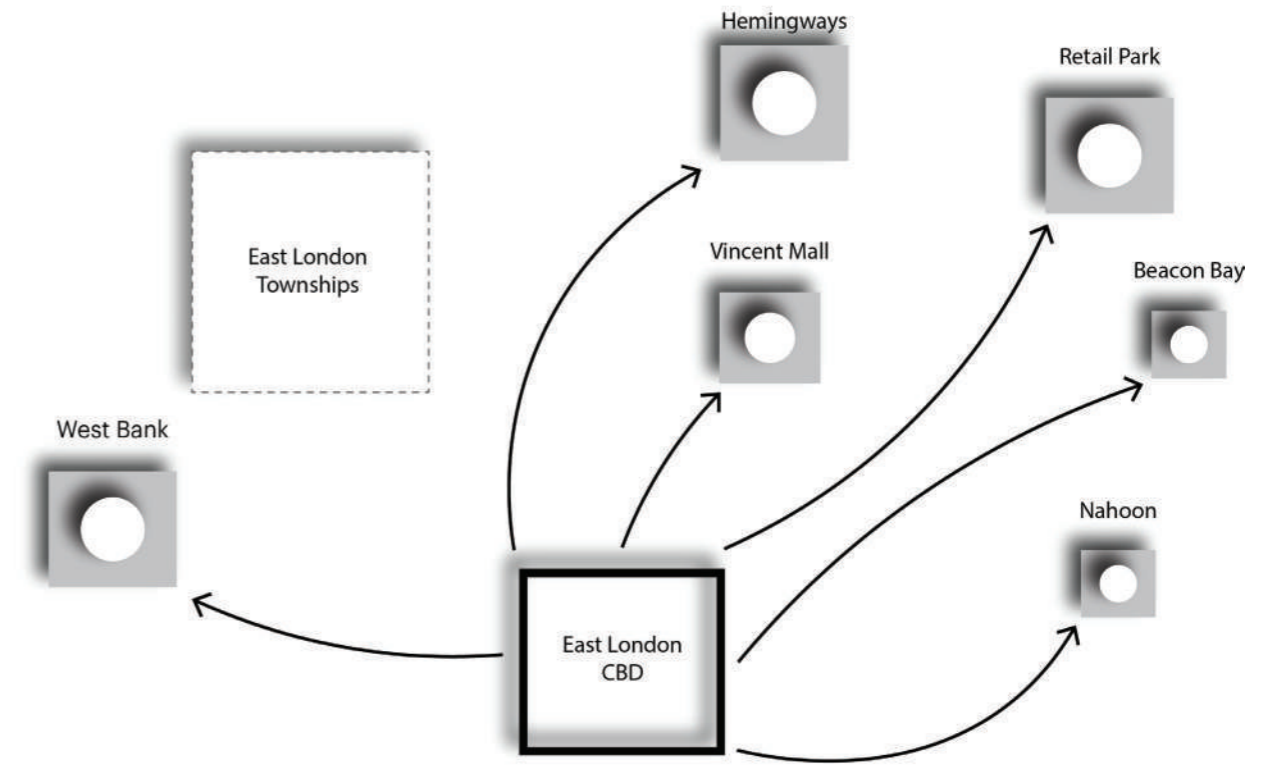


Figure 76: Decentralisation of business in East London
Diagram illustration: Author (2023)

As the prospect of democracy emerged in the late 1980s, private businesses began relocating from the CBD out of apprehension concerning the potential surge in the non-white population within the city. Consequently, new CBDs were constructed in suburban areas that had previously enforced racial segregation, barring black people from residing there. This represented a discreet method of perpetuating segregation through privately funded developments, wherein black individuals were primarily seen as a workforce for these newly established CBDs.

Study Area Analysis

Unpacking East London



Figure 77 : Contextual Map of East London City showing building footprint and Study Area. Maps produced by Author (2023)

- Building Footprint
- Informal Settlements
- Study Area
- Buffalo River
- Indian Ocean
- ERF

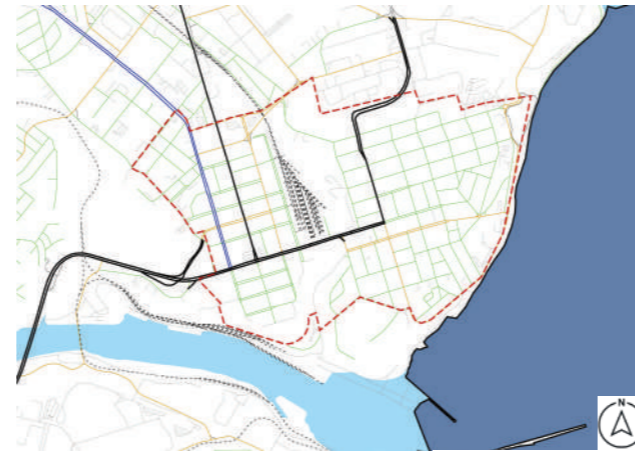


Figure 78 : Contextual Map of East London City showing Transport Network. Map produced by Author (2023)

- Study Area
- Buffalo River
- Indian Ocean
- Primary Road
- Secondary Road
- Tertiary Road
- Residential Road
- Service Road
- Railway Line
- ERF



Figure 79 : Contextual Map of East London City showing vegetation and water system. Map produced by Author (2023)

- Study Area
- Buffalo River
- Indian Ocean
- Undisturbed Vegetation
- East London Zoo
- Beach Sand
- Public Open Space
- Disturbed Vegetation
- Recreational Sports Field
- Land Parcels proposed for development
- Cemetery
- Building Footprint

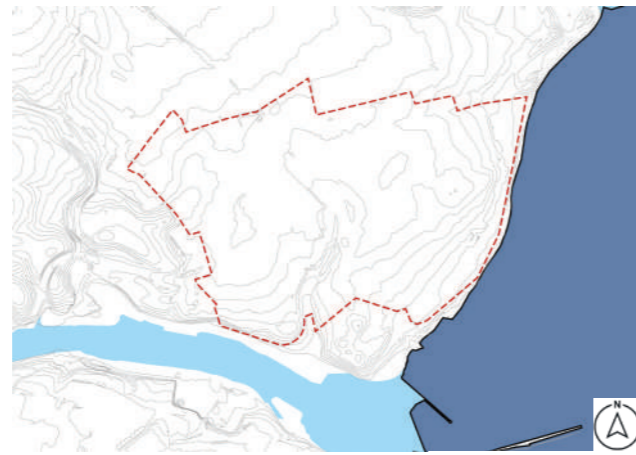


Figure 80: Contextual Map of East London City showing contours and Study Area. Map produced by Author (2023)

- Study Area
- Contours



Figure 81 : Contextual Map of East London City showing Transport Network. Map produced by Author (2023)

- Neighbourhoods
- Buffalo River



Figure 82: Contextual Map Transport networks, Landscape and building footprint Map produced by Author (2023)

- Study Area
- Buffalo River
- Indian Ocean
- Undisturbed Vegetation
- East London Zoo
- Beach Sand
- Public Open Space
- Disturbed Vegetation
- Recreational Sports Field
- Land Parcels proposed for development
- Cemetery
- Building Footprint
- Primary Road
- Secondary Road
- Tertiary Road
- Residential Road
- Railway Line
- ERF

Street Conditions A

A section through memory lane



Oxford Street Section

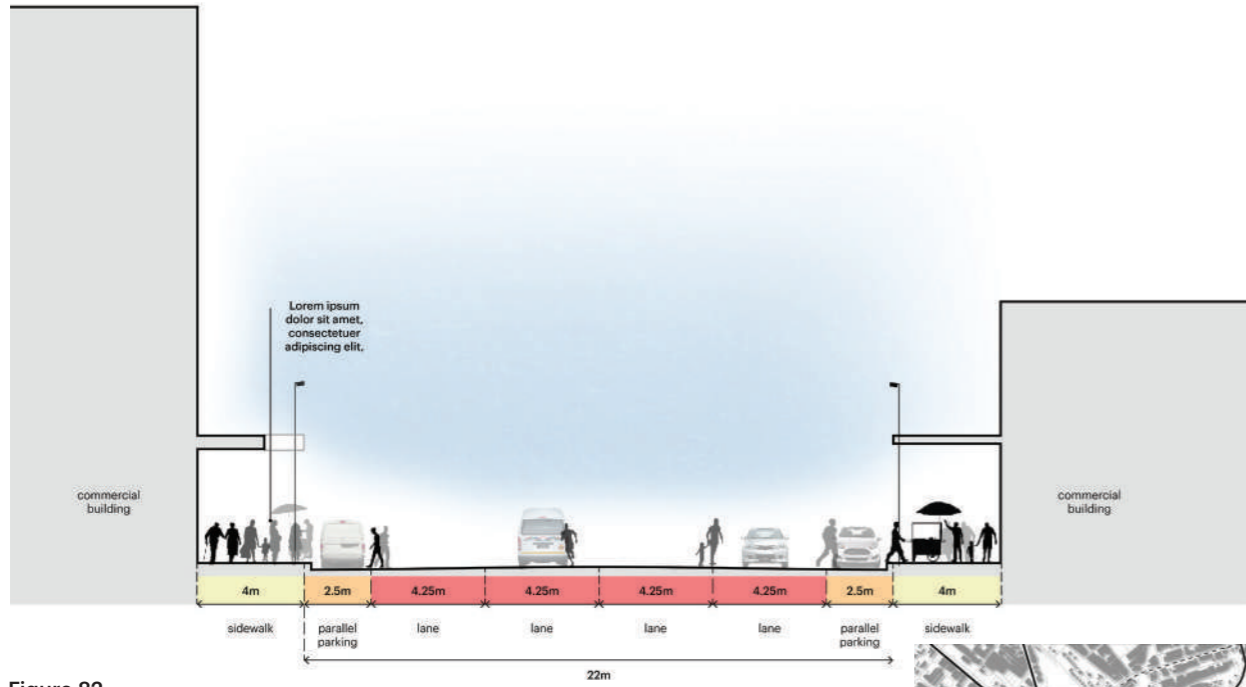


Figure 82:



Terminus Street Section

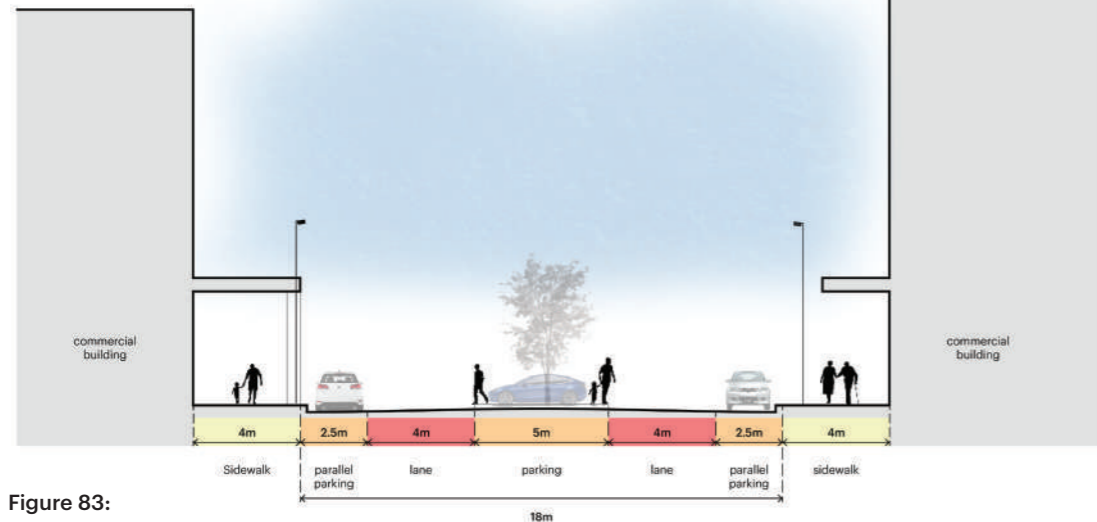


Figure 83:



Figure 84 : Oxford Street church view 1936
Source: Museum Archives (2023)



Figure 85: Oxford Street church view 2007
Source: East London Museum Archives (2023)



Figure 86: Oxford Street church view 2023
Source: Google Maps (2023)



Figure 87: City Hall Public Space 1936
Sourced: Museum Archives (2023)



Figure 88: City Hall Public Space 2007
Source: East London Museum Archives (2023)



Figure 89: City Hall Public Space 2023
Source: Google Maps (2023)



Figure 90 : Terminus Street (Circa 1915)
Source: East London Museum Archives (2023)



Figure 91 :Terminus street 2007
Source: East London Museum Archives (2023)



Figure 92: Terminus Street 2023
Source: Google Maps (2023)



Figure 93 : Oxford Street 1910
Source: East London Museum Archives (2023)



Figure 94: Oxford Street 2007
Source: East London Museum Archives (2023)



Figure 95: Oxford Street
Source: Google Maps (2023)

Street Conditions B

A section through memory lane



Station Road Section

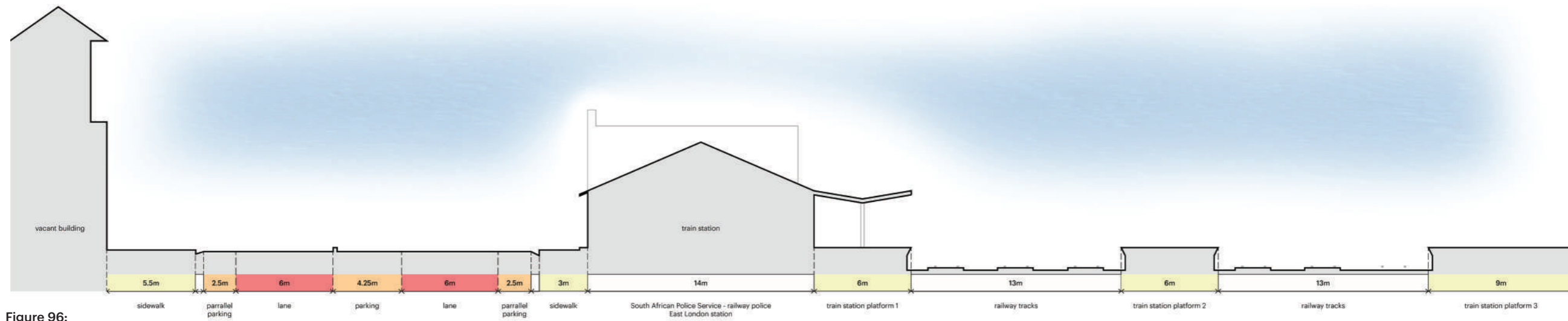
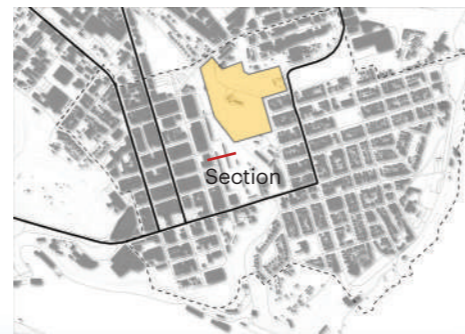


Figure 96:



Signal Street Section

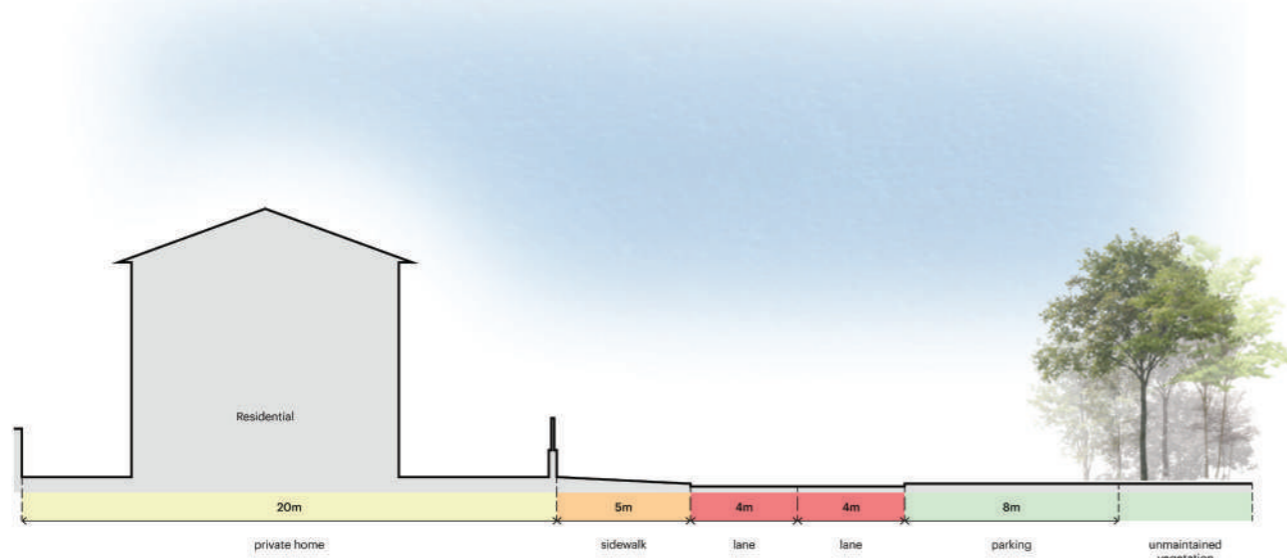


Figure 97:



Parkside Road Short Section

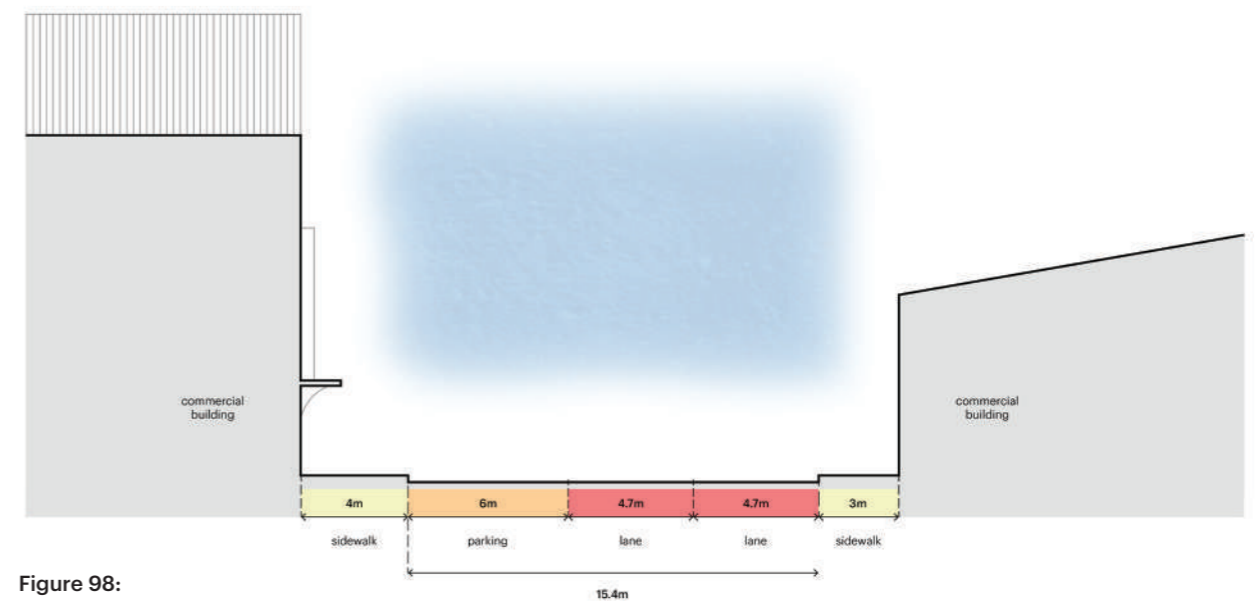


Figure 98:

Street Conditions C

A section through memory lane
Parkside Road Long Section

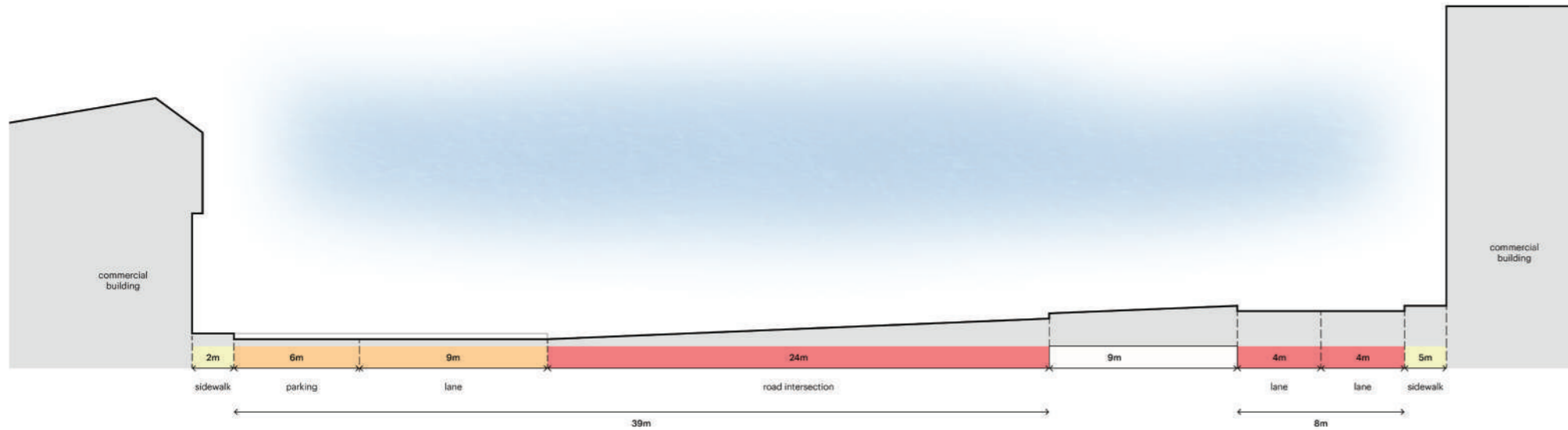


Figure 99:

Figure 100: Streets occupied by Taxi's & Amaphela



Figure 101: City Hall fenced-up

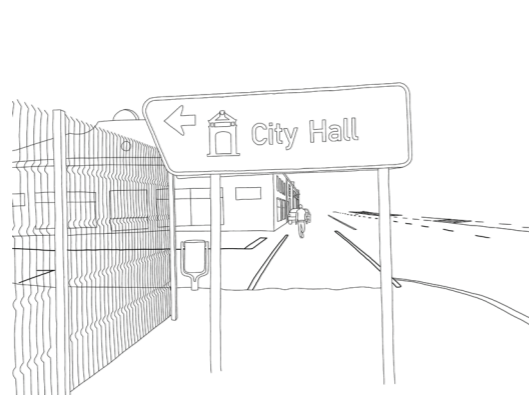


Figure 102: Installation of High Walls by Train Station

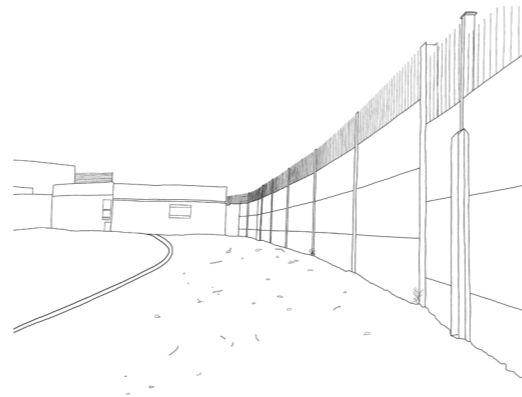


Figure 103: Congested pedestrian pathway



Figure 104: Oxford street

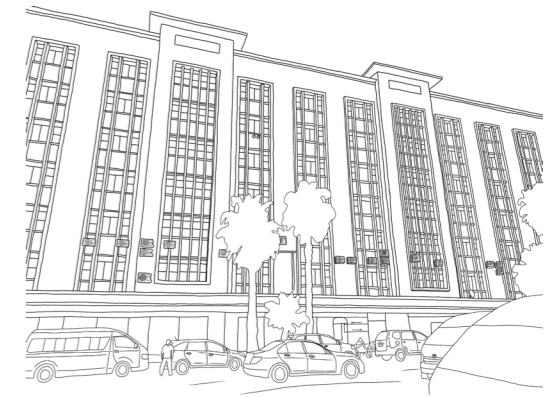


Figure 105: Parkside Township



Figure 106: East London CBD



Figure 107: North End

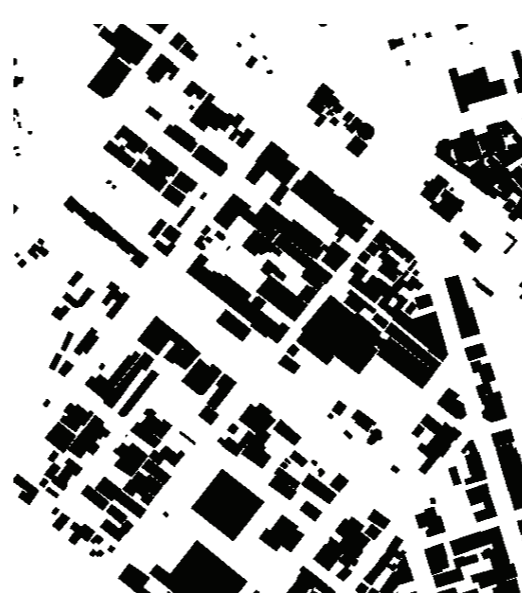


Figure 108: Arcadia



Figure 109: Quigney



Policies & Proposals

Massive ideas, no implementation

1. Economic nodes / Areas of Employment
2. Marginalised Residential Areas and Informal Settlements
3. Strategic Public Transport Corridor linking the above two elements.

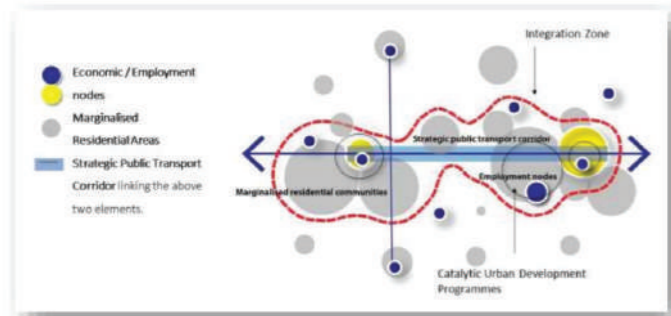


Figure 110: Spatial Targeting Structuring Elements: Public transport corridors and nodes. (Source BCMM BEPP 2019-20)

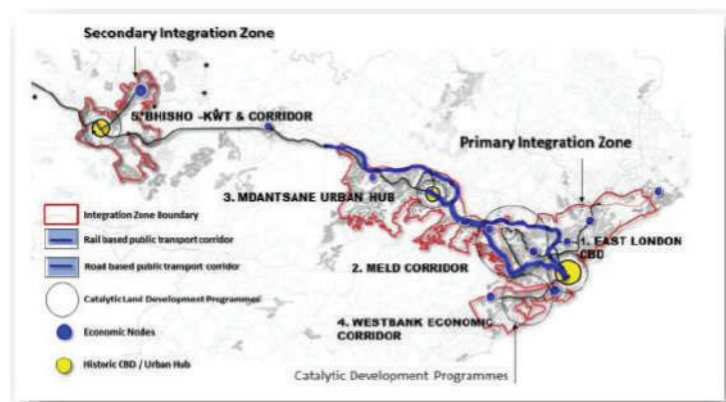


Figure 111: Spatial Targetin: BCMM Urban Network Strategy (Source BCMM BEPP 2019-20)

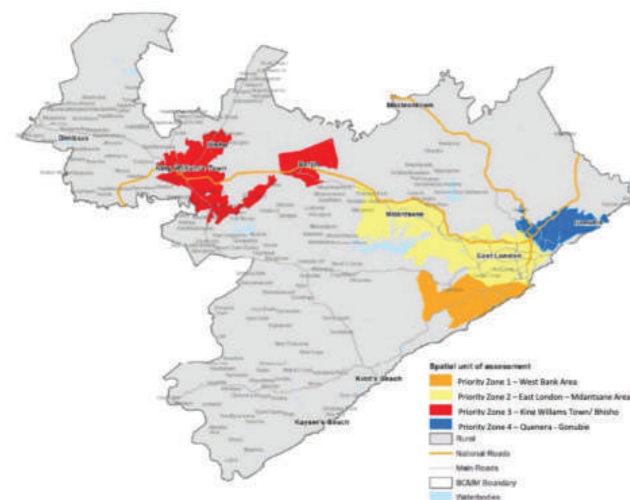


Figure 112: BCMM Spatial Development Framework 2019-2014, published 2020



Figure 112: GAPP proposal, 1998



Figure 113: Urban Land Institute proposal, 2014



Figure 115: Conceptual Use Configuration of Sleeper Site



Figure 117: BCM Development of the sleeper site, 2015



Figure 114: University of Fort Hare proposal, 2011



Figure 116: Private developer proposal, 2023

Study Area



Design Intention

Legend

- Study area
- Primary routes
- Railway Line
- Parking Lots
- Primary & Secondary Schools
- Tertiary Education
- Student Accommodation
- Supermarkets
- Police Station
- Informal Settlement
- Vacant land
- BMCDA Development Parcels
- New Public Space development
- Train Station precinct
- Lower CBD Activity
- Upper CBD Activity
- Points of interest
- Amaphela Taxi rank
- Formal Taxi rank
- Informal Taxi rank
- Bus stop
- Long distance bus stop
- Train Station
- ERF
- Coastal edge
- Indian Ocean
- Buffalo River
- East London Zoo
- Undisturbed vegetation
- Disturbed vegetation
- Open space
- Cemetery



Scale
1 : 5 000



Design Opportunities & Constraints

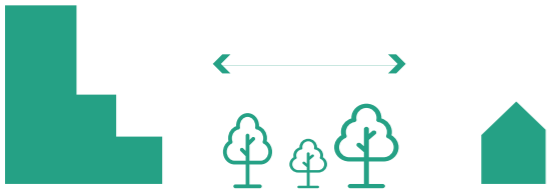
Legend

- Study area
- Edges
- Green Corridor
- Barriers
- Precinct
- Anchors
- Vegetation
- East London Zoo
- East London Harbour
- Buffalo River
- Coastal Edge
- ERF

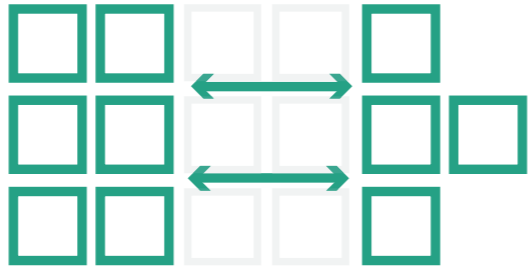


Scale
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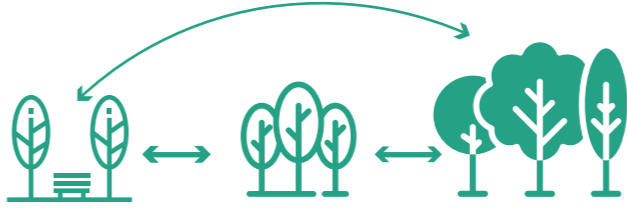
Design Principles



Choice, connectivity & access



Connecting the grid



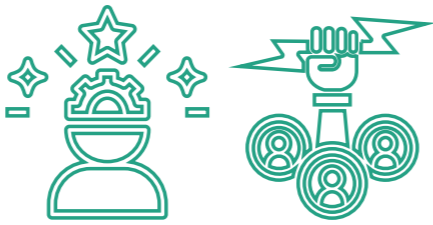
Ecological corridors and green infrastructure



Live, work, play



Diversity & densification



Empowering & generative

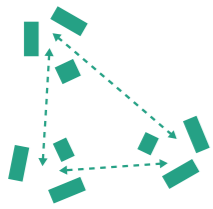


Public infrastructure anchors



Public transport interchange near social infrastructure

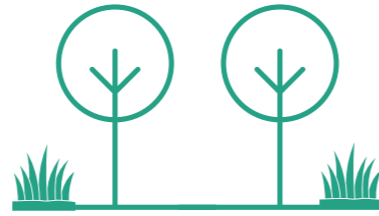
Design Strategies



Create and connect
Public spaces



Separate
pedestrians from
vehicles



Green Canopies
and incorporate
planting



Activate ground floor
spaces to spill out



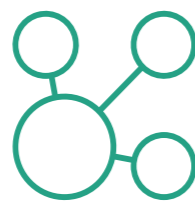
Signage, wayfinding
and identity



Decrease the width of
the roads



Enhance and
improve open
spaces



Separate
pedestrians from
vehicles



create flexible
outdoor spaces to
accommodate to
scale of events or
economy



Activate ground floor
spaces to spill out



Establish new and
representational
landmarks



Safe and well
lit pathways in
urban and natural
environments

Design Toolkit



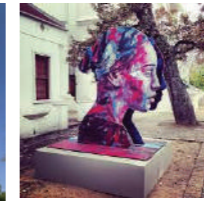
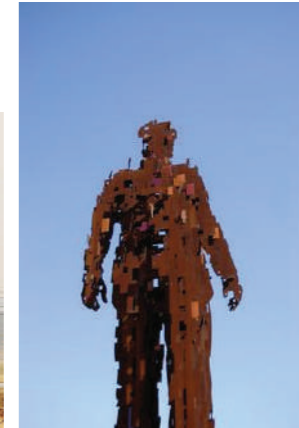
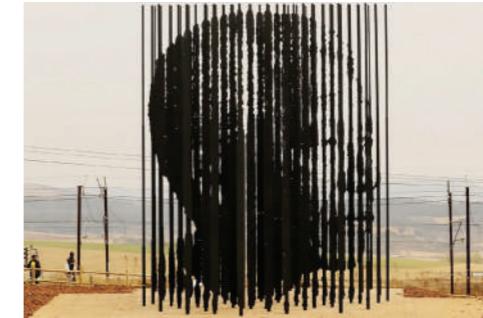
Public Squares

creating spaces for people of East London to gather, connect and reflect, also to cater for different events and economies of scale



Recreational Spaces

Creating recreational spaces on underutilised land for people to socially interact and play outside their living and work space.



African city

Understanding that the landmarks in East London don't reflect the demographic. This give a chance for the city to have a new identity which reflects and represents it's people



Community Spaces

Incorporating social infrastructure near public spaces allows for the activity for community programs to spill out in the public encouraging a wider participation

Design Framework

Connecting the City Centre to Quigney

Legend

- Study area
- Primary routes
- Railway Line
- Edges
- Primary Connections
- Secondary Connections
- Proposed New Connection
- Proposed Public Realm upgrade
- Precinct Area
- Institutions
- Student accommodation
- Super Markets
- Vacant Land
- Informal Settlement
- East London Zoo
- Vegetation
- Buffalo River
- Coastal Edge
- Cemetery
- ERF
- Primary Activity Node
- Secondary Activity Node
- Proposed Public Squares
- Proposed PTI

















Design Precinct

Developing "Sleeper Site"

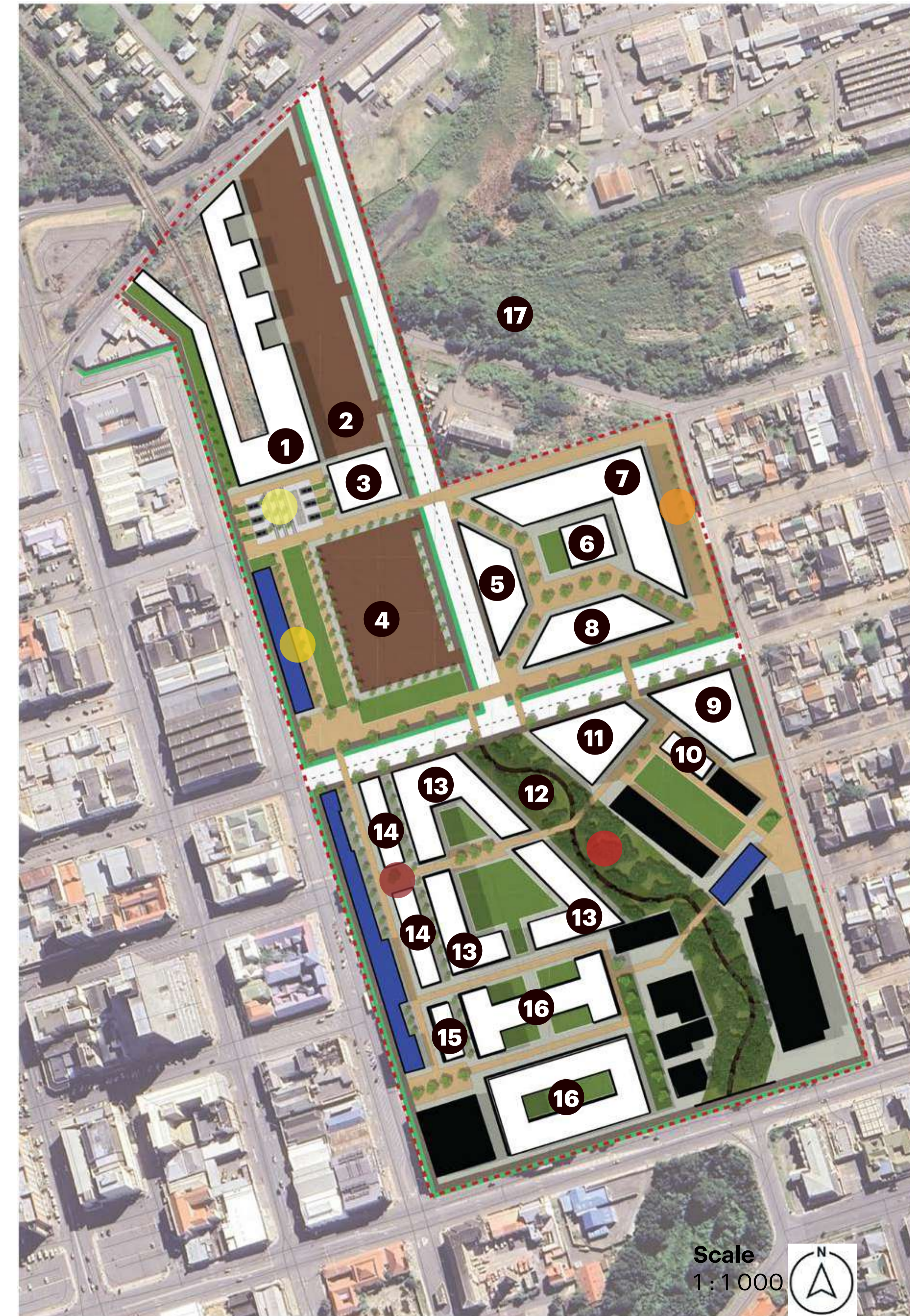
Legend

1. Proposed Public Transport Interchange building
2. Parking for different PTI Services
3. Proposed Community Centre
4. Proposed parking parade
5. Proposed Mixed-use Development
6. isiXhosa Museum
7. Proposed Mixed-use development
8. Proposed Commercial Space
9. Proposed Commercial Space
10. Proposed Entertainment building
11. Proposed Sports Centre
12. Proposed Trail walk connecting to harbour
13. Proposed Mixed-use housing development
14. Proposed Mixed-use commercial development
15. Proposed Innovation Centre
16. Proposed Student Accommodation
17. Proposed Land Parcel to develop

-  Precinct Boundary
-  Proposed building development
-  Existing Buildings
-  Renovated Existing Buildings
-  Green Open space
-  Bicycle Lane
-  NMT Route
-  Sidewalk paving
-  Building paving
-  Focus Area 1
-  Focus Area 2
-  Focus Area 3
-  Focus Area 4
-  Focus Area 5



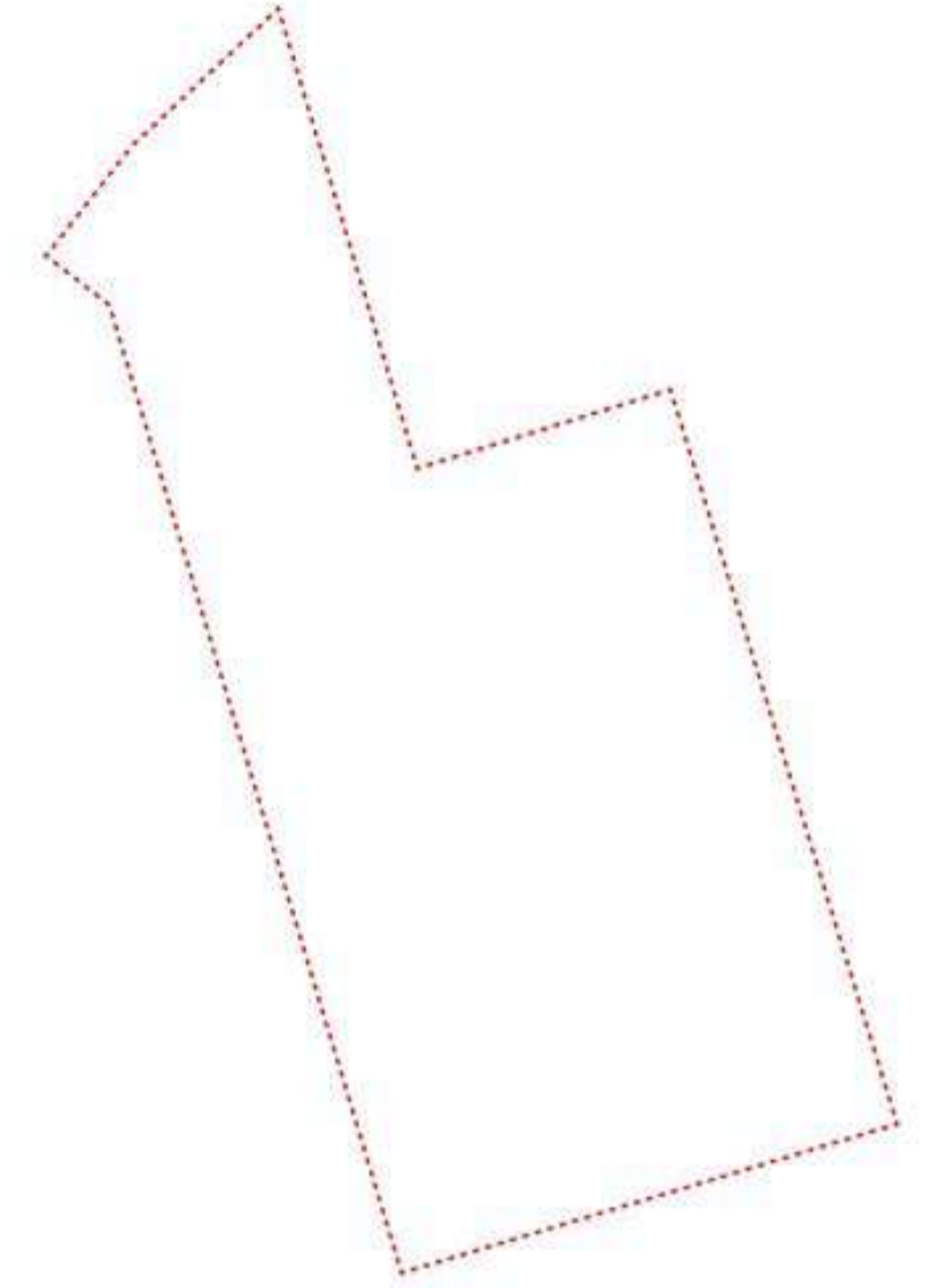
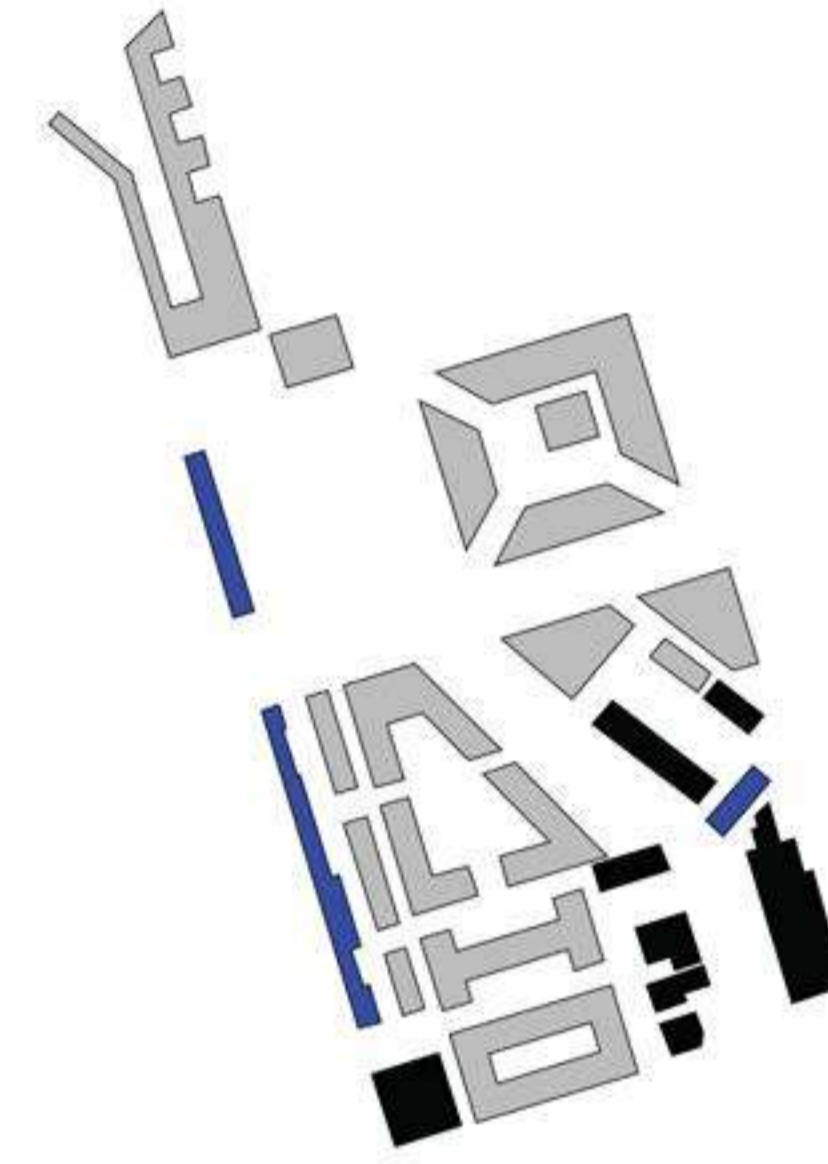
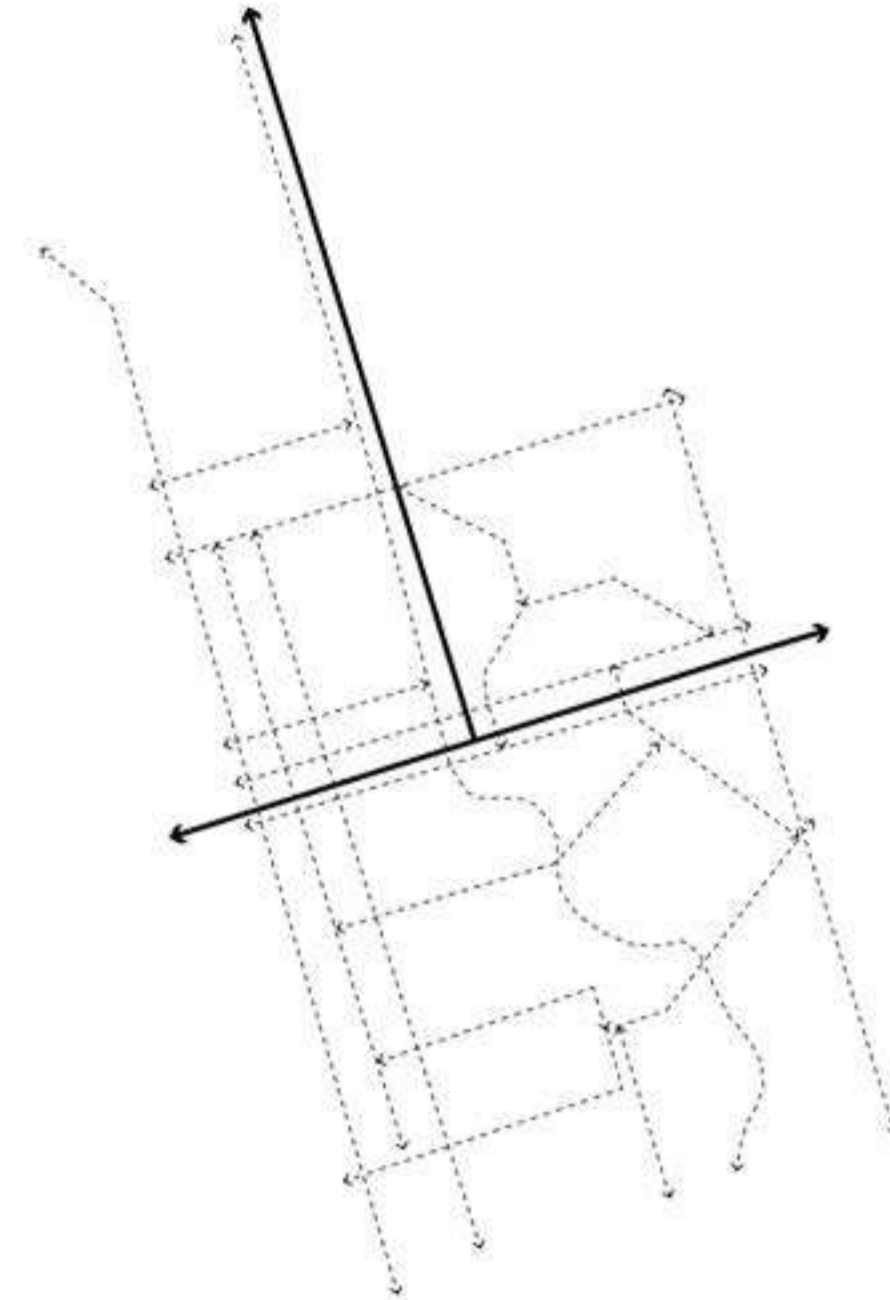
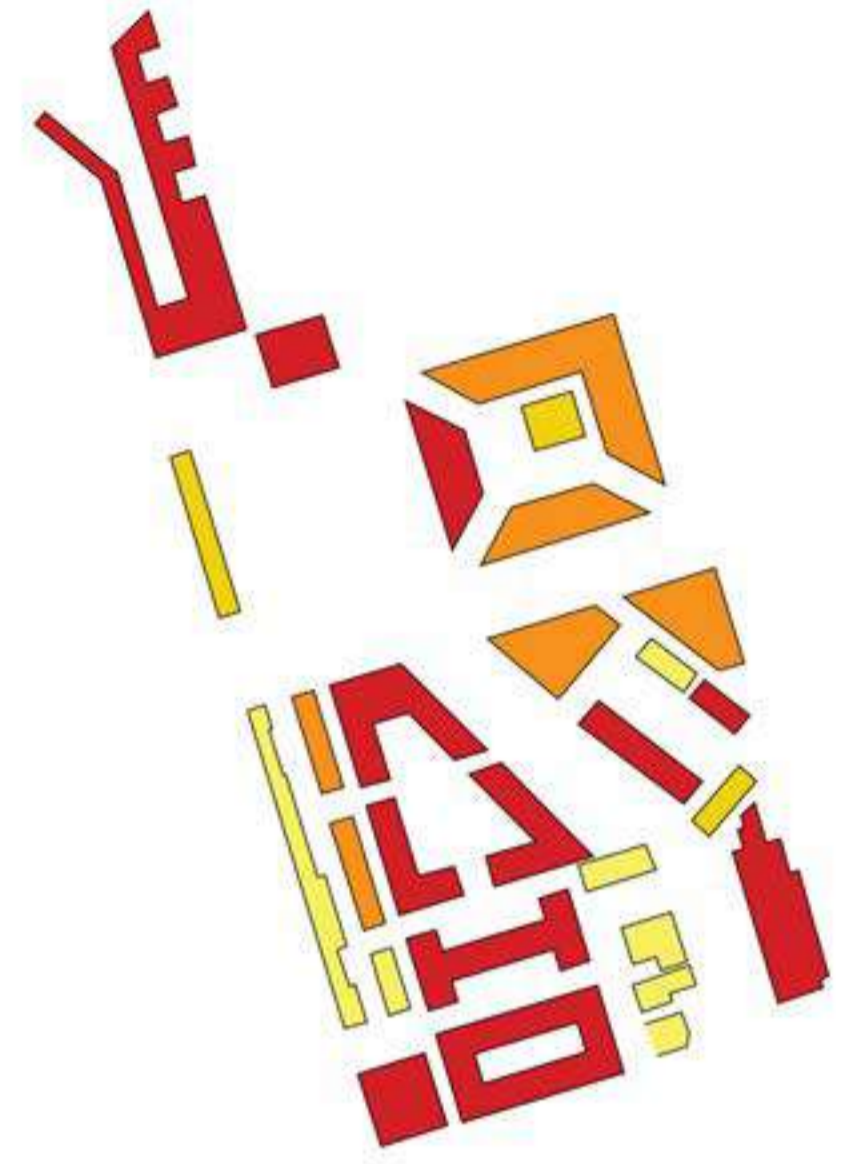
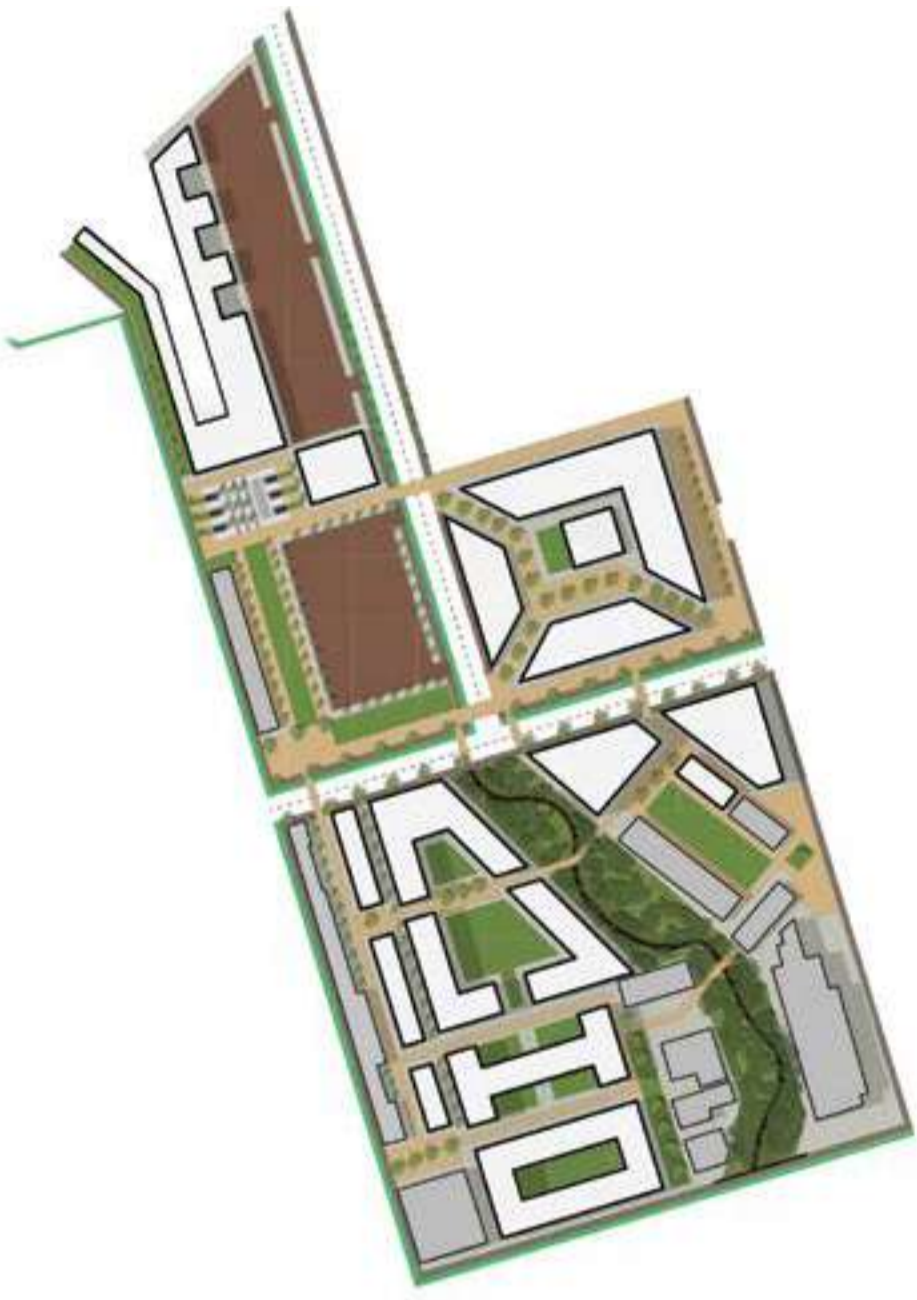
Existing Condition



Proposed Development

Design Precinct Diagrams

Understanding the precinct



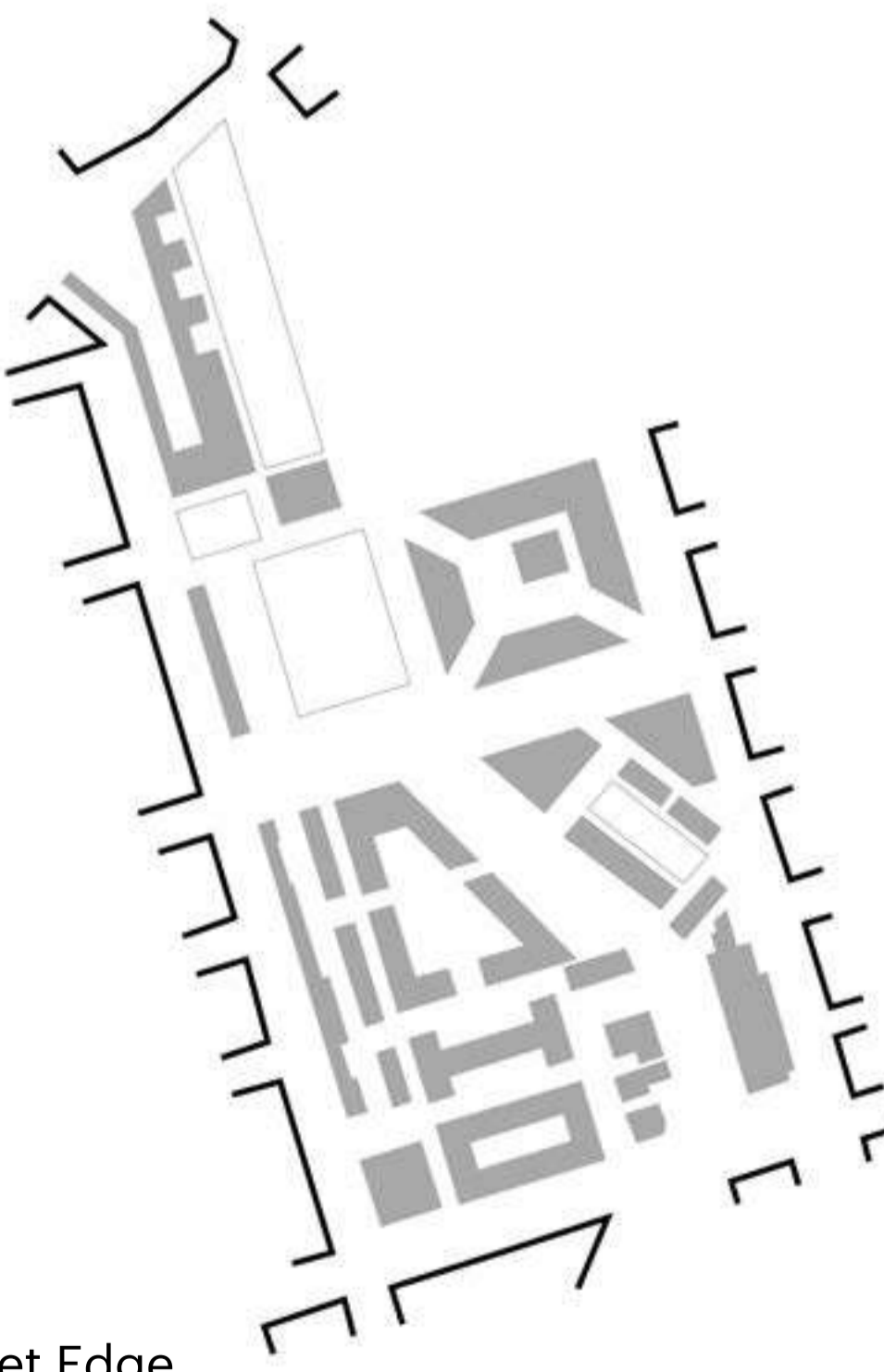
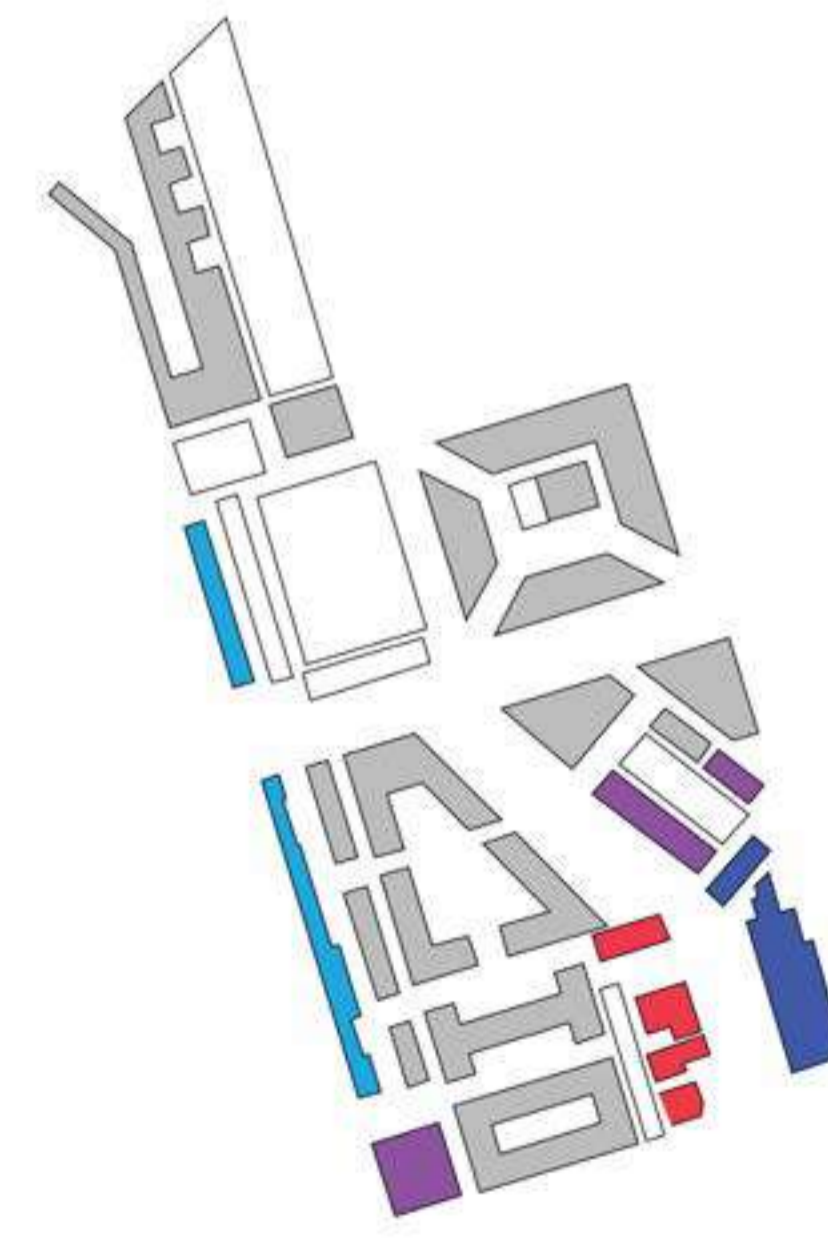
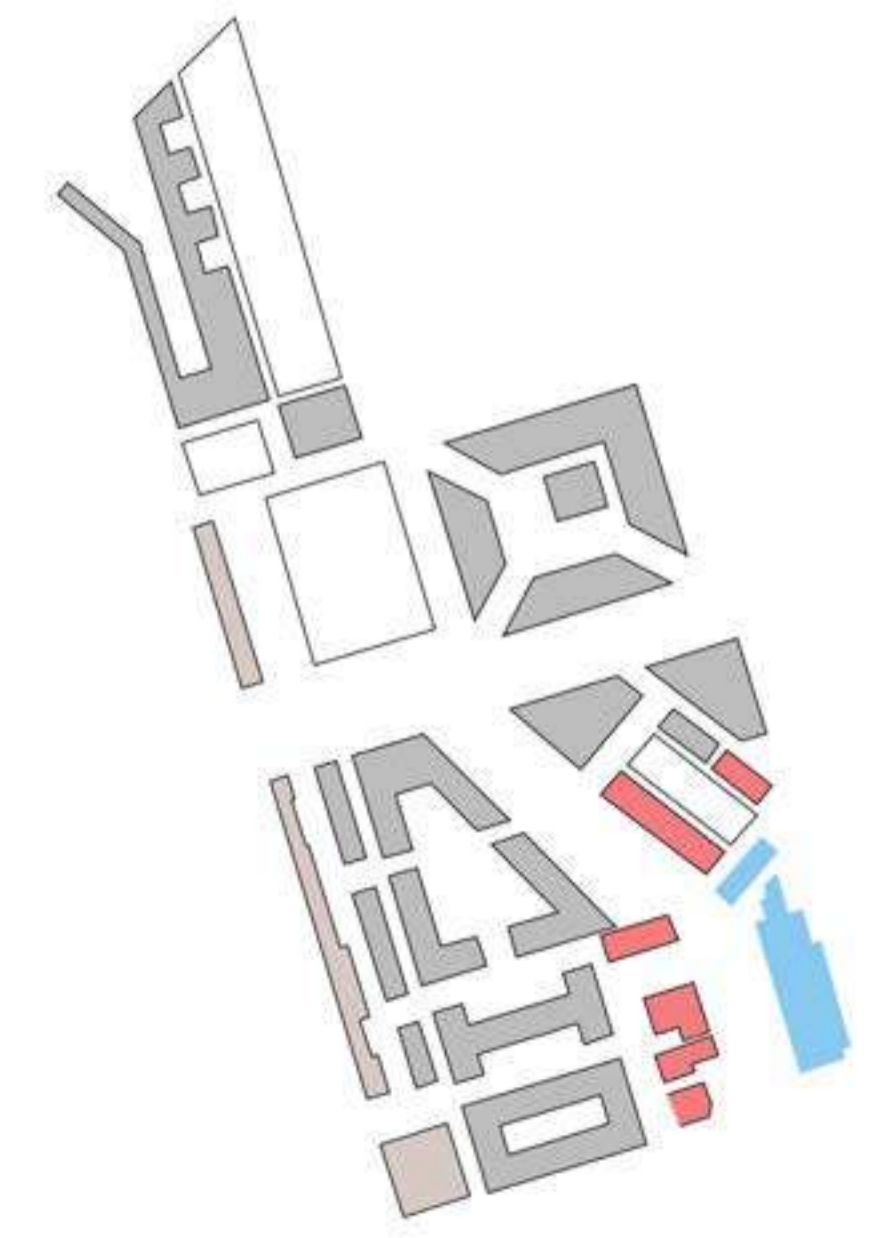
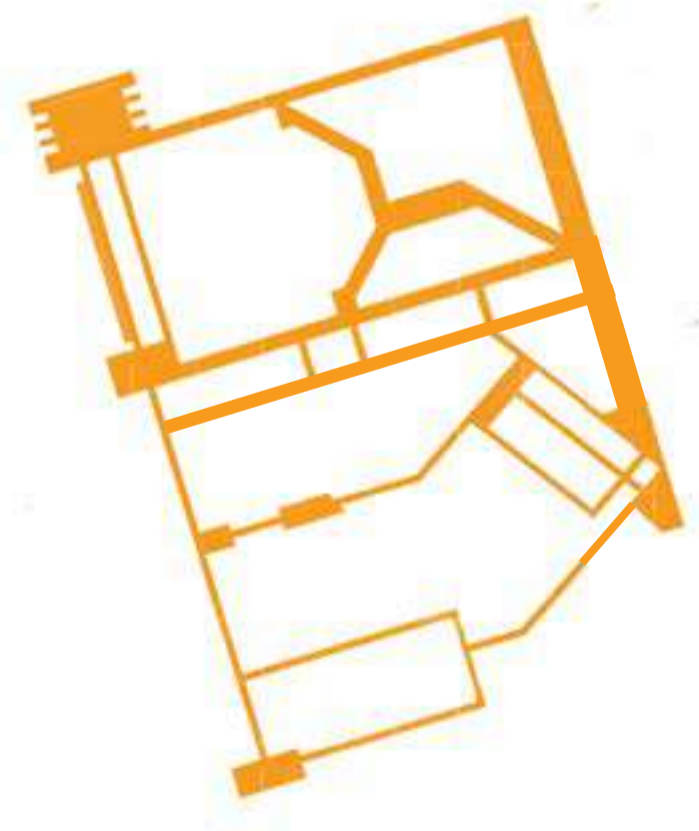
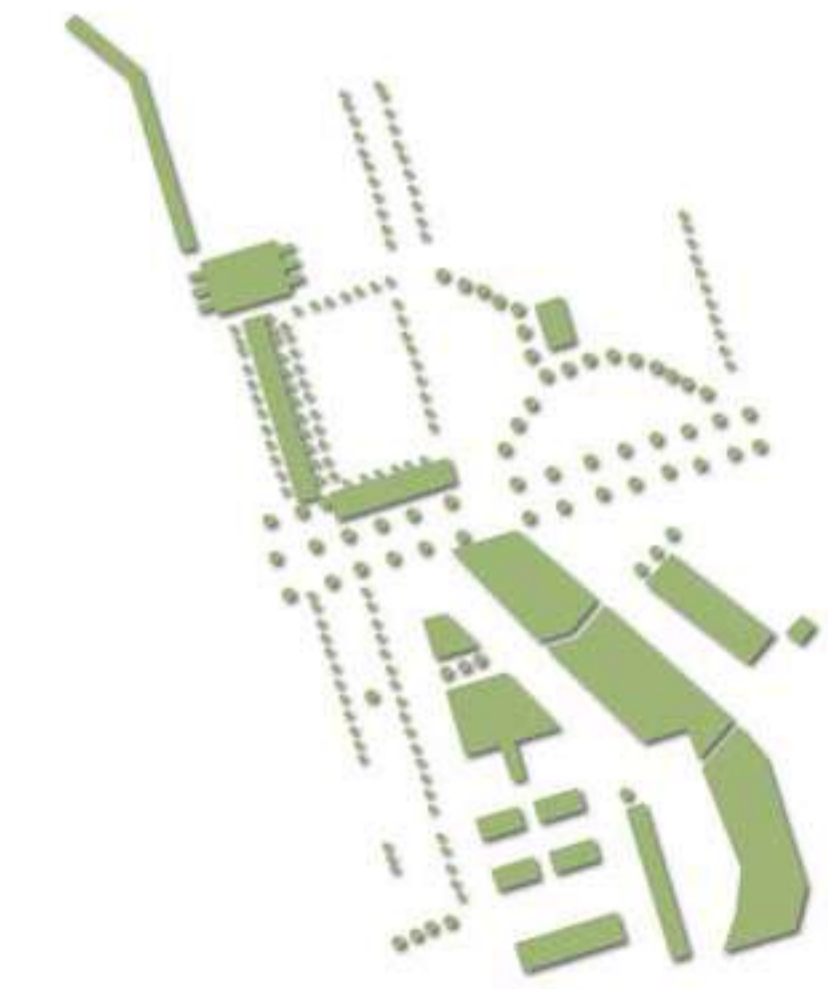
Design Precinct

- Single storey
- Double storey
- Tripple storey
- Quadruple storey

- Vehicle movement
- Pedestrian movement

- Proposed Development
- Existing Buildings
- Existing Renovated Buildings

- Precinct Area



Landscape

Public Space

- Government zoning
- Business zoning
- Transport zoning
- New precinct zoning required

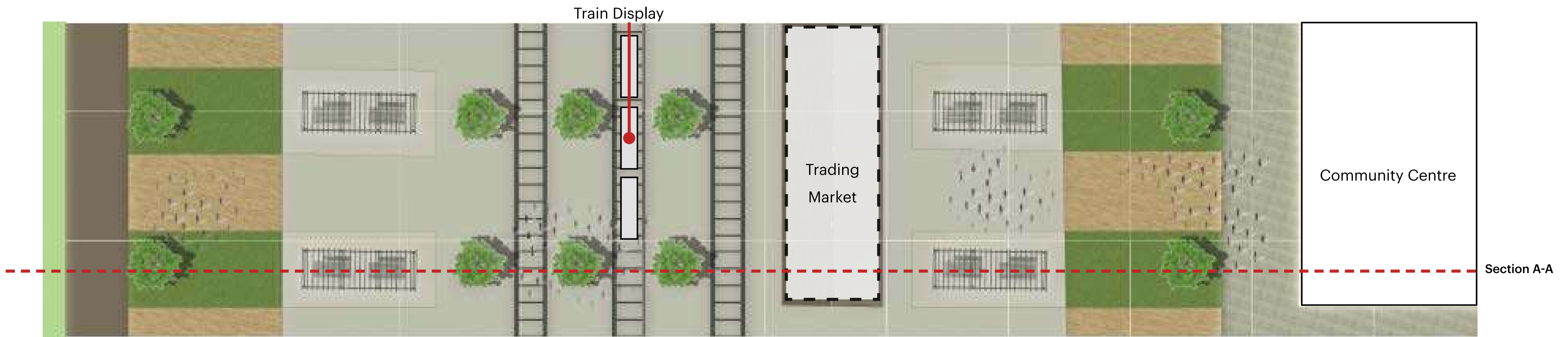
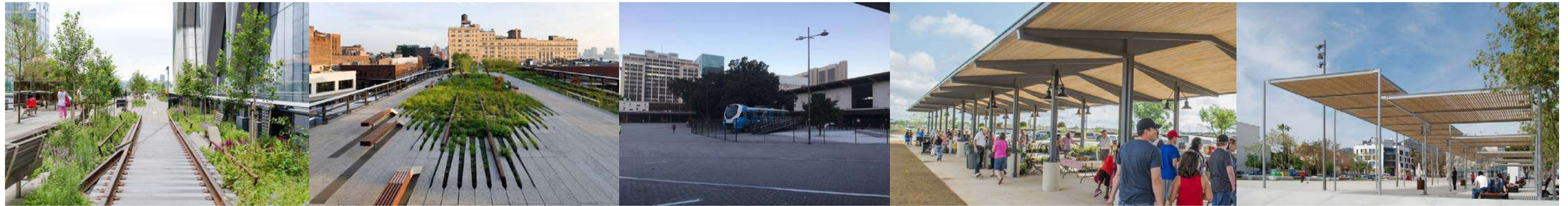
- Passenger Rail Agency of South Africa
- Government Facility
- Proposed Precinct Development
- Student Housing
- Commercial Business

- Street Edge
- Proposed Outdoor Development
- Proposed Building Development

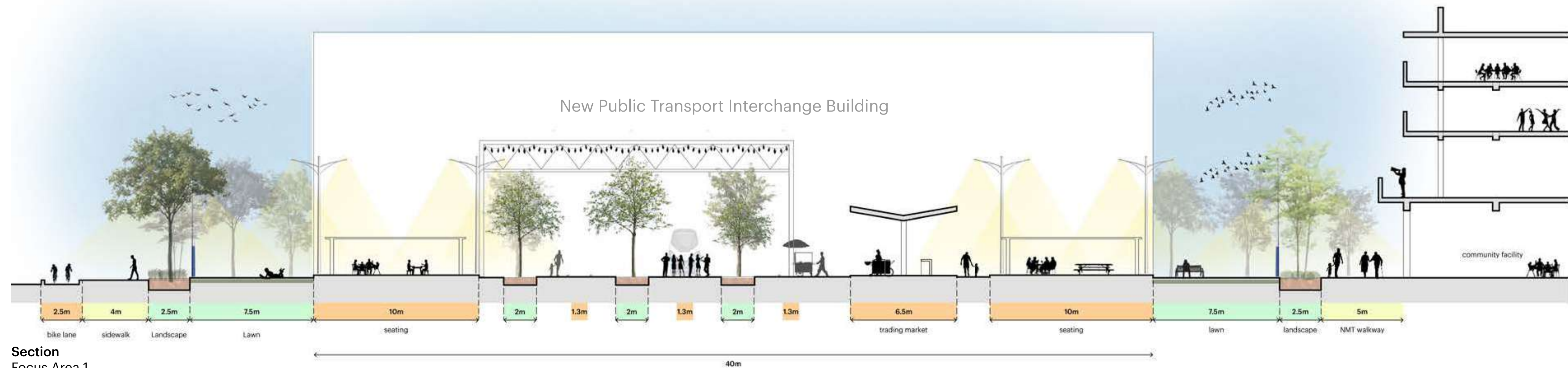
Design Explanation

Focus Area 1

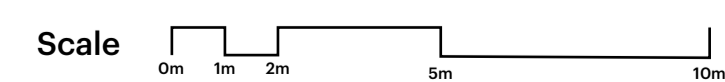
Train Station Plaza



Plan
Focus Area 1

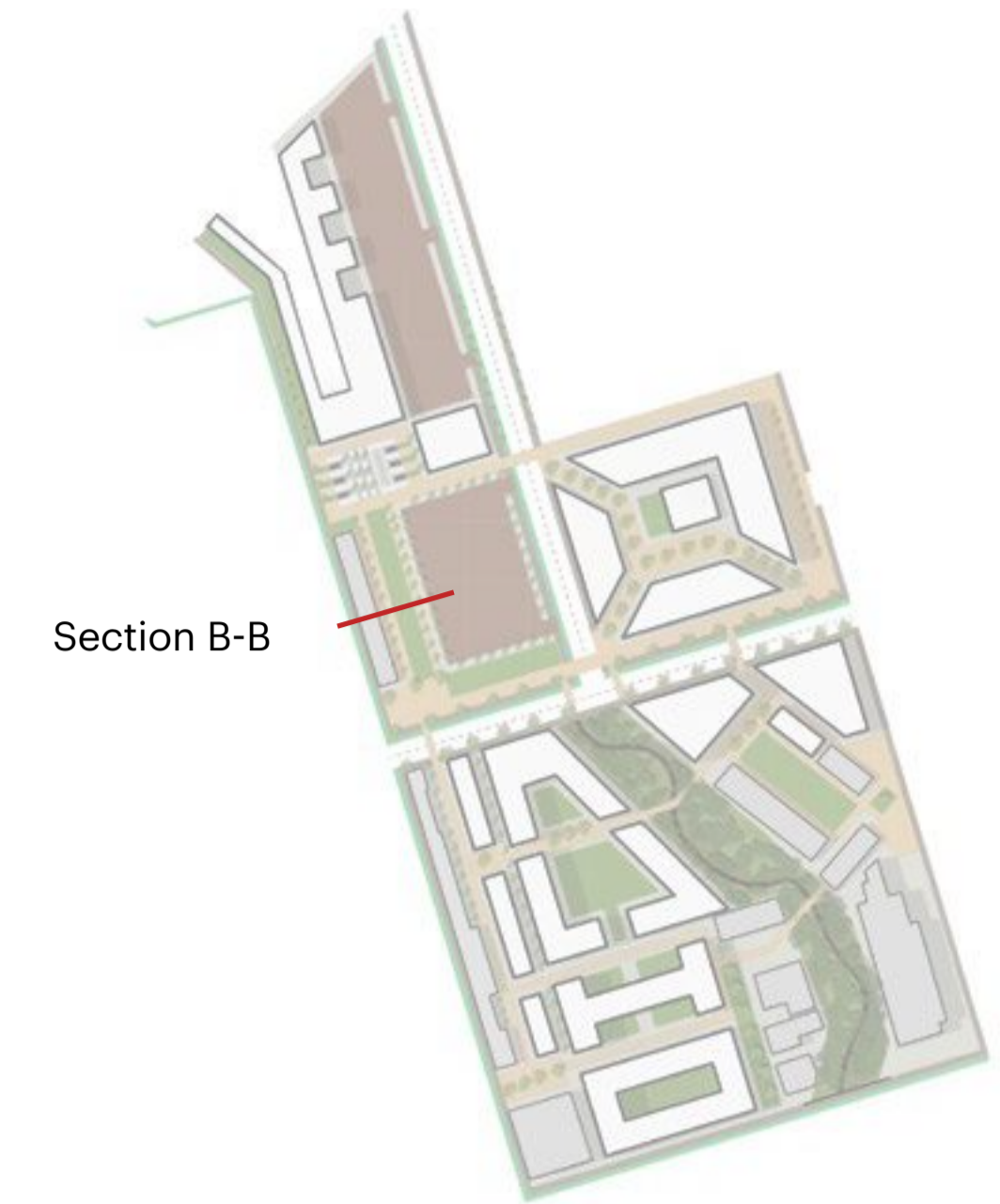
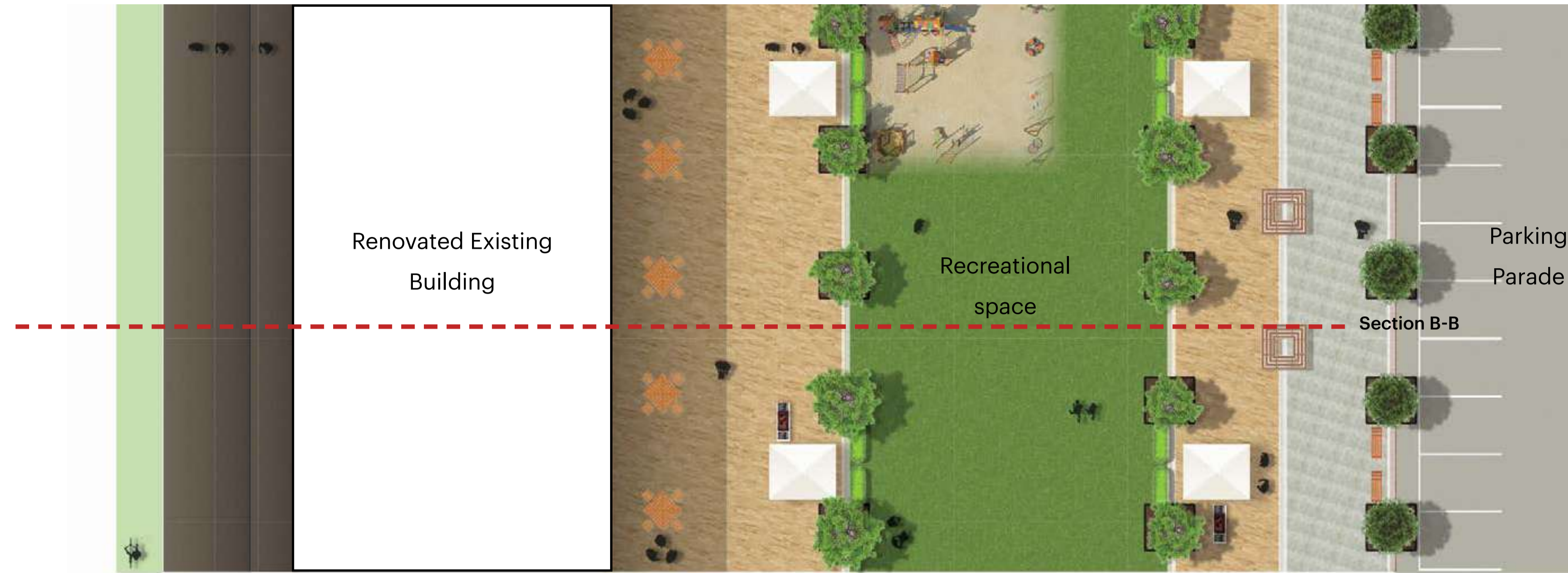


Section
Focus Area 1

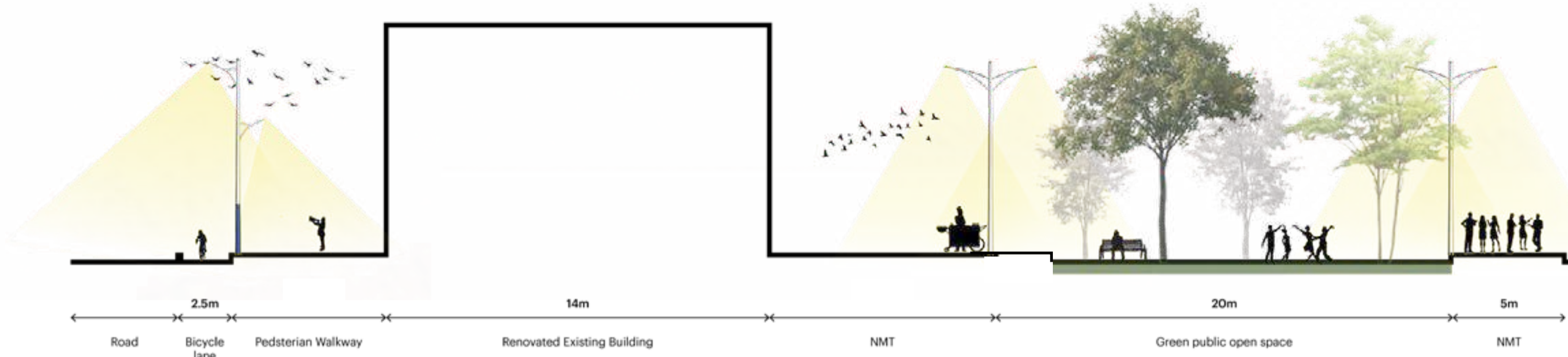


Focus Area 2

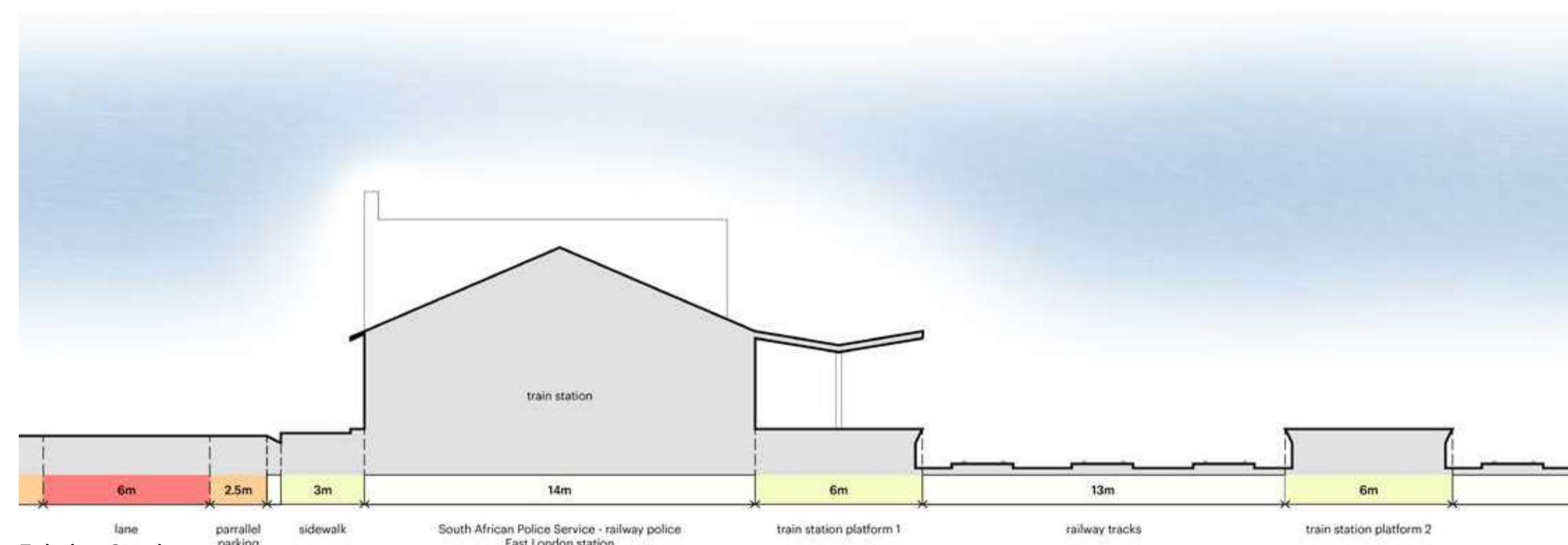
Old Train Station Building



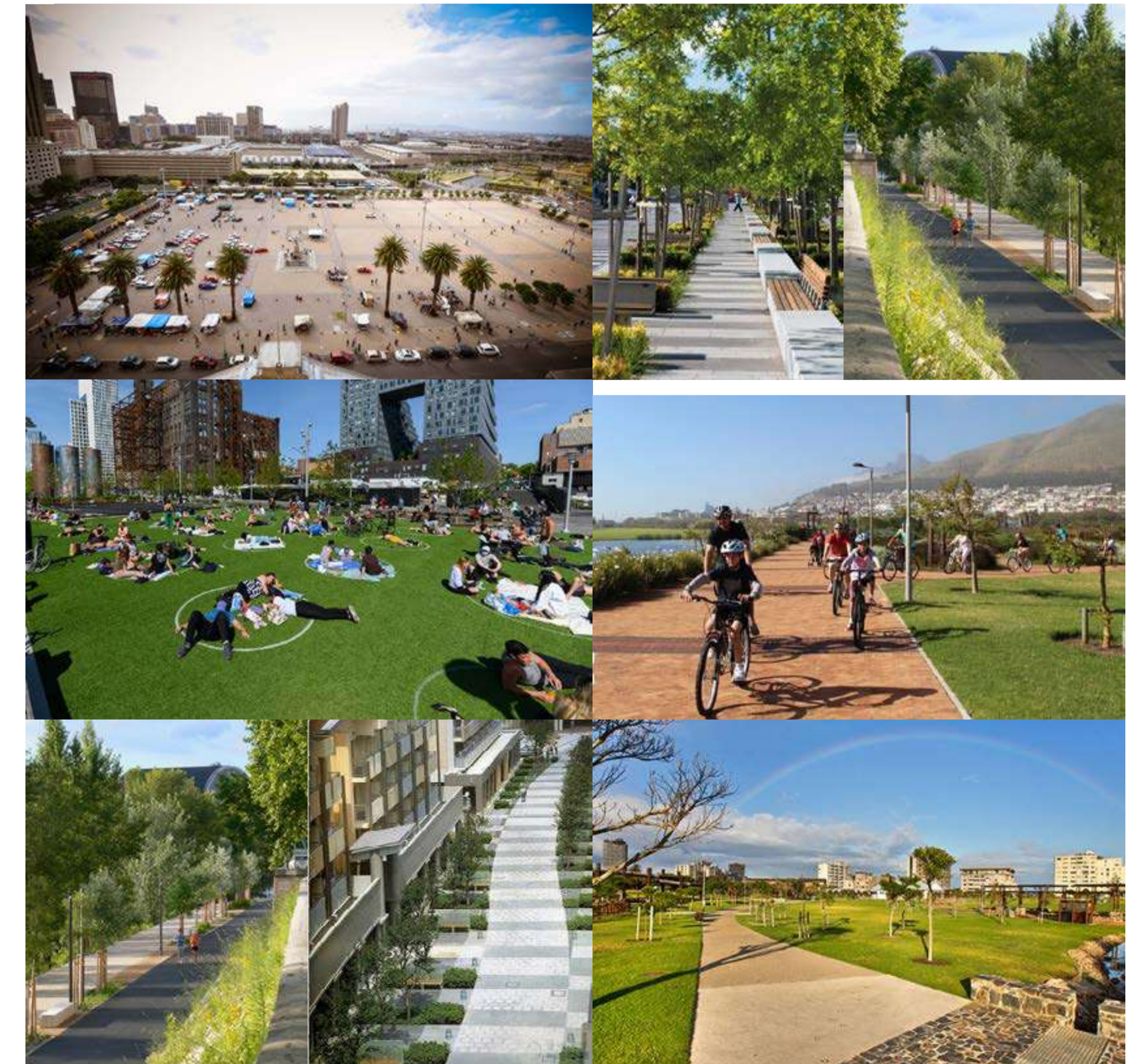
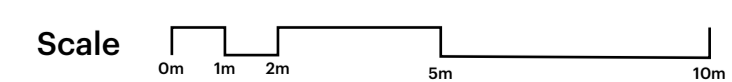
Proposed Plan
Focus Area 2



Proposed Section
Focus Area 2

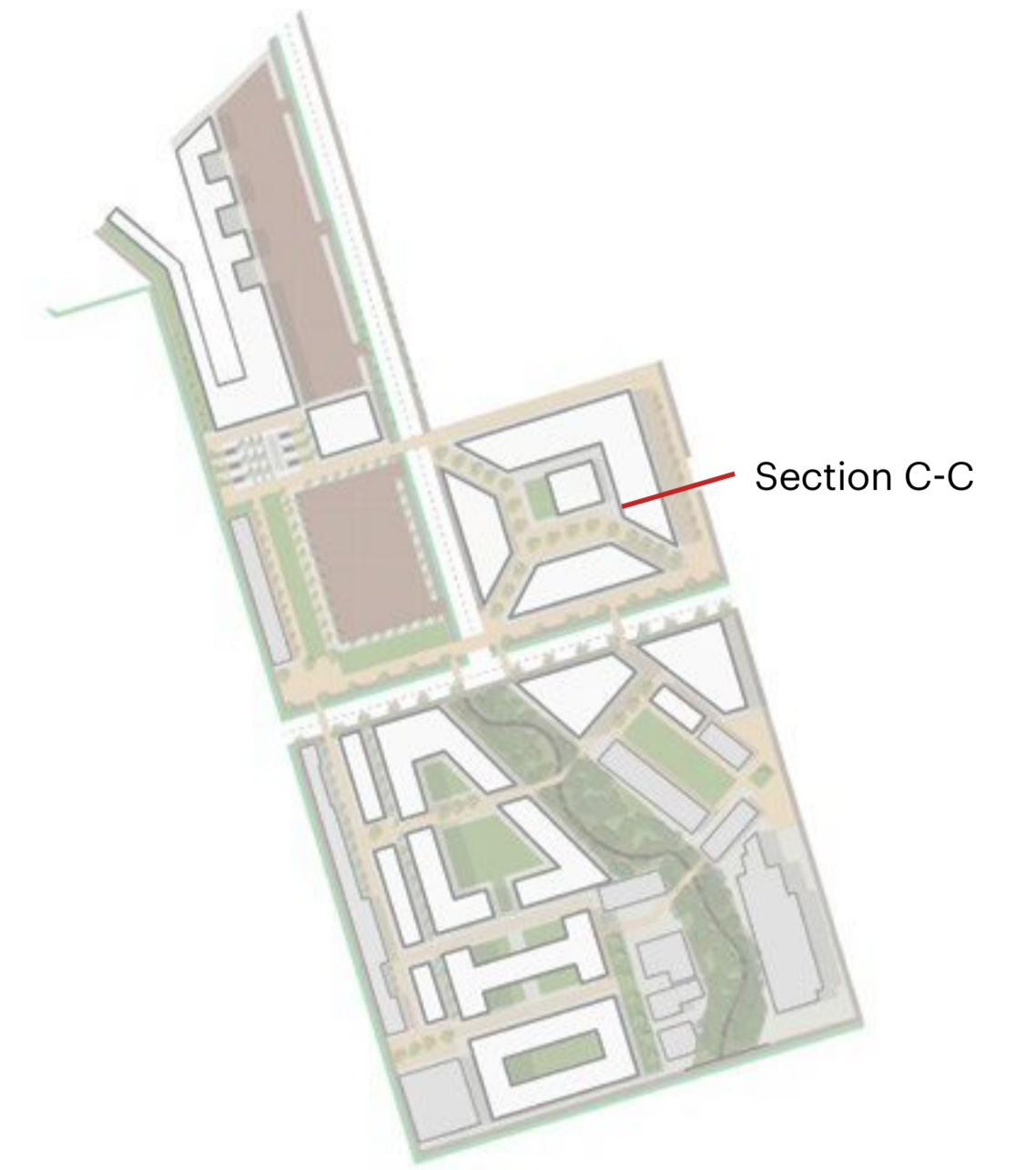
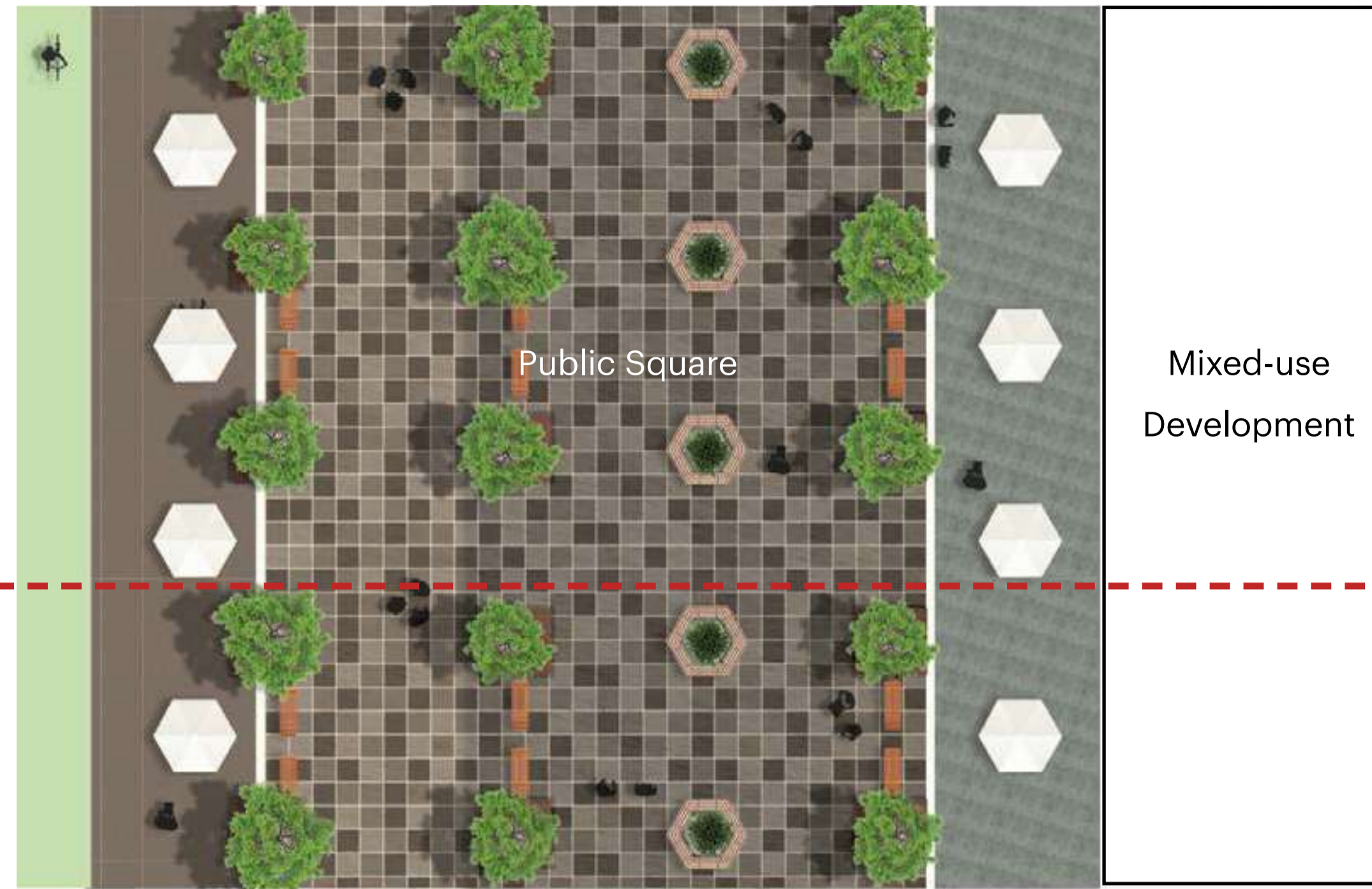


Existing Section
Focus Area 2



Focus Area 3

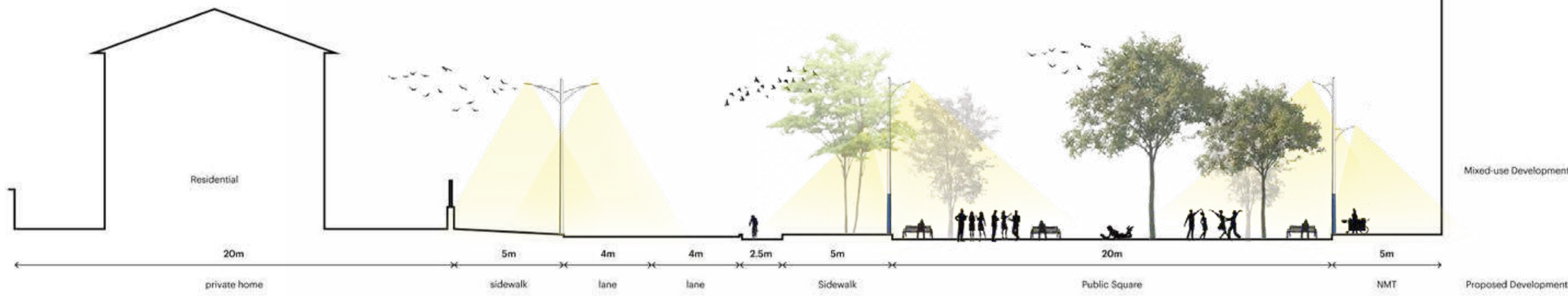
Public Square



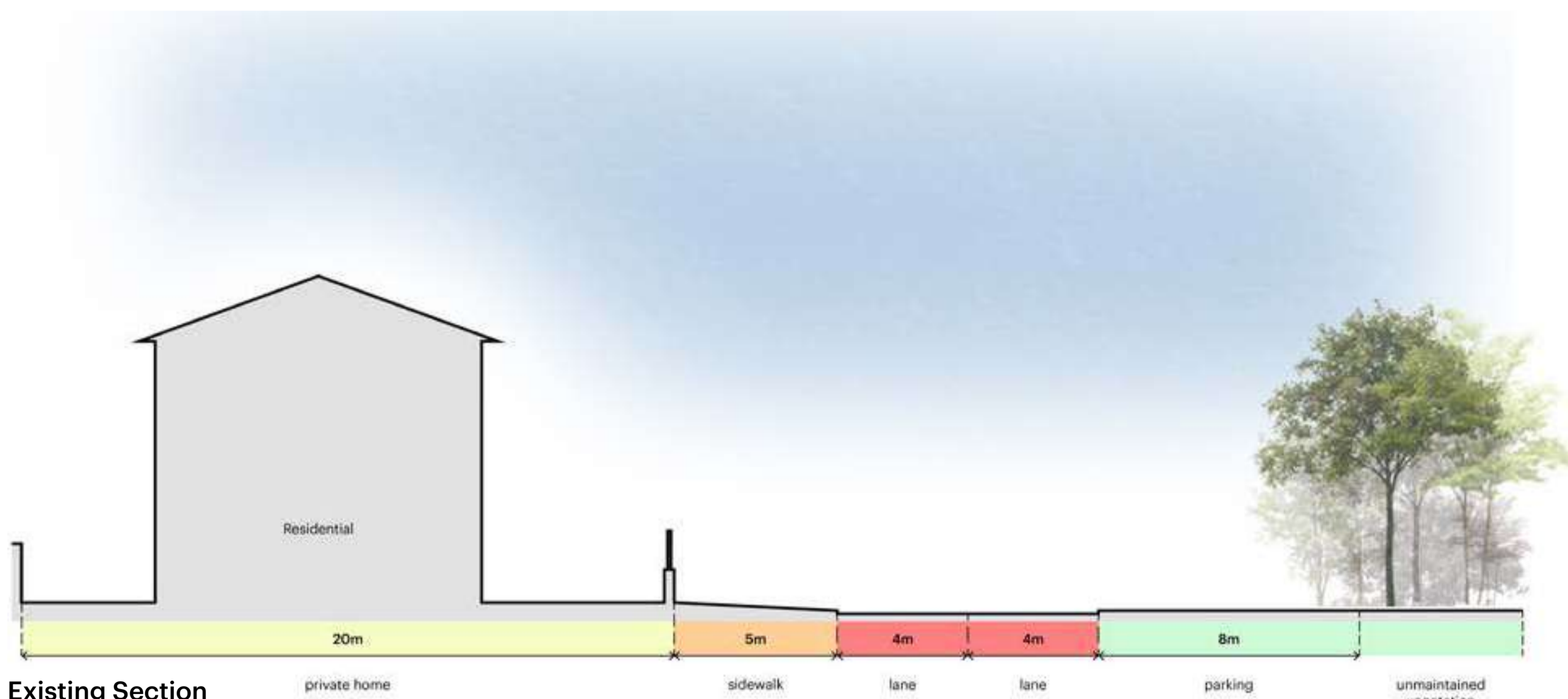
Mixed-use Development

Section C-C

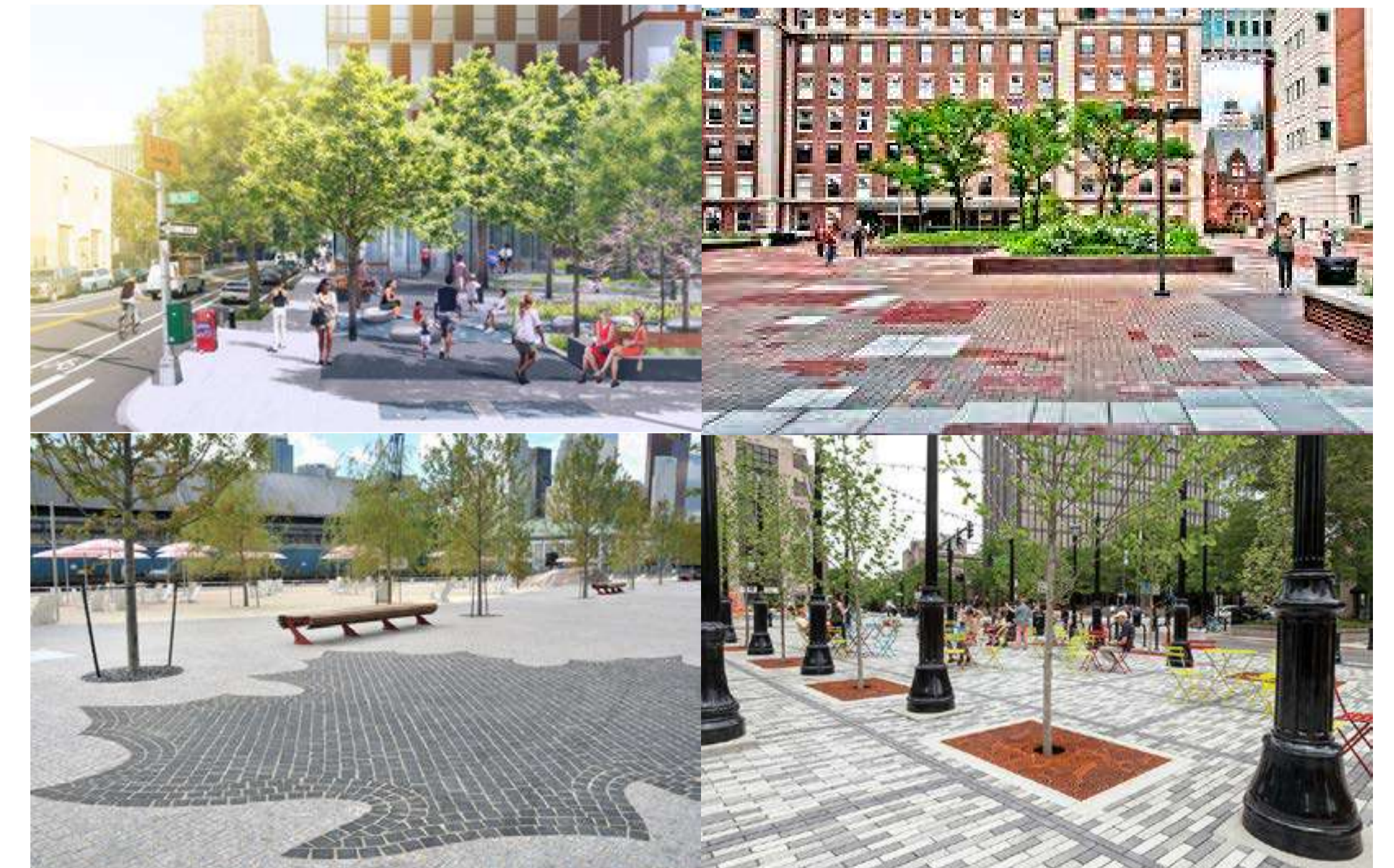
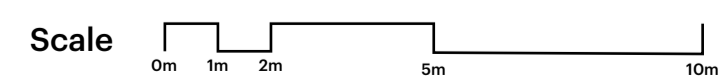
Proposed Plan
Focus Area 3



Proposed Section
Focus Area 3

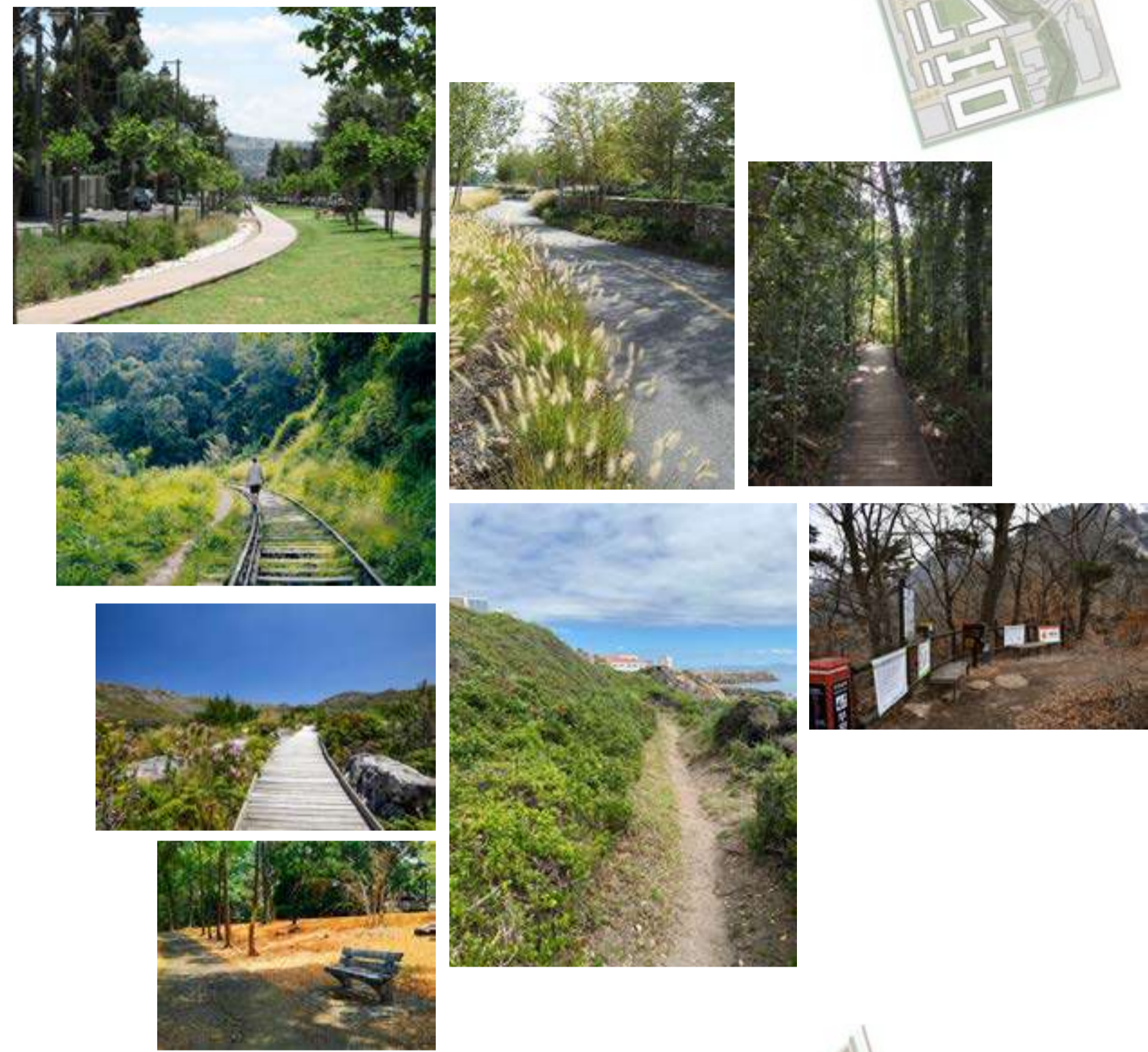


Existing Section
Focus Area 3



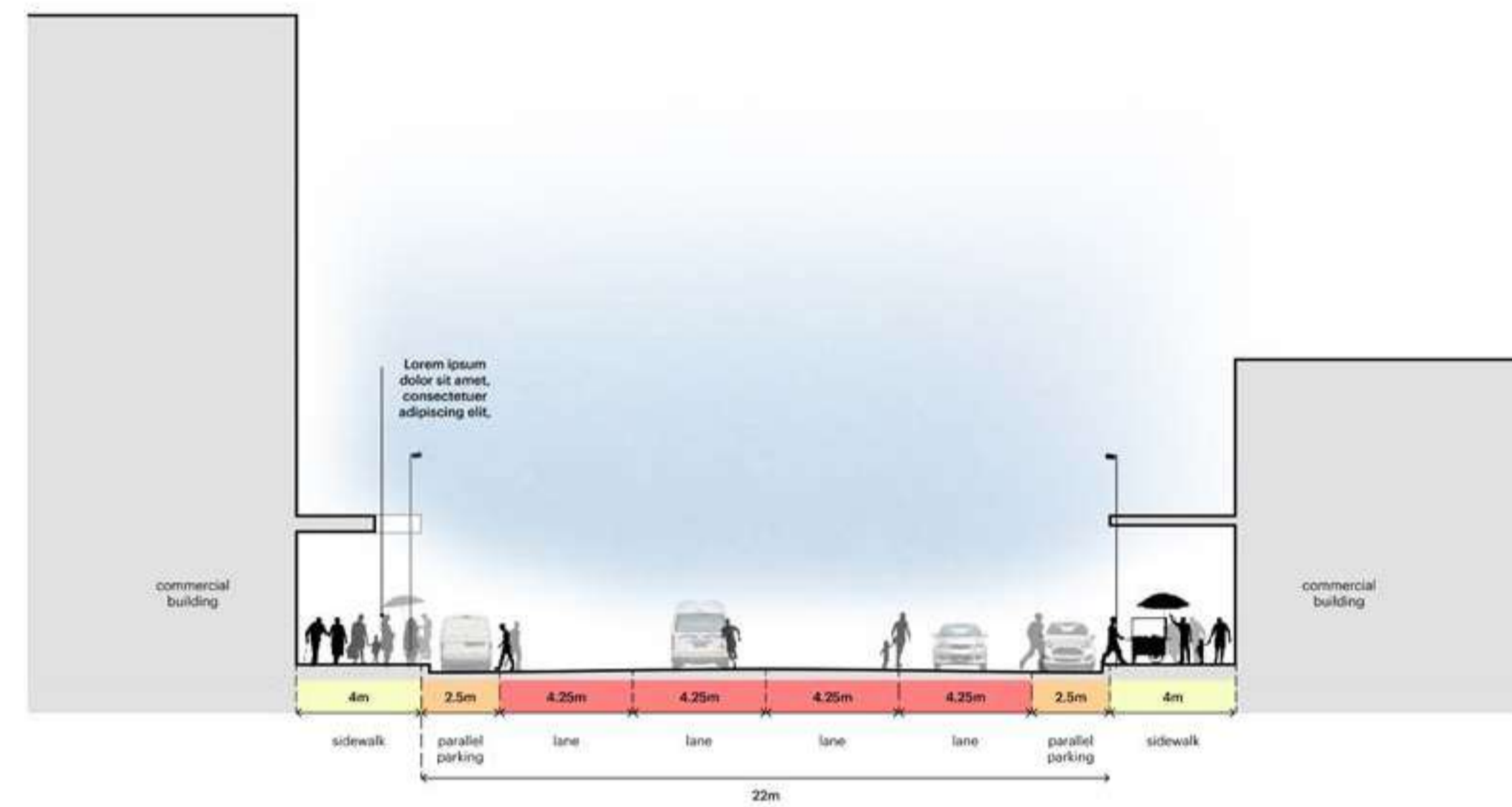
Focus Area 4

Train Track Trail Walk



Focus Area 6

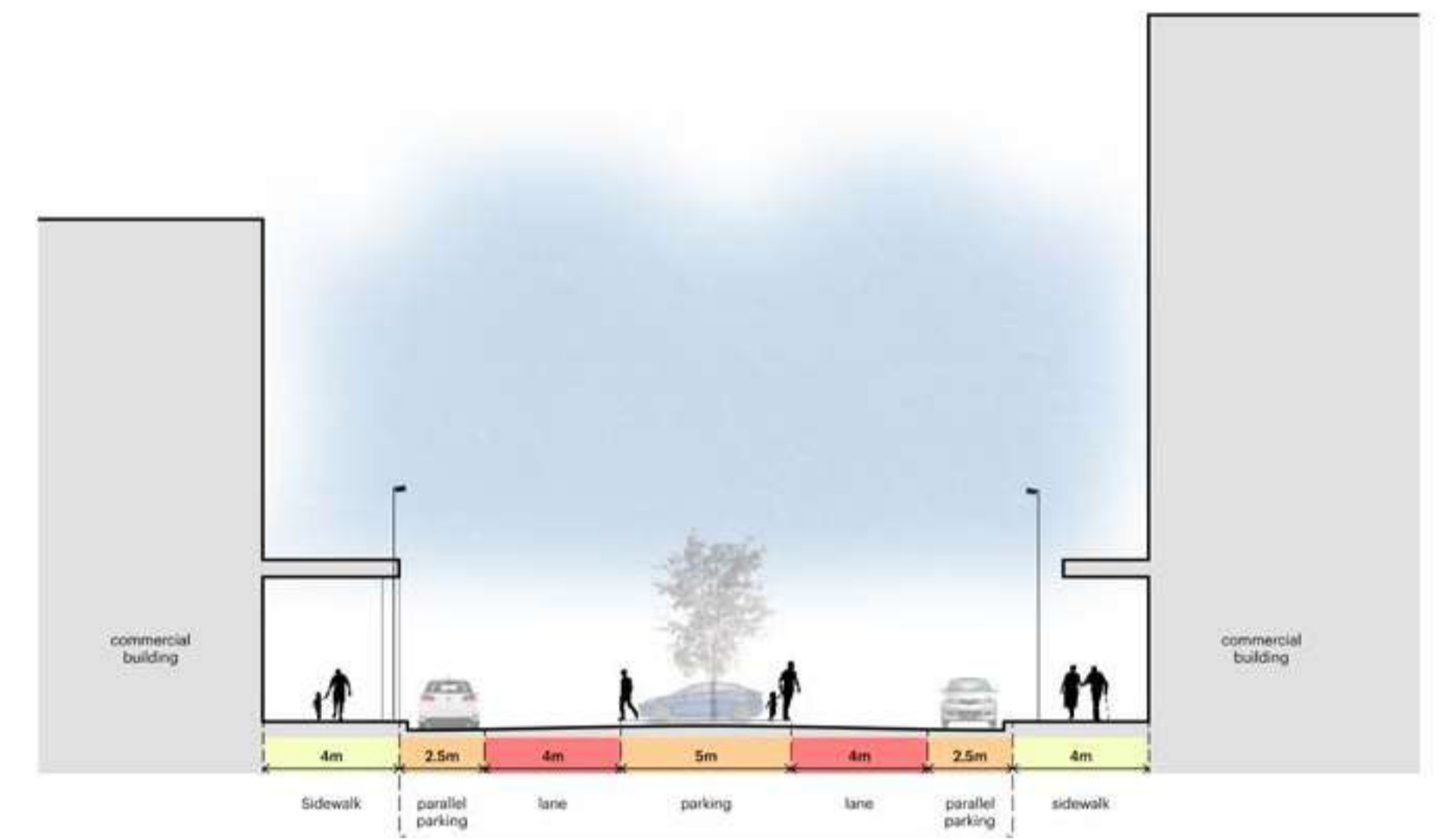
Oxford Street



Proposed Section Focus Area 6

Focus Area 7

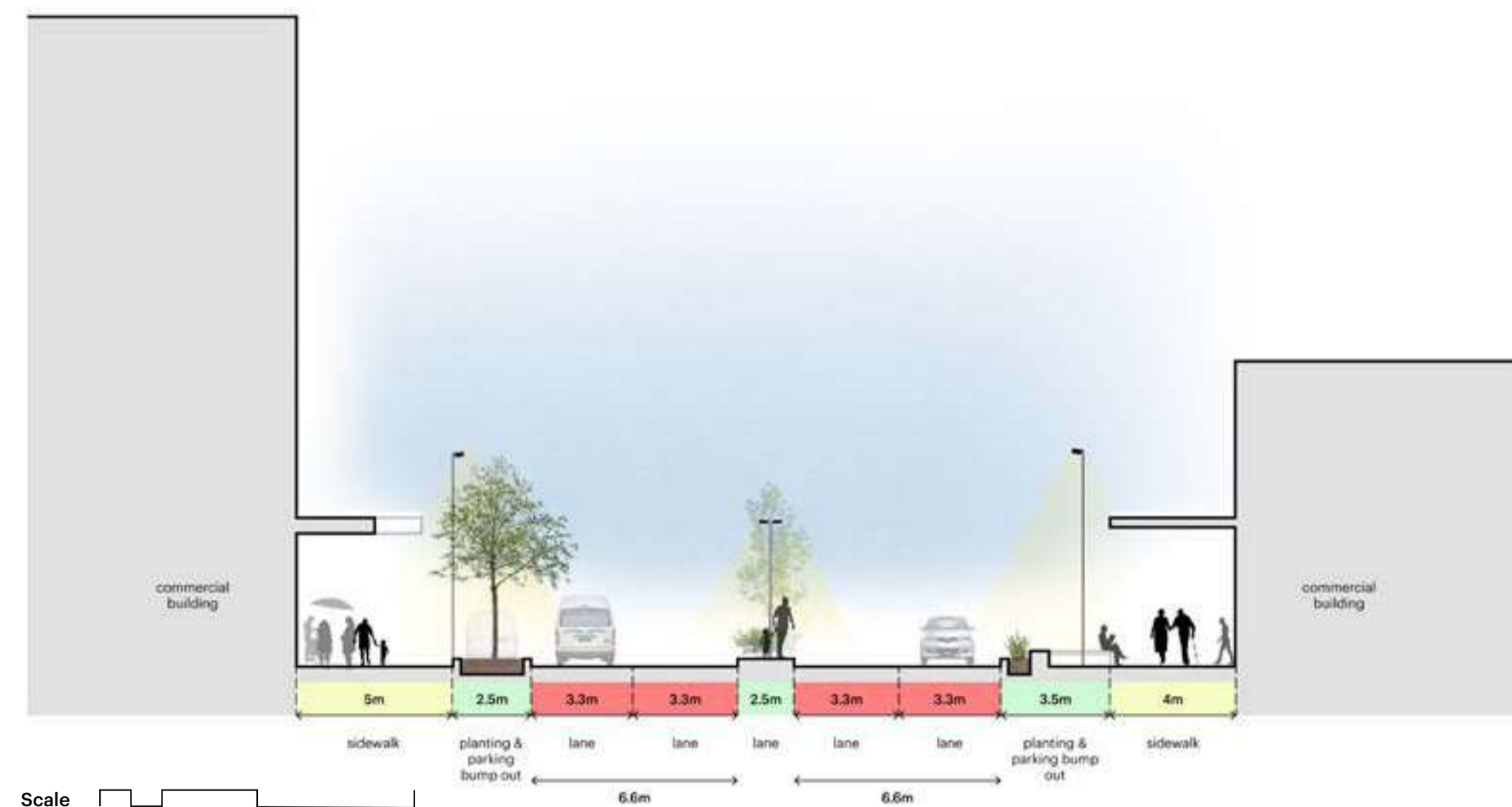
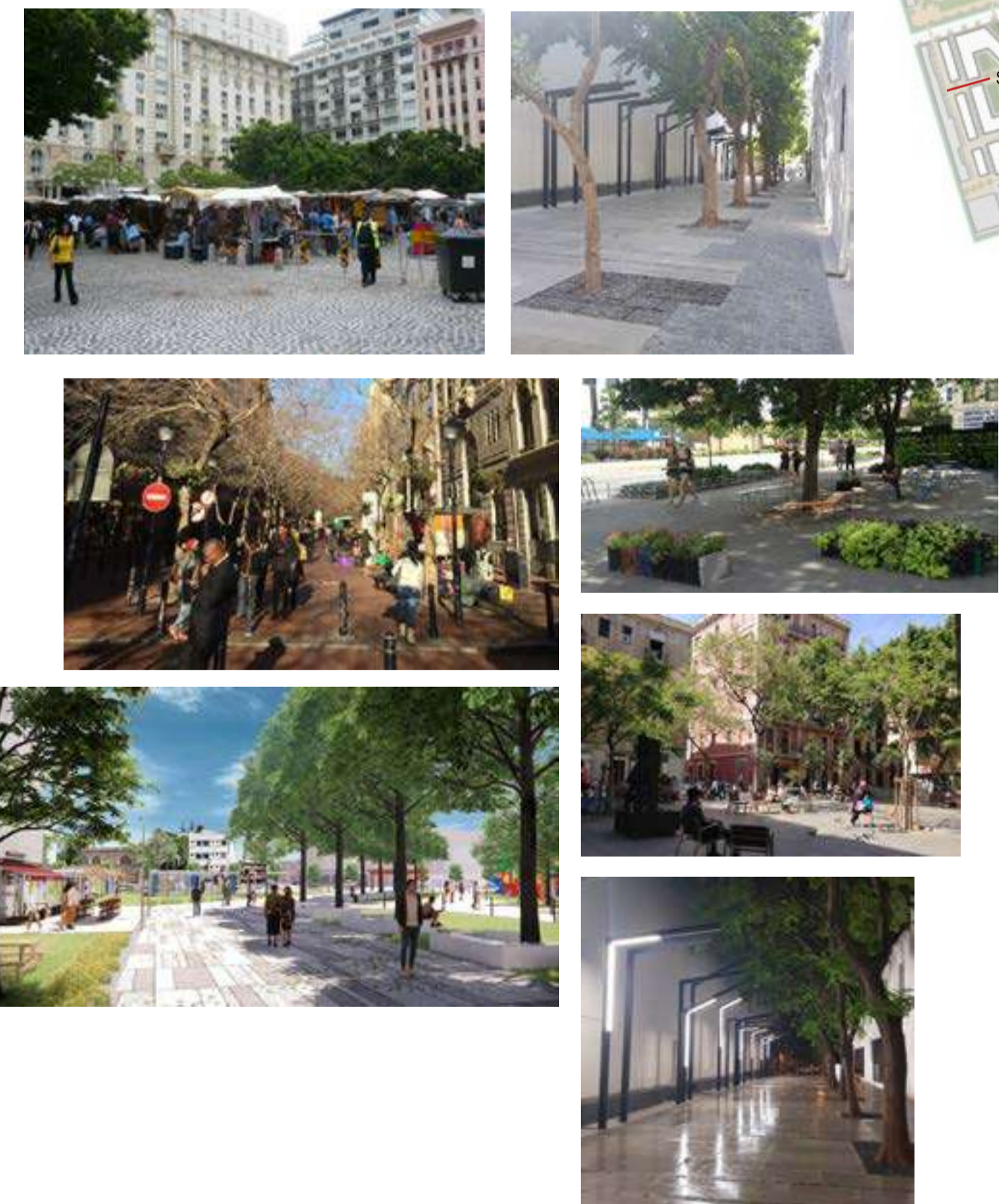
Terminus Street



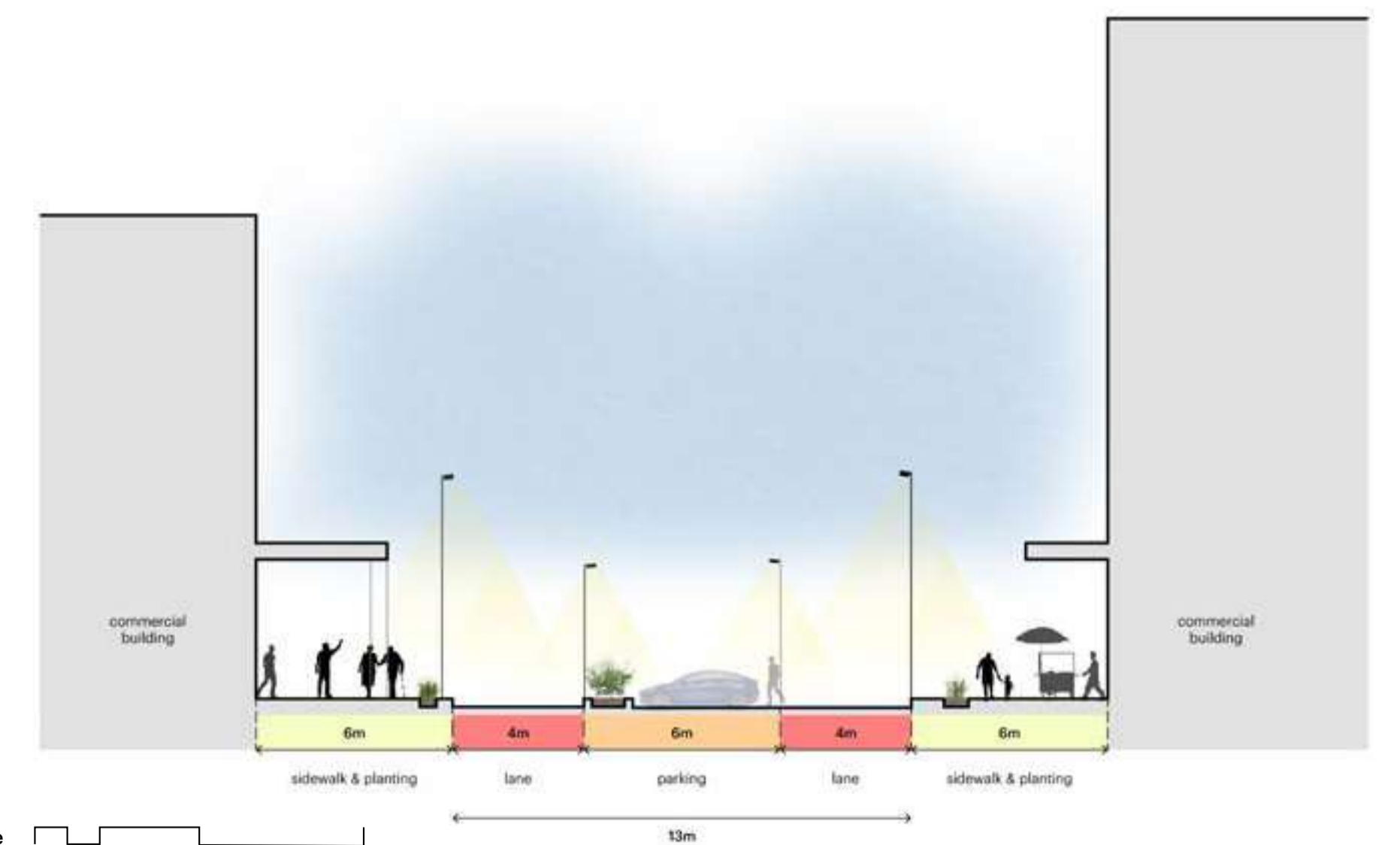
Proposed Section Focus Area 7

Focus Area 5

NMT Route



Existing Section Focus Area 6



Existing Section Focus Area 7

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2023/06/26

EBE/00252/2023

RE: Research Ethics Committee Project Approval Letter

Dear Siyabulela Keith Ntuntwana,

Your application for ethics review of your project titled

Centering the Periphery: Re-framing East London Central Business District towards social and spatial equality.

has been reviewed and evaluated by the

Engineering & Built Environment Committee.

You may proceed with your research project titled:

Centering the Periphery: Re-framing East London Central Business District towards social and spatial equality.

Please note that should:

- (i) any serious or adverse effects to participants occur and/or,
- (ii) aspect(s) of your current project change and/or
- (iii) any unforeseen events that might affect continued ethical acceptability of the project occur then you should immediately report this to the approving REC. You may be required to submit an amendment to this application, in order to determine whether the changed aspects increase the ethical risks of your project.

Based on the information supplied your application has been successful and is approved.

Please note the following additional conditions associated with this approval:

- (i) The reviewer expressed some concern about timelines and access to research site:
"The research is clear and well described. The applicant has outlined the research process and the range of methods which will be used. My concerns are around timeframes and access to the research sites. While the applicant has included a detailed workplan, I am concerned that there might not be enough time to do justice to the richness of the research process as described in the proposal and the range of qualitative methods that the applicant intends to use. Gaining access and dealing with potential gatekeepers can also sometimes be time-consuming and the applicant has not factored that into the workplan."
You may want to discuss these concerns with your supervisor.

Regards,

Engineering & Built Environment Committee.



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School of Architecture, Planning and Geomatics

STUDENT: Siyabulela Keith Ntuntwana
STUDENT NUMBER: NTNSIY007

University of Cape Town, November 2023

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