

NAVIGATING THE GO-DOWN ZONE IN NAMUWONGO

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NAVIGATING THE GO-DOWN ZONE IN NAMUWONGO

reimagining spaces for informal traders in Kampala

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This is for all the women who provided their continued support, guidance and encouragement during my academic journey. Without you, this journey would not be possible.

To my father. It wasn't easy, but I made to the end. We are even now.

ABSTRACT

Kampala, like many cities in the global south, is experiencing urbanisation at an unprecedented rate. Eight out of ten people are taking up informal employment, many of whom occupy highly contested spaces in the urban realm. Modernist planning and developments across the city are unable to sustain the growing number of traders in the city. The Godown Zone in Namuwongo provides an entry point for a self-organised community of informal traders who have taken upon themselves to create spaces for trade and occupation in a restricted space a few kilometres away from the local market. The Godown Zone offers a range of opportunities for inclusive and sustainable development however it also highlights the urban disconnect between planners need to control functions of spaces and the actual functioning of such spaces. Research has shown a bottom-up design approach through engaging with traders allows for effective and multifunctional development of spaces. This project has therefore developed an urban design framework to amplify voices of the trading community of Namuwongo while factoring in long term development plans through interviews, observations, research studies, and site data analysis. By incorporating the experiences of the users, this urban design framework hopes to contribute to the development of an inclusive and vibrant city.

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NAMUWONGO YAFFE, KAMPALA YAFFE

THE CITY DOESN'T BELONG TO GAMBA NOGU, IT BELONGS TO US

THE CITY DOESN'T BELONG TO THE AUTHORITIES. THERE IS A COMMON NARRATIVE THAT THE AUTHORITIES DO NOT TAKE THE PEOPLE INTO CONSIDERATION. IT CAN BE SEEN IN THE BIG FANCY CARS THEY DRIVE, THE EXUBERANT SALARIES THEY EARN AND HOW THEY ONLY SHOW UP DURING ELECTION TIME TO HAND OUT FREE SHIRTS. **THE CITY BELONGS TO THE PEOPLE.** TO NNALONGO, FRANCIS, BOY, AGNES, GEORGE, JOHN AND AISHA. THE COOK THAT PREPARES MEALS FOR THE EVERYDAY WORKERS IN ORDER TO TAKE HER CHILDREN TO SCHOOL. THE SPECIAL HIRE DRIVER WHO TAKES CHILDREN TO AND FROM SCHOOL EVERYDAY. THE BARBER THAT DOUBLES AS A LAND MANAGER MAKING SURE THAT EVERYTHING IS IN TIP-TOP SHAPE FOR THE LAND OWNER ON VACATION. THE YOUTH MOBILISER AND YOUTH LEADER TRYING TO PREVENT FELLOW YOUTH GETTING INTO CRIME THROUGH FILM AND COMMUNITY ACTIVITIES. THE HEALTH VOLUNTEER WHO SETS ASIDE HER DAY HOURS TO BRING HEALTH SERVICES CLOSER TO THE COMMUNITY. THE SOLDIER PROTECTING THE COUNTRY AND THE SECURITY OFFICER PROTECTING THE COMMUNITY. THE ELDERLY TRYING TO LIVE OUT THE REST OF THEIR LIVES IN A PLACE THEY NOW CALL HOME. **WE ARE THE CITY'S HISTORY** BECAUSE WE BUILT THIS CITY. WE KNOW HOW IT HAS CHANGED BECAUSE WE ARE ARCHITECTS OF THAT CHANGE. WE ARE THE GATEKEEPERS OF THE CITY'S IDENTITY. WE ARE DIVERSE. WE ARE ALL TRIBES, ALL RELIGIONS, ALL RACES. **WE WILL NOT MOVE.** WE WERE BORN HERE. WE WERE RAISED HERE. WE WILL DIE HERE. OUR ANCESTORS HAVE BEEN BURIED HERE. WHERE DO YOU WANT US TO GO? **WE WILL BE SEEN. WE WILL BE HEARD.** WE ARE THE HEART OF THE CITY. WE CREATED THE CHANGEMAKERS. WE ARE THE ENTERTAINMENT. WE ARE THE FOOD SUPPLIERS. WE ARE THE SERVICE PROVIDERS, THE PROTECTORS AND THE VOTERS. WE ARE THE VOICE OF THE CITY. **WE WILL DISRUPT.** WE WILL MAKE NOISE. WE WILL STAMP OUR FEET. WE WILL ORGANISE AND DISORGANISE. WE WILL CELEBRATE. WE WILL MOURN. WE WILL SHOUT AT THE TOP OF **OUR VOICES** UNTIL YOU HEAR US. **WE ARE THE FUTURE.** WE WILL CHANGE THE CITY AS WE PLEASE TO BETTER OURSELVES BECAUSE WE KNOW WHAT IS RIGHT FOR US. **THIS IS OUR CITY AND WE WILL BE A PART OF THE CONVERSATION!**

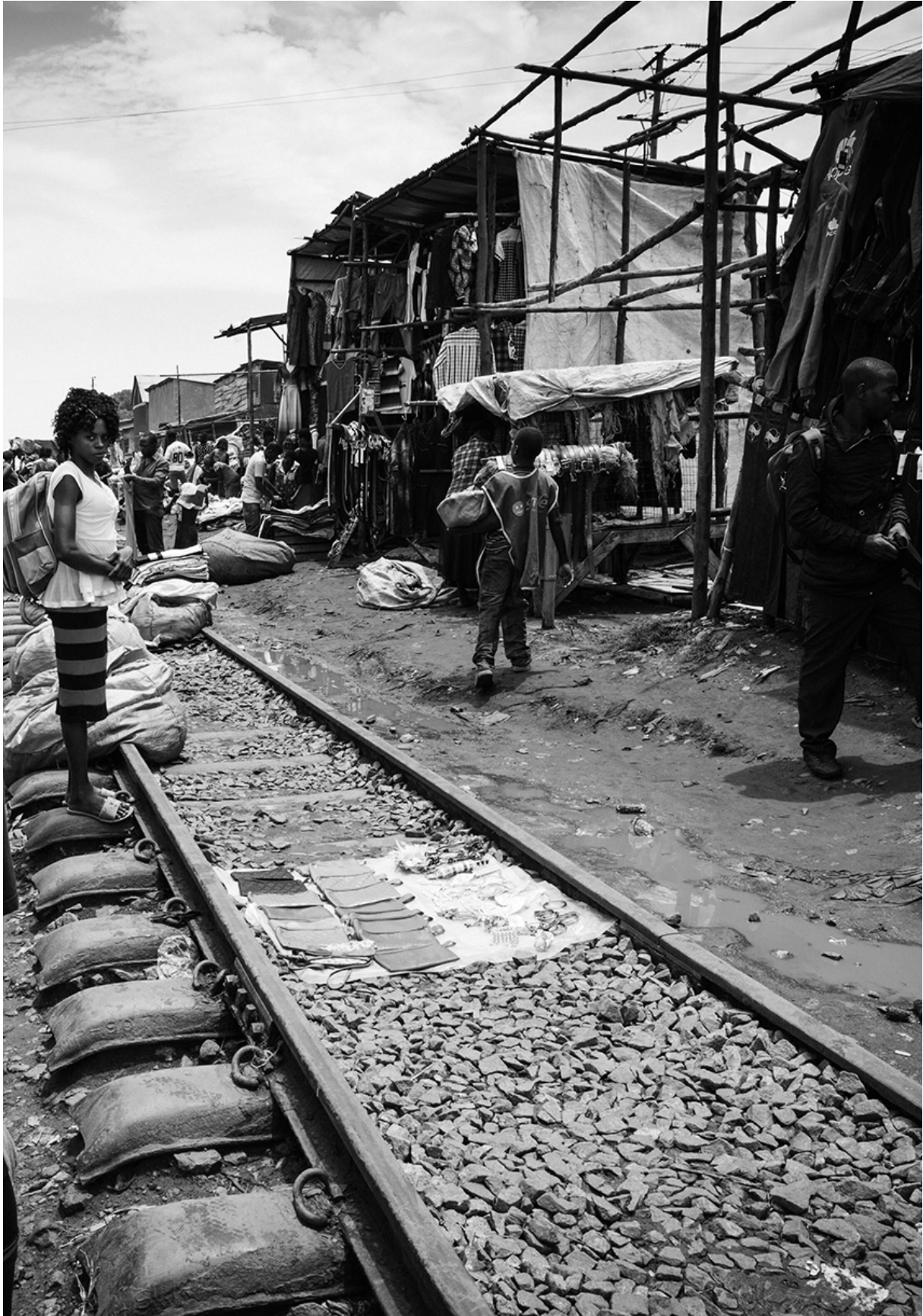


Fig 1.2 Living between trains and drains
Source: Sandra Jasmin Nieuwenhuijzen, 2018

INTRODUCTION

Kampala is among the African cities experiencing rapid urbanisation Nkurunziza (2007). Large numbers of people are migrating to the city for economic benefits and better social livelihoods. Informal settlements are becoming a norm. However, informal settlements in Kampala and many other African cities are as a result of modernist city planning which dates back to the colonial era. This research explores the role informal urbanism has on the development of the city.

This research aims to focus on the livelihoods in informal settlements on grey spaces in Namuwongo, Kampala. The aim of this research is to focus on citizenship and urban informality to understand how everyday users negotiate spaces and how that can inform the urban designers to intervene in such spaces.

RESEARCH POSITION

As cities in the global south expand due to urbanisation, they become more exclusionary spaces for the everyday users (Bidandi & Williams, 2020, p. 14).

Unplanned settlements and livelihoods are developing on contested “grey spaces” (Yiftachel, 2009), the common narrative is that these settlements are disruptive and hinder the infrastructural development.

However, the unplanned settlements adapt to the everchanging environment through self-organisation as a result of failed modern planning approach by government bodies.

This research intends to explore insurgent citizenship with the focus on street trading activities in Go-Down zone as an entry point to Namuwongo neighbourhood in order to understand how informality and formal structures interact in public spaces.

FOCUS AREA : GO-DOWN ZONE, NAMUWONGO

Namuwongo is lowland area located in Kisugu Parish in Makindye division in Southeast region of Kampala. It is bordered by the Industrial Area to the North, affluent suburbs of Bugolobi and Muyenga to the East and Southeast respectively. It is approximately a 6-kilometre drive to the Central Business District.

The Uganda Railway line cut through Namuwongo which acts as a boundary between Nakawa and Makindye division. Bukasa Wetlands to the East acts as a natural boundary between the two divisions.

The point of interest for this research is Go-down zone, a vibrant region in Namuwongo with street traders largely influenced by its close proximity to the industrial area and Namuwongo public market. This has greatly changed the idea of what a street is and what it could be.

Activity on Go-down zone only became noticeable after a road was constructed 2014 in order to connect Makindye to Nakawa division. This area informs the research how public spaces are created and navigated through street trading.

OBJECTIVES

- + To identify the users of the Go-down Zone, understand how they established themselves and how negotiate their everyday lives in the neighbourhood.
- + To identify and evaluate successful placemaking practices executed on a micro scale with limited resources.
- + To develop design concept of accessibility and equity in planning of grey spaces that reveal the need for community-based development.



AFRICA



UGANDA



KAMPALA

Fig 2.1 Locating the site
Source: Author

RESEARCH QUESTIONS

+ What is a public space and how does spatial ordering practices of informal traders to influence equitable use of such spaces?

+ How can urban designers collaborate and co-design with the different stakeholders to provide inclusive and vibrant public spaces on different scales?



Fig 2.2 Entry point to Go-down Road from Seventh Street, Industrial Area
 Source: Author



Fig 2.3 Scenes in Go-down Zone and the rest of Namuwongo
 Source: Author



Fig 2.4 Entry point to Go-down Road from Namuwongo Road
 Source: Author

METHODOLOGY

This research was conducted using an action research approach which involved collaborating with the citizens of the site to inform the research. As Boyte (2008) mentions this approach enables the urban design from acting as a service provider to a catalyst of change. The research methods used include non-participatory observation, interviews, community engagement, desk research and data analysis.

NON-PARTICIPANT OBSERVATION

Non-participant observation involves observing participants without actively influencing in their activities in the focus area. This helps in obtaining an objective understanding of the social nature of the site and its essence of the different times of the day. For this research, this research was conducted in form of site visits on foot and by motorcycle taxi. The data was collected through photographic documentation, sketches and videos.

FIELDWORK

In addition to non-participant observation, fieldwork was performed with consent and accompaniment of a local resident who provided a guided walk through the community. Since the number of visits were limited due to travel restrictions, information was extracted from memory in combination with the aerial images from Google Maps and geographic data from OpenStreetMap.

INTERVIEWS

Interviews were carried out with the semi structured questions centred around land ownership, mobility and everyday livelihoods of community members and leaders. All interviews were conducted face-to-face in English and Luganda and the COVID-19 standard operating procedures were observed throughout the process.

NON-PARTICIPANT OBSERVATION

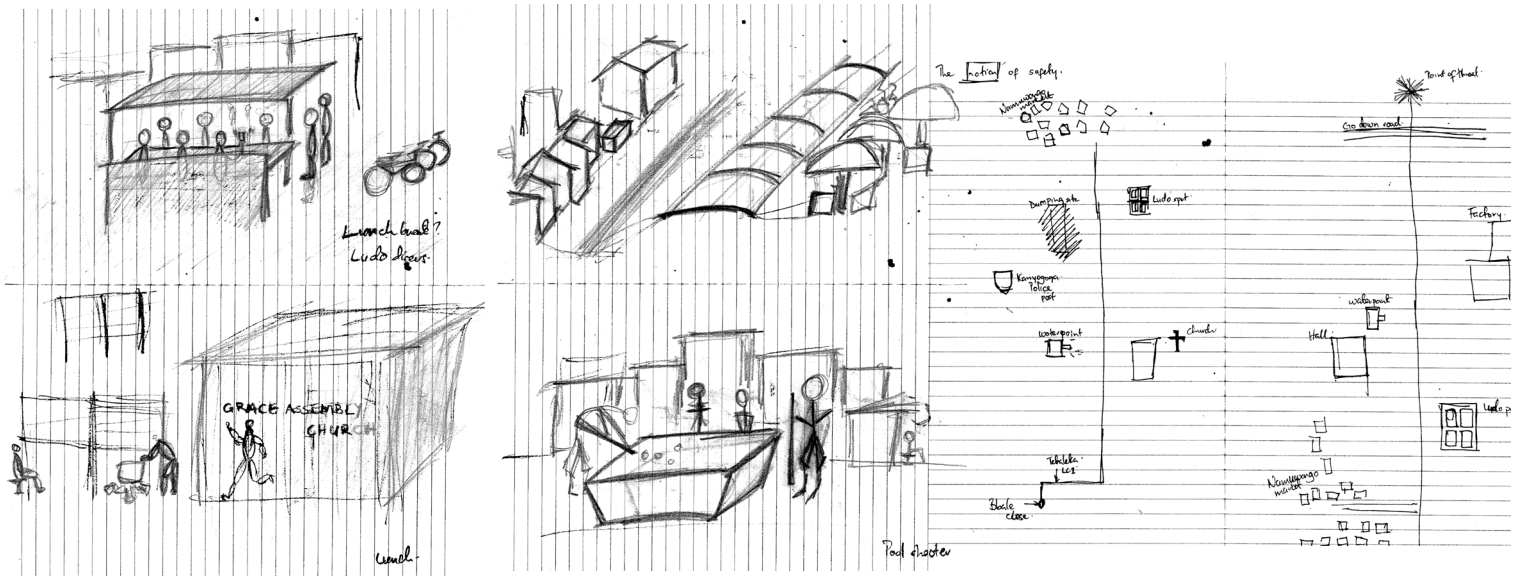


Fig 3.1 Sketches showing different times of the day and activities in Namuwongo and safe zones
Source: Author



The railway reserve as a street
Fig 3.2 The railway reserve as a street where the main users are pedestrians and motorists.
Source: Author



Fig 3.3 Some of the trading structures that form the street edge. Most of the trading stalls are strategically positioned along the street to attract pedestrians. In order for the vendors to maintain their positions along the edges, they are required to pay a small tax that is used for garbage collection and general street cleanliness.
Source: Author



Fig 3.4 Services along the street edges. The street edges also have water points that are accessible to community members in the zone. This water point was donated by the church
Source: Author



Fig 3.5 Negotiation of space within the community. The image shows one of the interventions by an NGO that constructed a shelter within the community. In order to achieve this, the community agreed to allocate a portion of their property to make this happen. There are other similar interventions where the community works with other stakeholders
Source: Author

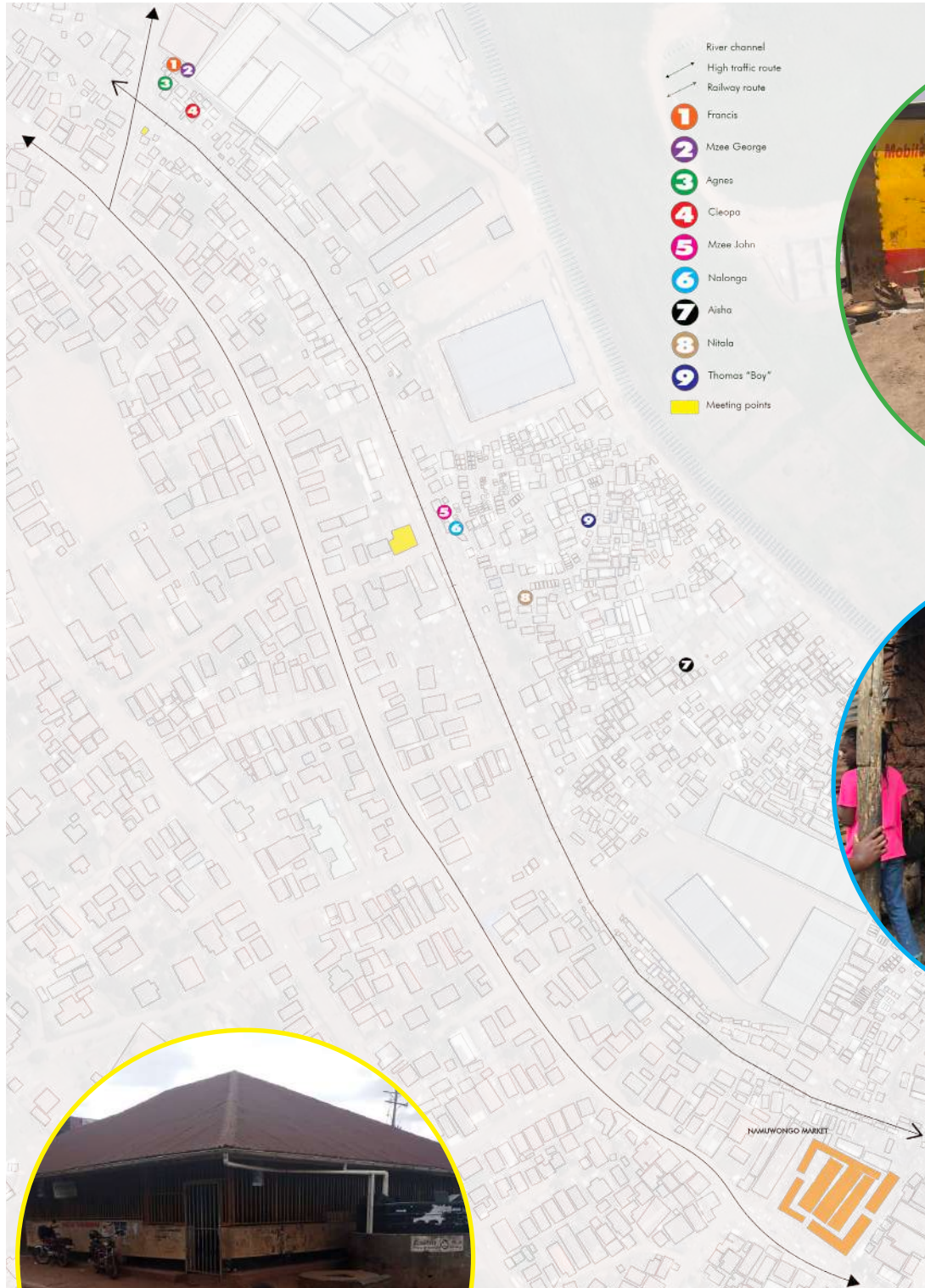


Fig 3.9 Agnes' food stall
Source: Author



Fig 3.8 Nalongo's restaurant
Source: Author



Fig 3.7 Kasanvu Community Hall
Source: Author

Fig 3.6 Map locating the interviewees
Source: Author



FRANCIS, 47 YRS. BARBER

Francis moved to the neighbourhood with his father in 1980. He currently runs his barbershop business where he resides. He is proud of being involved in mobilising the people in Go-Down in order to achieve Zone status. This helped in protecting the people's right to stay in the area and avoid eviction by businessmen constructing warehouses. He mentioned Go Down road has improved business in the community and the street lights provide safety at night. He says the community has greatly improved during his stay but there's more work to do.



CLEOPA, 47YRS. BUSINESSMAN/SECRETARY GODOWN ZONE

Cleopa has been staying in the community since 2005. He stays with his wife and 6 children. He moved here because of the cheap cost of living although it isn't the best place to stay. During his time here, he has received 4 eviction notices but in all instances the authorities allowed them to stay. He set up two chapatti businesses along the railway which are run by the youth in the community. He prefers this to setting up a shop in an established structure because he only has to pay for garbage collection. He mentioned that the Go Down road has improved life along the railway. He mentioned the community worries about the development rumours, but he will relocate when he retires.



AGNES, 34YRS. FOOD VENDOR/POLICE OFFICER

Agnes has been staying along Go Down road since 2013. She moved here with her husband because the rent was cheap and the area is good for business. They replaced a squatter that was staying there before. Agnes and her husband work in shifts so that they keep the business going throughout the day. She mentioned that the competition for customers is high in this area and it leads to fights among other female traders however they usually come together when it comes to issues concerning the railway. She hopes to relocate once they have made enough money to build elsewhere.



AISHA, 47YRS. HEALTH VOLUNTEER/FOOD VENDOR

Aisha has been staying in the neighbourhood with a family since 1997. They own the property that they live in however they do not have a land title. She works as a health volunteer during the day time and works at her food stall from 7pm to 10pm. It is easy for her to do both because she lives close to the market. She mentioned that during her stay there has been a great improvement in service delivery such as garbage collection, water access and security due to collaboration between the community and donors. She however fears that she might have to relocate due to rumours about development of the railway and warehouses.



THOMAS, 24YRS. STUDENT/ YOUTH MOBILISER

Thomas "Boy" has spent all his life in the neighbourhood. When he is not in school, he works as the community publicist. He has great interest in improving the lives of fellow youth in the community because he has witnessed many turn to drugs, crime or early pregnancy. He mentioned that it is difficult for the youth in the community to find a decent job because they usually get rejected once they find out where they come from. He has taken the initiative to organise events for youth such as sports activities every Saturday in order to keep them active.



MZEE JOHN, 73YRS. SECRETARY KASANVU

Mzee John has been staying in the neighbourhood since 1967. He moved here in order to work in a glass fabricating factory. At one point, he was evicted from his home by the Uganda railway but he stayed. He says at one point, the neighbourhood was in a bad state due to flooding but there has been a great improvement. He is grateful for the community hall because it is meeting ground for addressing community issues.



NALONGO, 48YRS. FOOD VENDOR

Nalongo has been staying in the neighbourhood all her life. She works where she resides as cook. She mentioned that her location is good for business since she stays close to the market however the cost of living is high these days. She has a contribute a fee to the community for garbage collection. She has no complaints about the area where she works but she fears that she might have to relocate if Uganda Railway decides to upgrade the railway line.



NITALA, 46YRS. GENERAL WORKER

Nitala has been living in Kasanvu since 1994. He moved here with his friend in order to look for work. He is a general worker. He stays with his wife and children, at the time of interviewing, his 3 children were returning from school. He says where he stays is centrally located to get jobs but his concern is it is difficult to find work these days. He however fears that he might have to move back to his village because of the rumours of the development plans for Kasanvu.

COMMUNITY ENGAGEMENT

This part of the research made use of community engagement through photo elicitation. A WhatsApp chat group was created where participants between the ages of 20 and 30 were asked to share timestamped pictures of their everyday experiences along the street edges. This exercise was conducted in one week only. The intention was to identify areas that they frequented and the challenges that faced while getting there.

DESK RESEARCH

A large part of the research relied on archived information such as academic and government publications and policies, statistical publications, newspaper articles and YouTube videos due to travel limitations.

DATA ANALYSIS

The research made use of base mapping from Google Earth, OpenStreetMap and Pearl Geoportal (<https://pearlgeoportal.com/district/Kampala/shapefiles>) in order to visually represent findings and contextualise the site. All data collected was analysed and remodelled using a variety of software tools such as QGIS3.18, Adobe Illustrator 2022 and Adobe Photoshop 2022 in order to identify patterns along the site. Although the information obtained from the mapping software might be outdated, it was consolidated with the data collected on site.

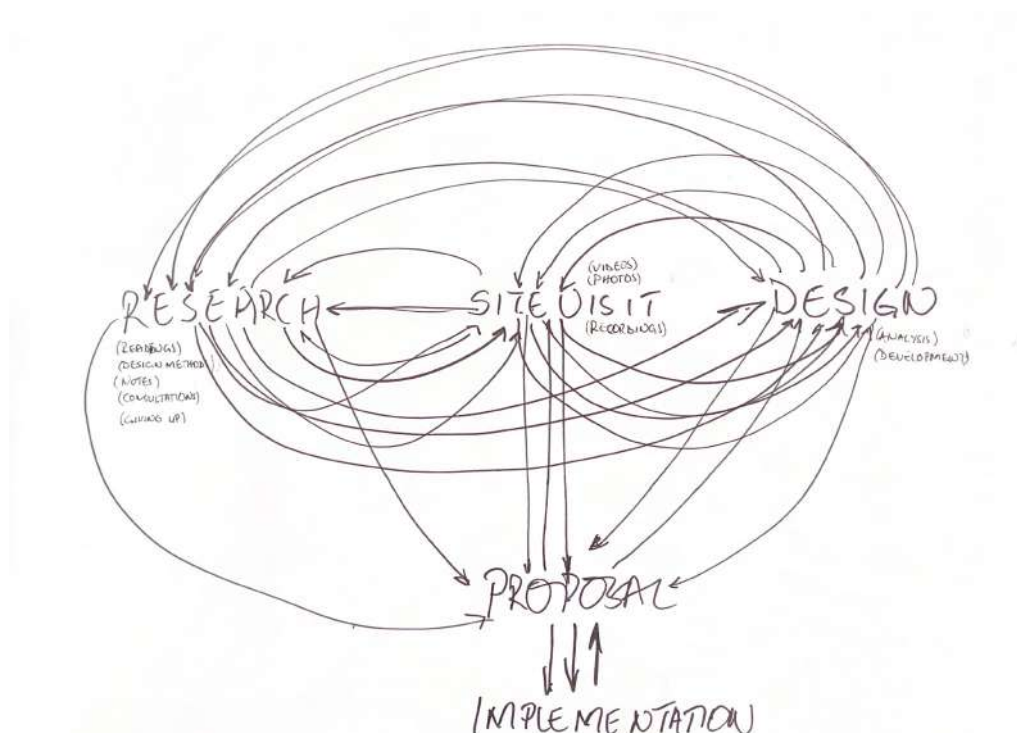


Fig 3.11 Illustration of the research design process
Source: Author



Fig 3.12 Activities along Namuwongo shared in the Team Kasanvu WhatsApp group
 Source: Team Kasanvu

CONSTRAINTS AND LIMITATIONS

The research was faced with challenges during the data collection process. Although the strict COVID restrictions were lifted, we had to follow the standard operating procedures such as working in small groups. In addition, we were faced with financial and time constraints due to the distance between the site and Cape Town where the majority of the design research was carried out. As a result, most of the data was collected between June and July. Thereafter, WhatsApp was occasionally used to obtain additional information. All information was obtained in accordance with the EBE ethics standards.



Fig 4.1 Map of Namuwongo
Source: Google Earth

THEORETICAL FRAMEWORK

The theoretical framework looks to explore what it means to have an inclusive and just city through three themes namely rights to city, land rights, and insurgency and informality. The right to the city gives an insight on why cities exist and who they belong to. Land rights explores how cities especially in the global south are largely exclude the ordinary working class, while insurgency and urban informality looks at how the ordinary people are taking ownership of their cities. These themes provide context on how Kampala is developing today, and they act as a guide on how to plan and design for informality.

RIGHTS TO THE CITY

The concept of the right to the city is one that advocates for equal rights for citizens to resources and opportunities within their city (Lefebvre, 1968). The idea was that the city is composed of not only its physical features and its structural organisation but also the lived experiences of the major users of the city, the working class (Butler, 2009). Therefore, this right advocates to enable citizens to (re)shape their city (Harvey, 2008). Unfortunately, the reality is that many cities are unequal, unjust and prioritise on the needs of the privileged. Needless to say, the city is constantly being changed by the working class citizens actively or passively through globalisation and urbanisation (Holston, 2009).

The city is a space that strives off capitalism and creates an environment that favours power hegemony and privilege. As Harvey (2008) notes, urbanisation is central to the survival of capitalism and cities play a key part as spaces for surplus accumulation. This can be interpreted as the city is largely dependent on cheap labour to support development. This encourages an influx of workers into the city but what happens is that the city/state/policy maker is not able to support the rapid population thus leaving many fending for access to basic needs for decent living. Harvey (2008) further adds that this creates a struggle between the political and social class for the city's scarce resources such as land.

LAND RIGHTS

The ownership and demarcation of the land plays a central role in the discrimination of people. The landowners determine who can occupy the land and what can be built on it or how it can be used. Miraftab (2009) explains that this form of citizenship can be looked at as a drama that varies with its conditions. In Africa during the colonial times, the colonialists acquired land and set up foreign policies which give the natives limited access that is to work on, or for those with higher ranks to manage, the development of their colonies. This meant that the natives occupied the city merely as subjects and not citizens (Mamdani, 1996). Upon independence the post-colonial states tried to construct modernist planning attempting to create equal rights for all. However, they ended up creating a more exclusionary citizenship through a combination of development, corruption and coercion (Miraftab, 2009). This left the underprivileged further marginalised, living at the peripheries of proper services, and having to fend for themselves.

Secondly, the notion of land rights gives rise to land markets that are unaffordable or inaccessible to the everyday user of the city. As Harvey (2008) puts it, the land markets greatly absorb surplus capital through the construction of homes and offices spaces in and around the city to the global economy. The urban transformation affects the underprivileged and the marginalised first. The marginalised are therefore forced to find innovative ways to meet their needs and wants from the city. It is through exclusionary citizenship and urban transformation that give rise to innovative practices such as quiet encroachment.

INSURGENCY AND URBAN INFORMALITY

Quiet encroachment is described by Bayat (2010) as social nonmovements in which the marginalised struggle to survive by trespassing onto spaces which they are not allowed to be on to enhance their livelihoods. The acts of quiet encroachment include sidestepping and bypassing city housing policies in Cape Town, illegal water connections in Nairobi, the

development of shacks in Durban and autoconstruction by workers in the peripheries of Sao Paulo (Holston, 2009; Kimari, 2021; Oldfield & Greyling, 2015; Selmeczi, 2014). Ballard (2015) adds that this practice is not an act of protest but rather a need to shift power away from the planners and the privileged to the everyday lives of those at the margins. Spatially, the quiet encroachment is a means of appropriating space to meet the everyday needs of marginalised. These acts of quiet encroachment are often temporal, are at the mercy of law enforcers and policymakers, occur over time. Coincidentally, these practices occur on what can be viewed as “grey spaces” (Yiftachel, 2009).

Yiftachel notes that grey spaces are those spaces that are tolerated by those with power and at the same time viewed as spaces of contamination or breeders of crime. However, the marginalised view these spaces as a solution to the spatial injustice that they face in the city. Grey spaces can be looked at those contentious spaces positioned between the whiteness of safety or legality and the blackness of destruction or illegality. Such spaces are normally areas of promise of future development that have not been activated. While the state plans, marginalised communities squat, grow and build economies and attempting in many other ways to improve their lives. We witness an active change in social dynamics in these spaces (Simone, 2004).

Urban informality has a structure of organisation that runs parallel to the formal organisation that a set. These structures have been tried and modified over time and they run perfectly fine. This can be witnessed in the spatial positioning of informal economies and how they are operating with little or no disturbance.

However, there is a common narrative that informality is associated with poverty and marginality in a negative light (Roy, 2011) what the state/ authorities attempt to distance themselves from. Then again, the state is dependent on informality to operate the city for instance the juxtaposition of the basti in Old Delhi that were once inclusionary during the city’s development and now face exclusion (Bhan, 2017). I argue that informality

should be viewed in neutrality and fluidity between legitimate and illegitimate practices that lead to the development of urban spaces (Thieme, 2018). Informality takes into account a series of (non)interactions or transversal logics between the formal and informal with varied objectives for their actions (Adetula, 2005; Caldeira, 2017). Amidst these interactions, what is the role of the urban designer in the spatial development of the (in)formal city?

Caldeira (2017) shows that it is in these spaces that generate new modes of politics through new practices that produce new kinds of citizens. It also shows that the antics of the state are not dissimilar from those of the marginalised when it comes to claiming spaces to serve privileged purposes. Therefore, by viewing the city from grey spaces when understand this space is “a site for and of politics in order to reconfigure how they are viewed, valued and imagined” (Bhan, 2017, p. 467). In order to have a better understanding of insurgency, this research needs to investigate scenarios where quiet encroachment is overlooked by policymakers that is through informality. Therefore informality should be understood as a transformation of quiet to bold encroachment of space (Gillespie, 2017). It is for this reason that the research will explore this transformation in Namuwongo, Kampala.

CITY CONTEXTUAL ANALYSIS

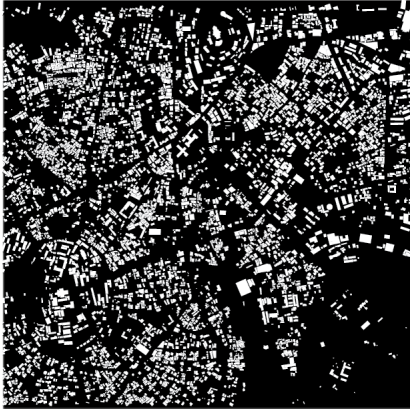


Fig 5.1 Nano map of Kibuga. Buganda Kingdom's capital where the Kabaka's palace lies (bottom right)
Source: Author



Fig 5.2 Nano map of Old Kampala. The first plot of Crown land allocated to the British Colonialists. (Old Kampala fort lies in the centre left)
Source: Author



Fig 5.3 Nano Map of Muyenga. A Kampala suburb on Mailo land. (Namuwongo market is situated in top centre)
Source: Author

Kampala was established as an administrative district in the Buganda Kingdom for the Imperial British East Africa in 1900 (Southall & Gutkind, 1957). The development of Kampala is centred around dual energies that range from ethnicity, political domination to social status. These interactions have eventually contributed to urban form and placemaking attributes of the city. The form of duality come in form of land ownership. In 1900 Buganda Agreement, two land tenure systems were developed namely Mailo land and Crown land. Mailo land was the customary land ownership by the Buganda Kingdom in which chiefs passed on land hereditarily or leased for cultivation. With Crown land, the kingdom gave the British land to develop in exchange for economic and technological benefits.

Secondly, the topography of Kampala plays a significant role in its development. Prior to colonial administration, the Buganda kings would establish their palace on top of one of the hills while their city (Kibuga) developed around it. In contrast, colonial Kampala was planned on seven hills for the occupation of the Europeans and Asian workers. African workers were completely excluded for the city plans and therefore they were forced reside on the peripheries (or lowlands) of the Buganda and colonial city. This settlement making pattern created an interdependency between social class but offered limited rights to those on the low levels. Presently, it is evident how the topography of the city has influenced the social living hierarchy of the citizens of the city. The modernist planning however has failed to adapt the rapid urbanisation that started after independence.

In addition to the urbanisation, internal conflicts, declining economy and lands reforms of the 70s and 80s have greatly affected placemaking in the city and has resulted to the urban poor reframing the planning framework through practices for quiet encroachment (Reid, 2017). Certain forms of quiet encroachment were practiced by all social classes for instance land grabbing, disorganised planning and poor urban policy in anticipation of city's expansion (Bidandi & Williams, 2020). As a result, the value of property on the slopes of hills rose exponentially overtime. Therefore,

the marginalised have had no option but to occupy lowlands or wetlands (Gumm, 2011). In many cases, the low areas are public land and intended for industrial development hence the common narrative that such occupations are informal, disorganised and disruptive to the city's development. However, there is a social and spatial ordering to this form of placemaking.

Nkurunziza (2007) drives a strong argument that the organised informal mechanisms in which land accessed and acquired where formal structures are too costly to apply. These mechanisms involve social networks that assists in identifying available plots of lands, connecting interested parties and "formalising" transfer of property through community witnesses and agreements. The demarcation of land tends to be overseen by professionals at a cheaper cost. This is one practice of quiet encroachment that seems to be approved through these formal-informal interactions. The other can be observed through the informal economy development.

Kampala has number of public markets that are sources of fresh produce and goods to the city. Most of these markets are located in low lying areas because of the low land property values and perhaps due to its easy access. It would seem that the modern planning to regulate trade within fixed market facilities did not take into account the divergence of trade away from the markets in the form of street trading and the eventual development of communities that depend on these markets for their livelihoods. As a result, there is a spatial disconnect between government bodies and informal traders where rather than designing for a multifunctional and equal use of the public space, the focus is on control and continued development of single use zones.

As an urban designer, my role is to design and coordinate the development of a just city. My approach is to understand the complex systems of assemblage to urban design to understand the informal framework (Dovey, 2012). Spatial development requires the involvement of many stakeholders however the first point of intervention is the users of public space that is informal traders for this research. However, informal traders should only be viewed in one lens, as traders, but also major stakeholders who live and work in the city.

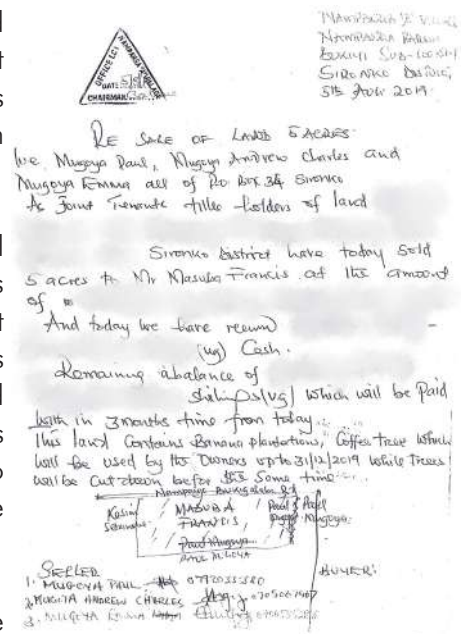


Fig 5.4 Example of informal land agreements. Community members participate as witnesses in the transfer of property
Source: Author

By viewing how the space is being used on a multi-scalar perspective, one can be able to design equitable spaces. Bhan (2019) mentions that in order to make a positive impact in cities in the global south, one needs to rethink urbanism in the global south. It is from this point that the urban designer can be bridge the gap between formal and informal settings. The Land Act of Uganda states that the land belongs to the citizens of Uganda (Republic of Uganda, 1998). It is therefore the role of the urban designer to spatialise what this in order to build an inclusive and vibrant Kampala.

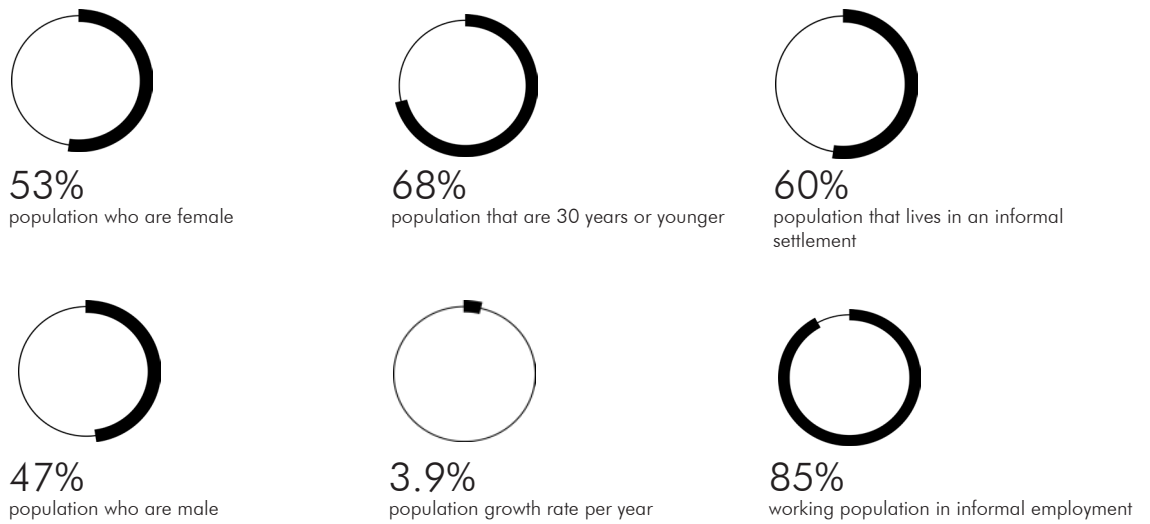
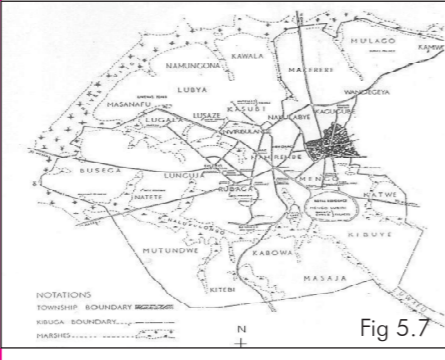
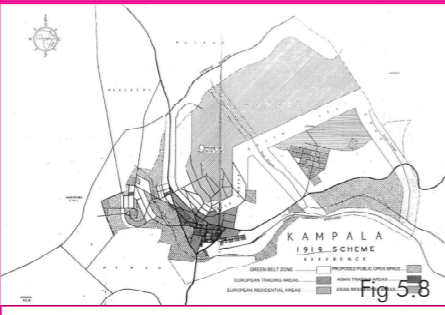


Fig 5.5 Statistical information on Kampala
Source: Uganda Bureau of Statistics (2011)

HISTORICAL TIMELINE

In 1900 the Uganda Agreement is signed between the British Administration and Buganda Kingdom allocating land to the British in exchange for economic interests in the Indian Ocean Trade
 The 1919 planning scheme is implemented to separate Europeans, Asians and Africans due to health concerns. A land tenure system is established



1964 Kampala is declared a city as the expands further outwards



1962 Uganda declares independence



1998 Land tenure system is reinstated, land belongs to the people

1800s

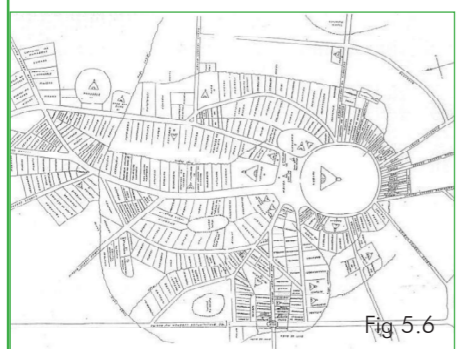
1900s

1950s

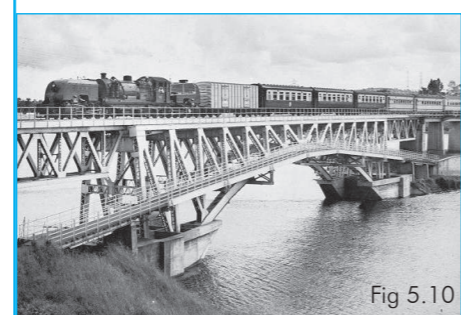
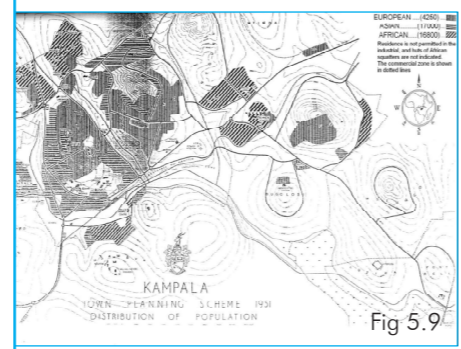
1960s

1970s

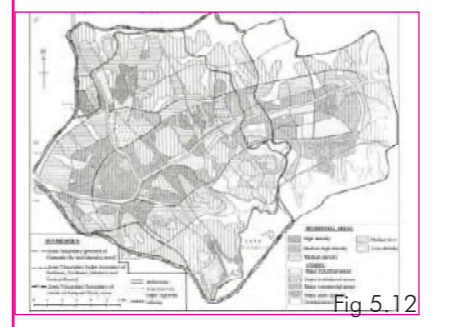
2000s



The Buganda had their capital the Kibuga centred around the king's residence. Land was owned by the chiefs and distributed to locals who would cultivate the land



The township of Kampala is expanded to include industrial spaces, and African residential areas are only included in the 1951 planning scheme.
 The Uganda Railway is completed in 1954



1975 All land is declared public

A Planning scheme that focuses on expanding the city horizontally, with particular focus on road infrastructure is approved. However it can not be implemented due to internal conflicts. As the economy collapses and the public sector is in shambles, an informal economy emerges

Fig 5.6 Map showing Kibuga. The capital of Buganda Kingdom in 1895. Source: Omolo-Okalebo, 2011
 Fig 5.7 Map locating Kampala Township in relation to Kibuga. Source: Omolo-Okalebo, 2011
 Fig 5.8 Kampala scheme plan 1912. Source: Omolo-Okalebo, 2011
 Fig 5.9 Kampala planning scheme of 1951 showing the expansion plan to the town. Source: Omolo-Okalebo, 2011
 Fig 5.10 The Uganda Railway line along the Jinja bridge in 1954. Source: McCrow
 Fig 5.11 Map of Kampala City in 1962. Source: Omolo-Okalebo, 2011
 Fig 5.12 Kampala development plan proposal 1972. Source: Omolo-Okalebo, 2011
 Fig 5.13 Present day Kampala. Source: Author

CONTEXTUAL ANALYSIS ON CITY SCALE

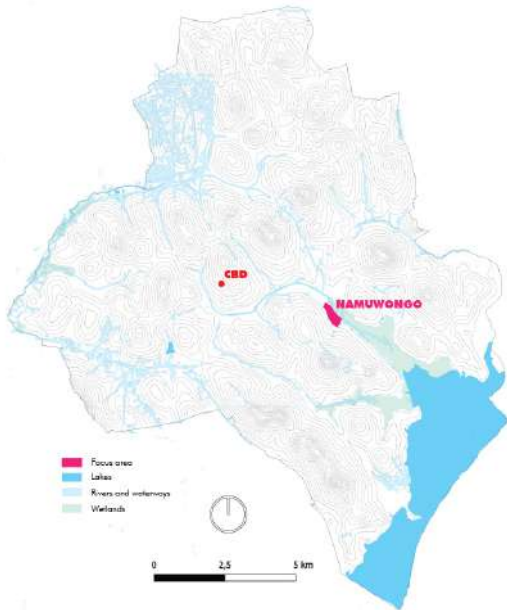


Fig 5.14 Map showing topography and water features in Kampala. Kampala has hilly landscape with wetlands and water features occupying the lowlands. This hilly feature also defines the settlement behaviour.
Source: Author

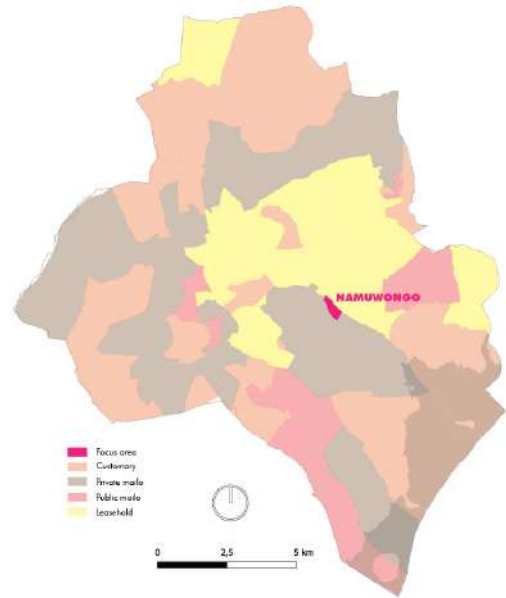


Fig 5.15 Map showing land tenure systems. At the time of colonisation, land was divided into Crown land (British Administration) and Mailo land (Buganda Kingdom). This has shaped present day Kampala. With the large portion of land privately owned and informal land access schemes, it is difficult to determine rightful ownership of land especially in highly contested “grey” spaces
Source: Author

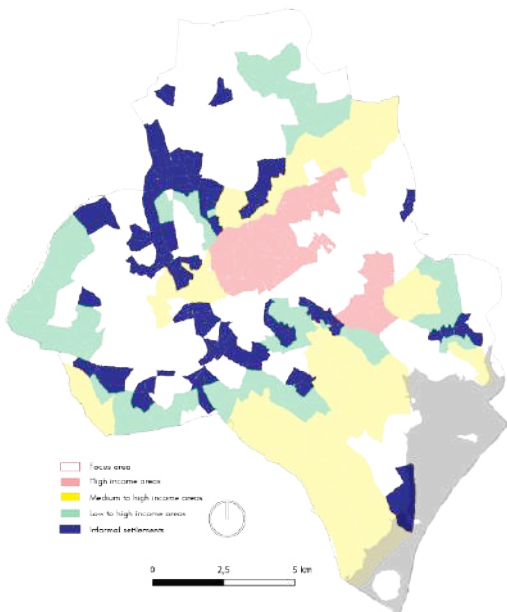


Fig 5.16 Map showing household income distribution in Kampala
Source: Author

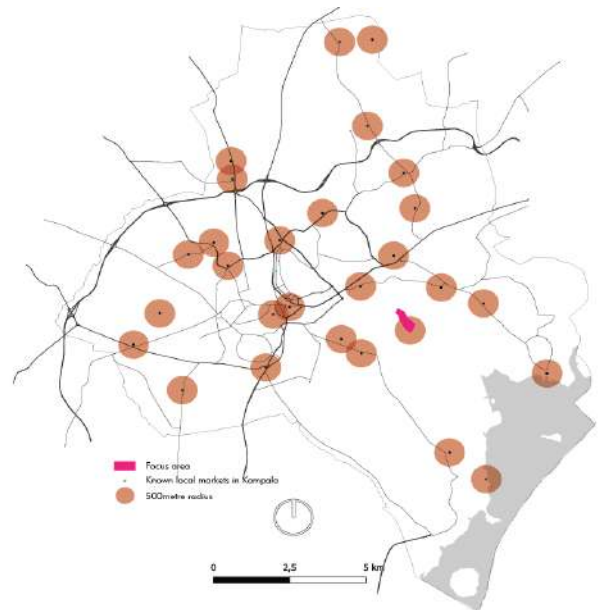


Fig 5.17 Map showing road network and local markets in Kampala. The map shows that most markets are along the main transport routes. However Namuwongo market is on the located away from the major traffic routes.
Source: Author

CASE STUDY: KIBERA PUBLIC SPACE PROJECT, KENYA



Fig 6.1 Kibera Public Space Project, Kibera.
Source: Kounkuey Design Initiative

The Kibera Public Space Project is a network of projects run by the residents of Kibera, an informal settlement in Nairobi, Kenya in collaboration with Kounkuey Design Initiative. This project shows how community-led projects can lead to sustainable, income generating public spaces. It also shows how materials are locally sourced such as recycled tyres and soil-stabilizing bricks manufactured by community members reduces the cost of development.

CASE STUDY: MAEKLONG RAILWAY MARKET, THAILAND



Fig 7.1 Maeklong railway market, Bangkok. Images show trade activity along the railway line before and while a train passes through. It shows multifunctional use of the railway reserve that would otherwise remain underutilised.

Source:Atlas Obscura

Maeklong market is a permeable field of temporary market stalls that changes with the time of day (Dovey, 2012). The market shows how the State can collaborate with the informal traders to develop multifunctional railway reserve. When the train is set to pass through (about six times a day), vendors and buyers are signalled by a whistle to clear the railway tracks. Thereafter trade and tourism resumes



Fig 8.1 Development of Go-down Zone over 20 years.
Source: Google Earth

SITE CONTEXTUAL ANALYSIS

In 2014, Go-down Road was construction in Namuwongo with the intention to connect two suburbs, Bugolobi and Namuwongo. The road gets its name from the zone (neighbourhood) it cuts through. This development not only led to the expansion of the community but also provided an opportunity for commerce.

The Go-down Road (and the zone) is about 850 metres away from Namuwongo market which is a source of fresh food for the greater part of Muyenga and also serves as a collection and drop off point for public transport to Kampala's central business district six kilometres away. This node is a primary source of income for many residing within Namuwongo however the market itself is not able to sustain the growing number of traders dependant on the space.

In addition, Go-down Zone is close proximity to the industrial area. This makes Go-down and, Namuwongo as a whole, a conducive place for settlement as it is close proximity to the market, warehouses and factories which as sources of employment especially for those migrating from the villages to the city.

However, Namuwongo is considered a grey space in that is located between Kampala's main sewerage drain, Nakibuvo channel and the railway line. While the channel not only torments the residents with stench during the dry season but also with floods during the rainy season, the residents face a continuous threat of eviction from the railway authorities for occupying the 60-metre-wide railway reserve.

This section will look at how these structuring elements act as both constraints and spaces of opportunities for this research. I will look at the how the landscape plays a role in placemaking, importance of the local markets, the railway line and lastly activities within Namuwongo.

LANDSCAPE

Namuwongo is located at the boundary of privately owned land (Mailo land) and land that belongs to the state (leasehold). It is also located between the railway line and the drainage channel which are public infrastructure, and a wetland. Therefore, even though this area is considered a restricted areas, it is difficult to determine whether this is the case because land is bought and sold by individuals along this space. From the interviews, it was understood that many occupants chose to reside here. This is largely due to the cheap rent they have to pay because it is in the lowlands that are prone to floods during the rainy seasons.

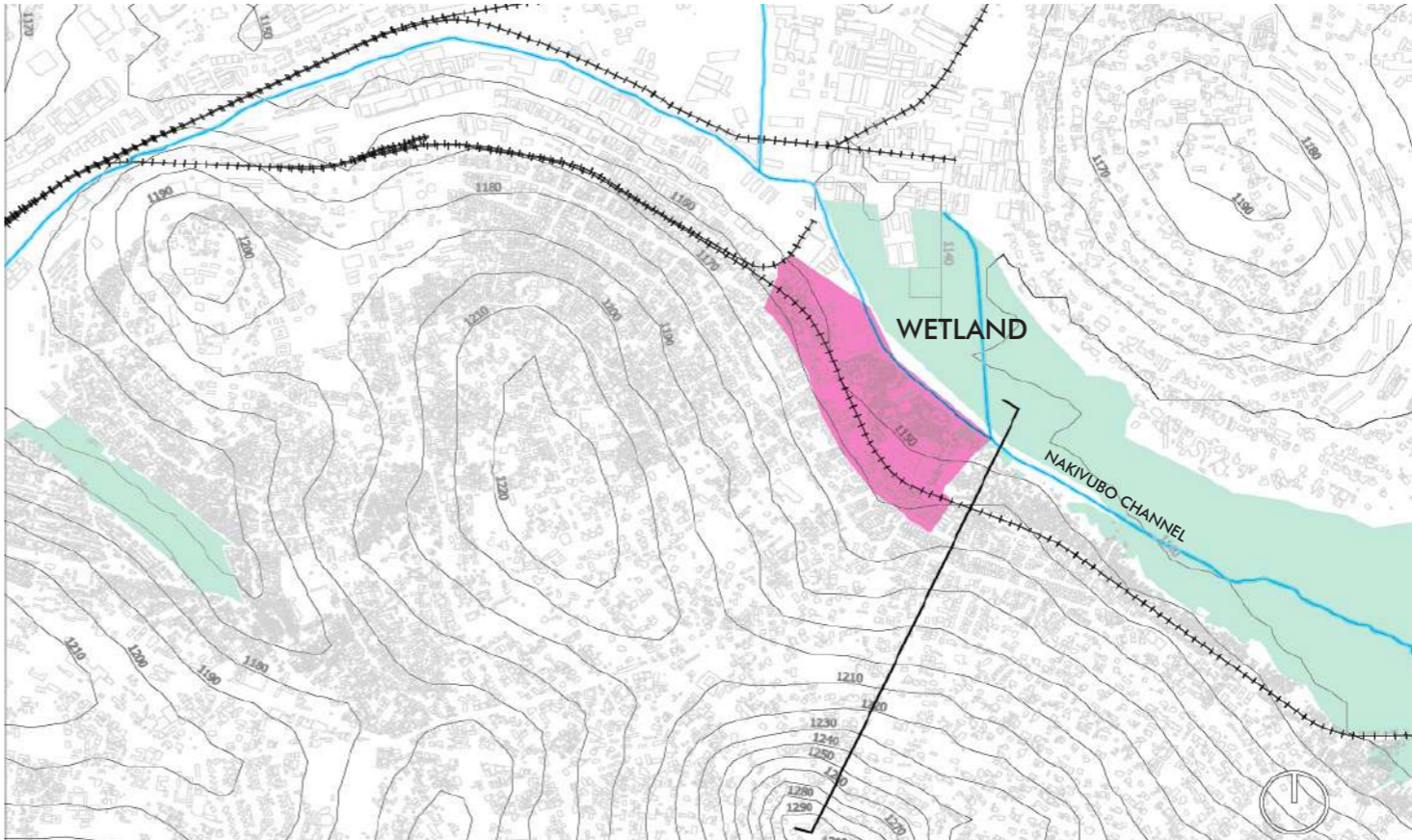


Fig 8.2 Map showing the landscape and urban fabric in Namuwongo
Source: Author

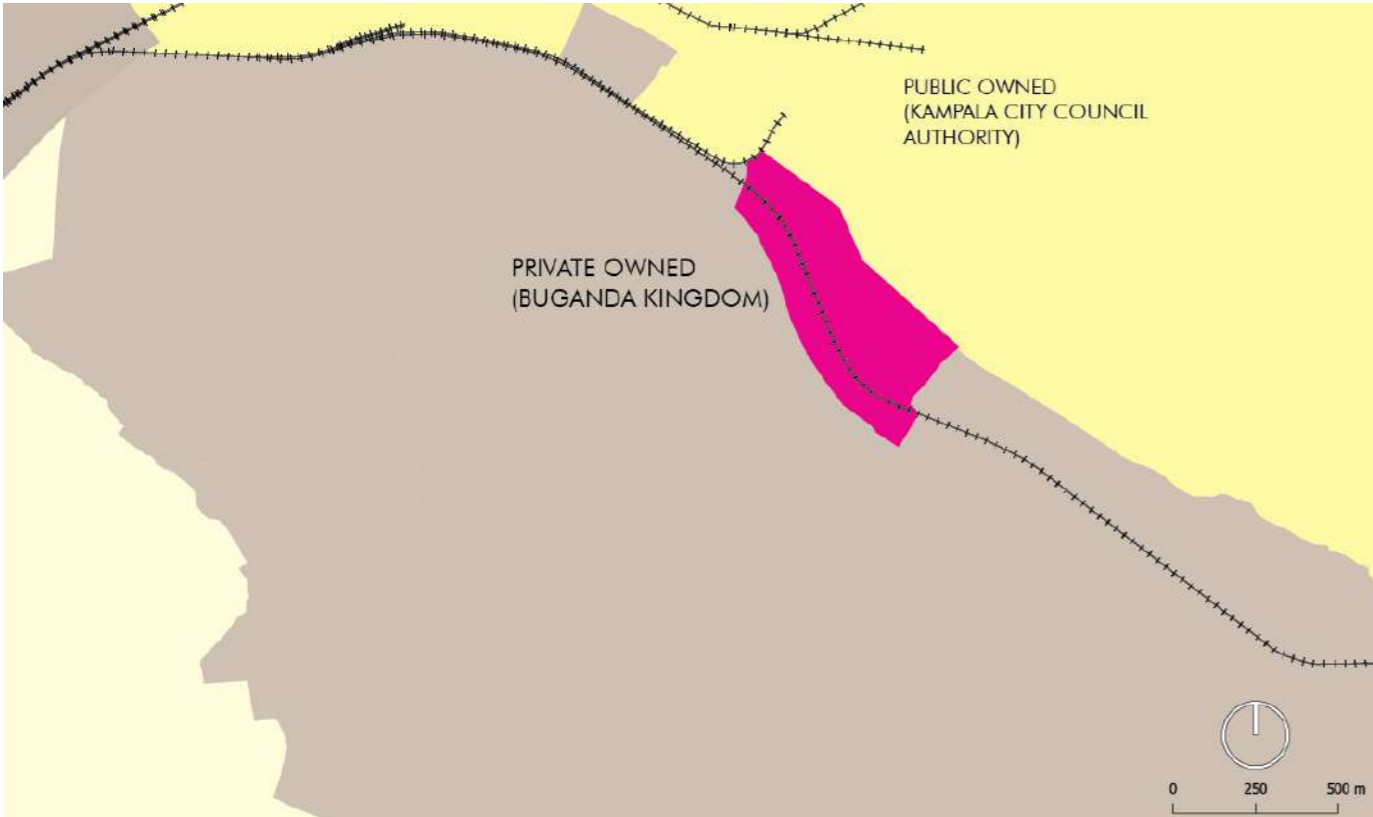


Fig 8.3 Map showing the land ownership rights in Namuwongo
Source: Author

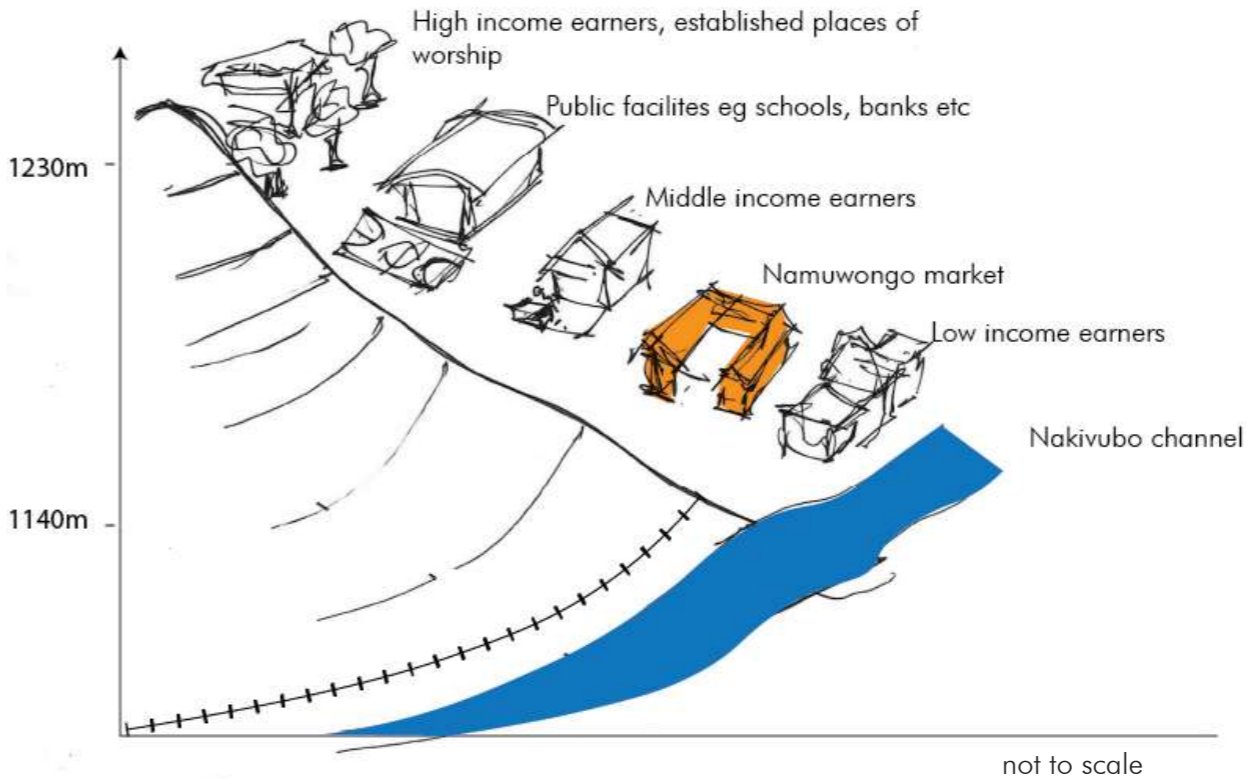
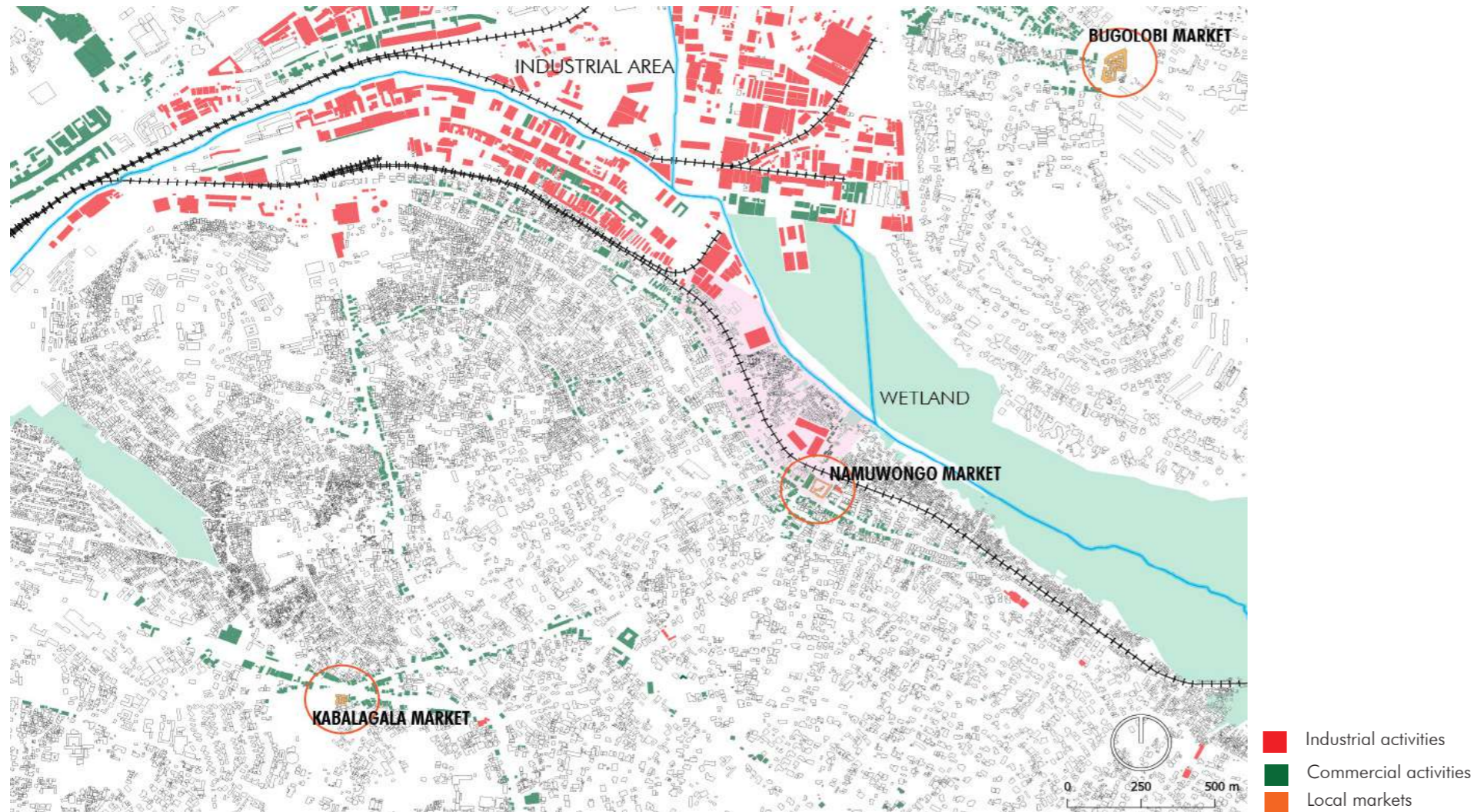


Fig 8.4 Section showing the topography and social hierarchy in Namuwongo
Source: Author

MARKETS AND PUBLIC TRANSPORT



Local markets act as nodes of a variety of the activities in Kampala. Markets such as the one situated in Namuwongo influence the routes selected by public transport services such as commuter taxis. These local markets also influence how businesses develop over time. The markets shows that a majority of commercial activities emerge from community markets in comparison to other spaces. The markets also influence the movement of non-motorist transport due to the frequency of activity taking place in these spaces. The map above also shows the unique placement of Namuwongo between the market and industrial area. This is a trading opportunity because of the frequent movement as truckers offload and collect cargo from factories. This opportunity has been overlooked by traders.

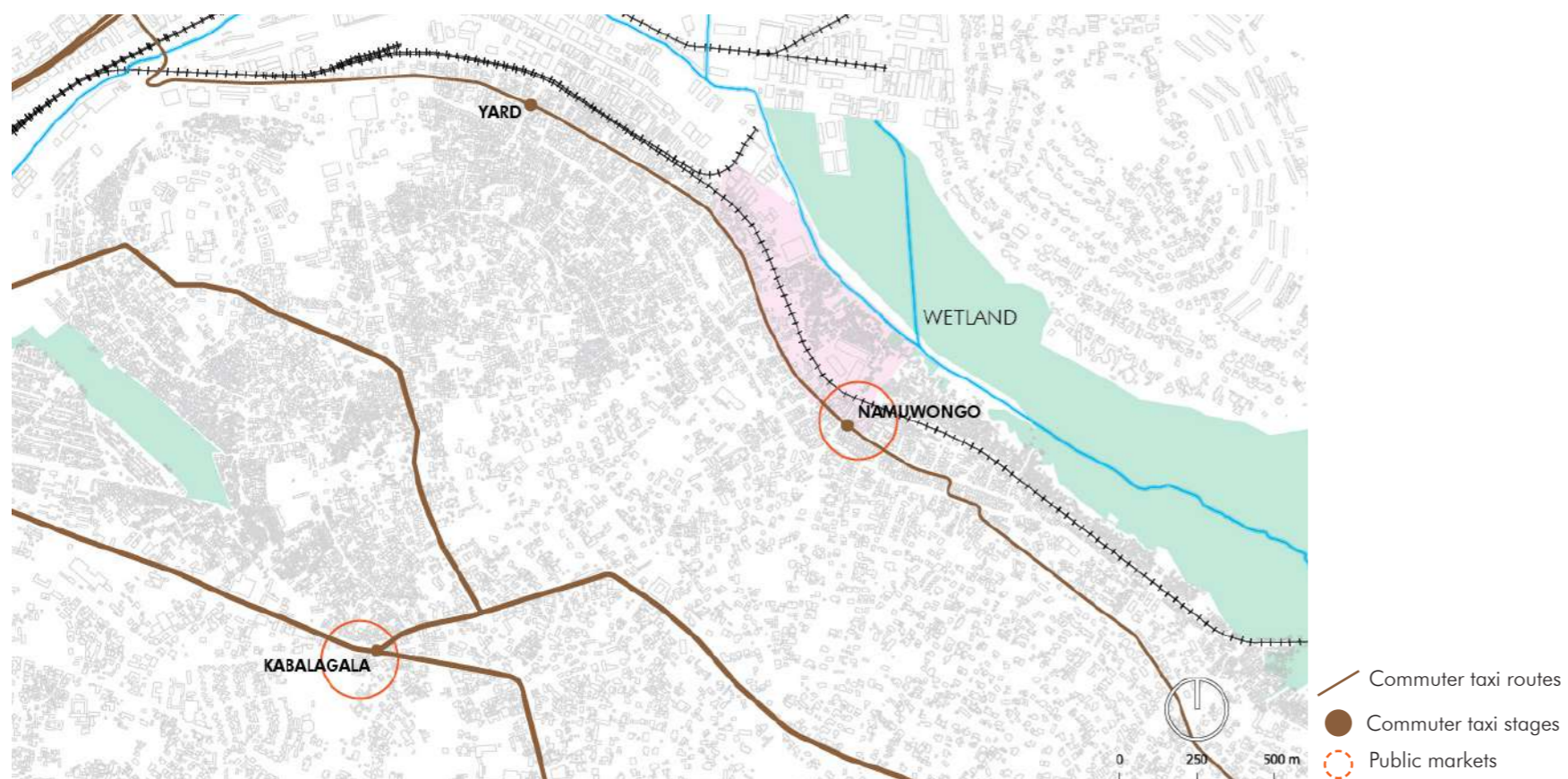


Fig 8.6 Motorcycle taxis (boda bodas) waiting for customers outside Namuwongo market
Source: Author

Fig 8.5 Maps showing the economic activities and public transport routes around Namuwongo
Source: Author

MARKET DAYS IN NAMUWONGO



The illustrations show how traders use the railway line to create a network of commercial activity from the market to the industrial area along Go-down Road.

Fig 8.7 Illustrations showing economic activities between Namuwongo market and Go-down Road during the week. Source: Author

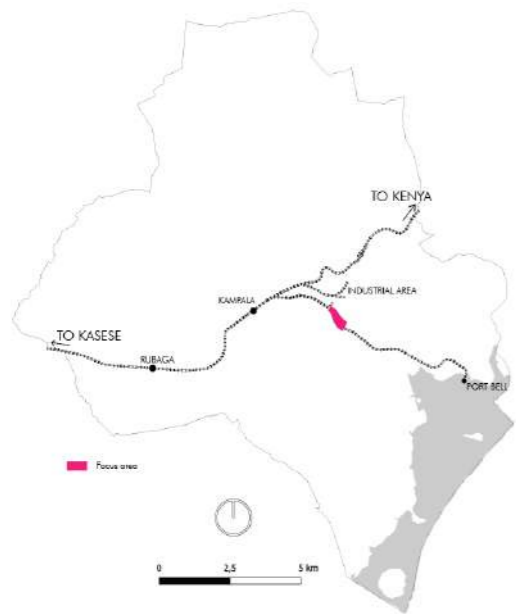
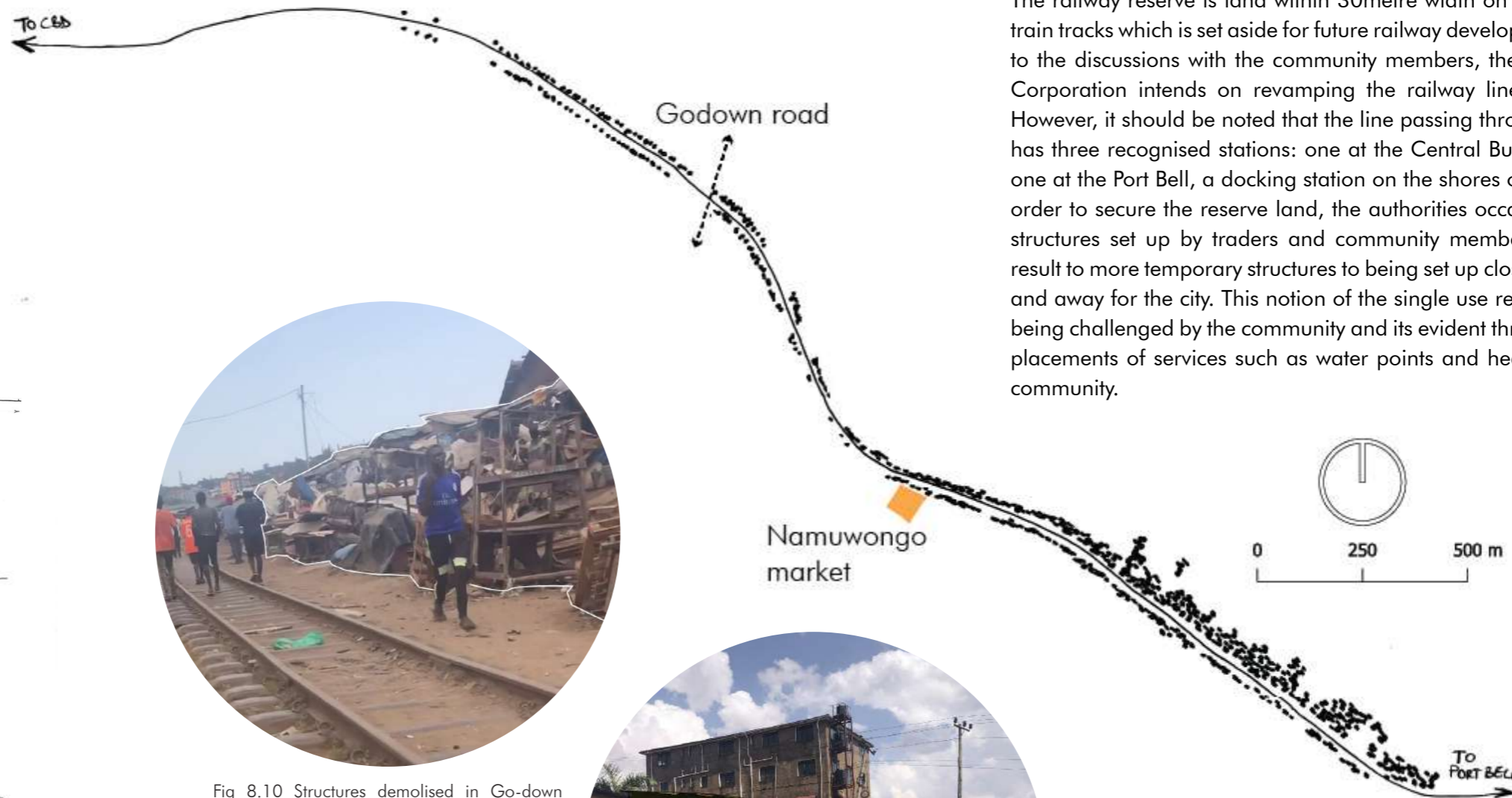


Fig 8.8 Map showing the railway line through Kampala. It was initially constructed to transport resources from Uganda to the East African coastline
Source : Author



The railway line plays a central role for traders in Namuwongo. It not only acts as a connector for the commercial activity from the market but also acts as a unifier. The community has a shared interest on the railway line because they occupy spaces along the reserve. As a result, the community has received plenty of eviction notices from the railway authorities.

The railway reserve is land within 30metre width on either sides of the train tracks which is set aside for future railway developments. According to the discussions with the community members, the Uganda Railway Corporation intends on revamping the railway line (Lindrio, 2022). However, it should be noted that the line passing through Namuwongo has three recognised stations: one at the Central Business District and one at the Port Bell, a docking station on the shores of Lake Victoria. In order to secure the reserve land, the authorities occasionally demolish structures set up by traders and community members. This has only resulted to more temporary structures to being set up closer to the wetlands and away from the city. This notion of the single use reserve is constantly being challenged by the community and is evident through the strategic placements of services such as water points and health centres in the community.

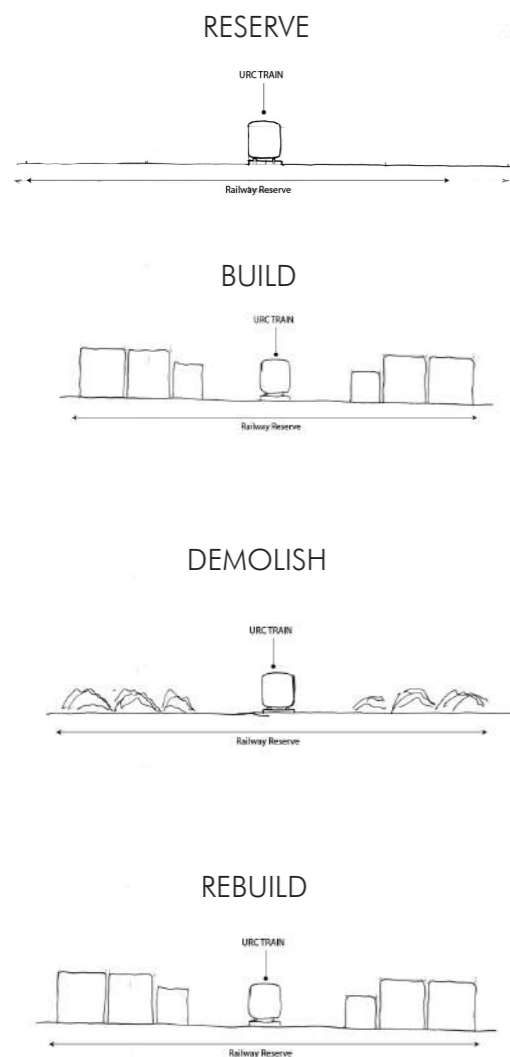


Fig 8.9 Illustration of the interactions between authorities and occupants of the railway reserve
Source: Author



Fig 8.10 Structures demolished in Go-down Zone during an eviction operation
Source: Author



Fig 8.11 New temporary structures close to Go-down Road
Source: Author

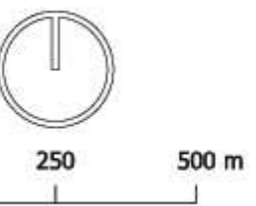


Fig 8.12 Illustration of the developments of informal structures along the railway line. This shows that there are more structures that emerge from the market suggesting the settlements close to economic activities. It also shows how the structure reduces as you get to the city centre.
Source: Author

SERVICES ALONG THE RAILWAY RESERVE

There are a number of services established along the railway reserve either through community intervention or through cooperation with NGOs and religious organisations. These services have improved the way of life for community and traders inclusive within the community. These services also shape the activity that occurs along the reserve for instance the community hall draws more economic activity because the ease with which it can be identified. It also acts a childcare centre for infants of working mothers. The community hall is located at the end of an access road from Namuwongo Road to the railway.

During the research, a pattern was identified where such access roads play an important role in improving trade activity and movement along the railway reserve. The research also shows how the reserve plays multiple functions and it from this point that creates a basis for the design.



Fig 8.14 Community Hall
Source: Author



Fig 8.15 Public toilet maintained by the community
Source: Author



Fig 8.16 Water point along the railway reserve
Source: Author

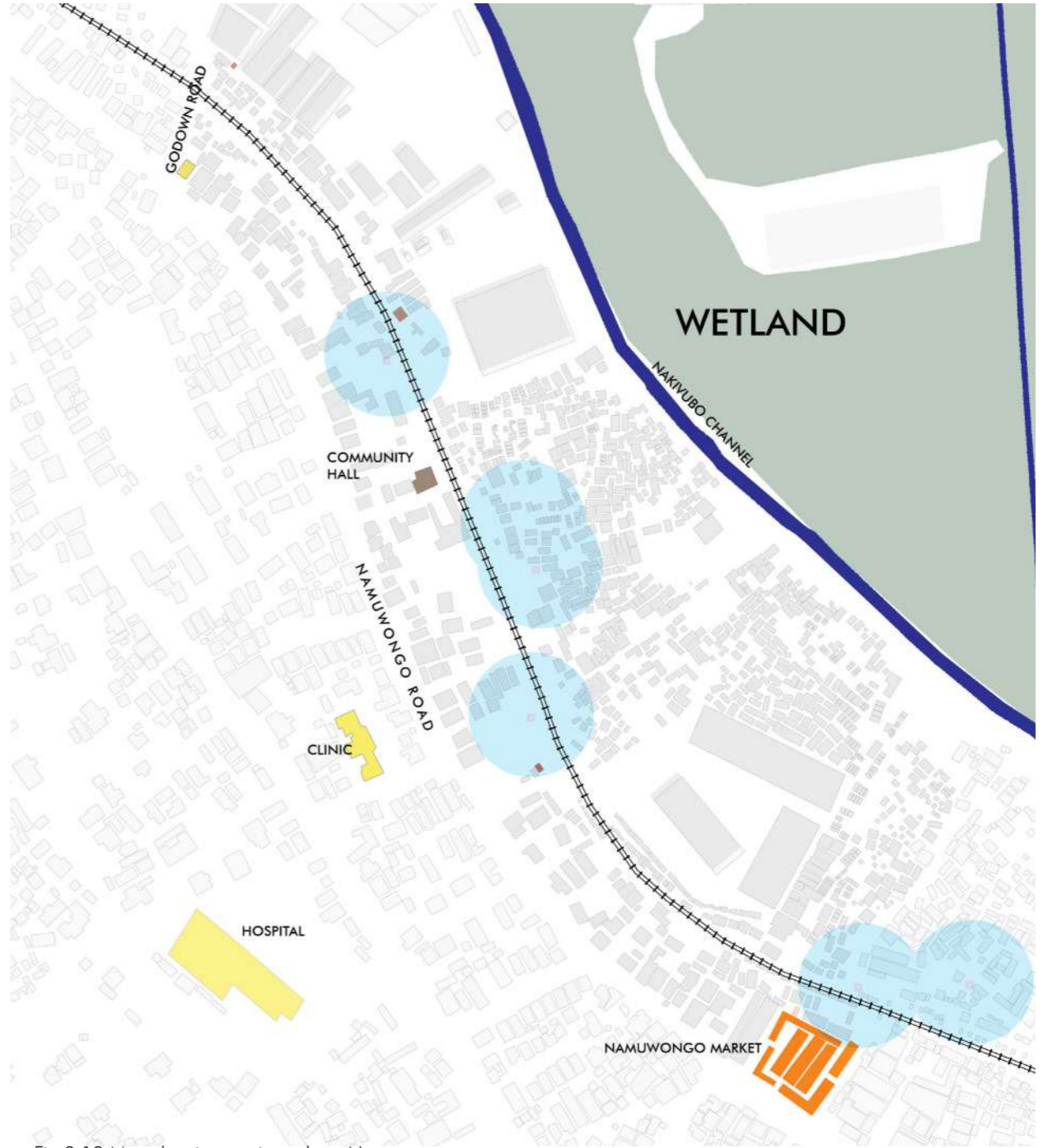


Fig 8.13 Map showing services along Namuwongo
Source: Author



Fig 8.17 Map shows the activities at the different entry points to the railway reserves. It shows the different energies and vibrance of the reserve
Source: Author

A DAY IN THE LIFE OF...

Shops act as a light source to guide users of the railway

More activity picks up as people move along the railway line. Buskers arrive to sell food and clothes. Children are also allowed to play freely under the watchful eye of their parents



Adults going to work in the early morning as school children go to school

Activity picks up during the day. Animals are left out to graze, people use the railway to relax, food vendors set up shop for to attract workers on their lunch break.

In the evening there's more trade, as the wooden stalls fill up with more clothes and other commodities, school children returning home from school. The railway line gets busier.

At night, some activity carries on. The shops and wood stalls act as a source of street lighting to guide users of the railway.

Fig 8.18 3D representation of a day in the life of a trader in the reserve
Source: Author

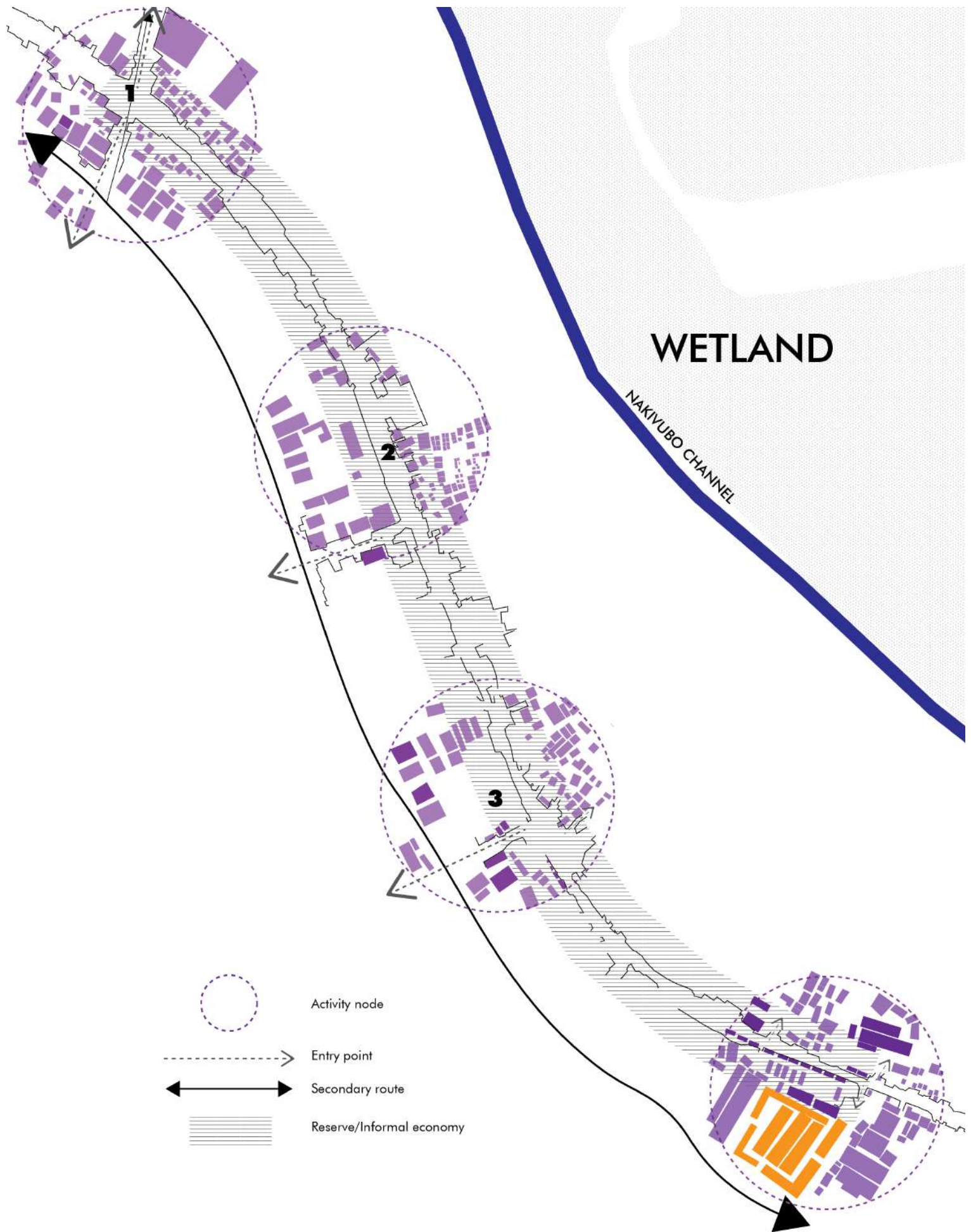


Fig 9.1 Design informants. Diagram showing site context mapping that is used to inform the concept for the design proposal.
Source: Author

DESIGN DEVELOPMENT

With the combination of the site contextual analysis and design informants, I propose a design concept that can promote community-based development and empower the people of Namuwongo. The proposal will look at the potential activity nodes identified using the following guiding principles.

DEFINE (edges)

The railway reserve informally acts as pedestrian street. If the reserve is viewed as such and rather than a single zone for future developments, this provides the first step to promoting visibility and recognition to the community of Namuwongo. The street edges will be defined by trees, seating areas and human scale streetlights.

IDENTIFY (underutilised spaces)

The second step is to identify underutilised spaces. Underutilised spaces in this case refer to spaces along the new street edges that are not yet occupied or serve only one purpose. Although certain single use facilities might be disrupted, there are suggested spaces that are better suited for such facilities.

IDEATE (and implement)

Finally, design interventions will be suggested and tested in collaboration with the community members to determine the most suitable infrastructure and services to implement along the edges on the new railway street.

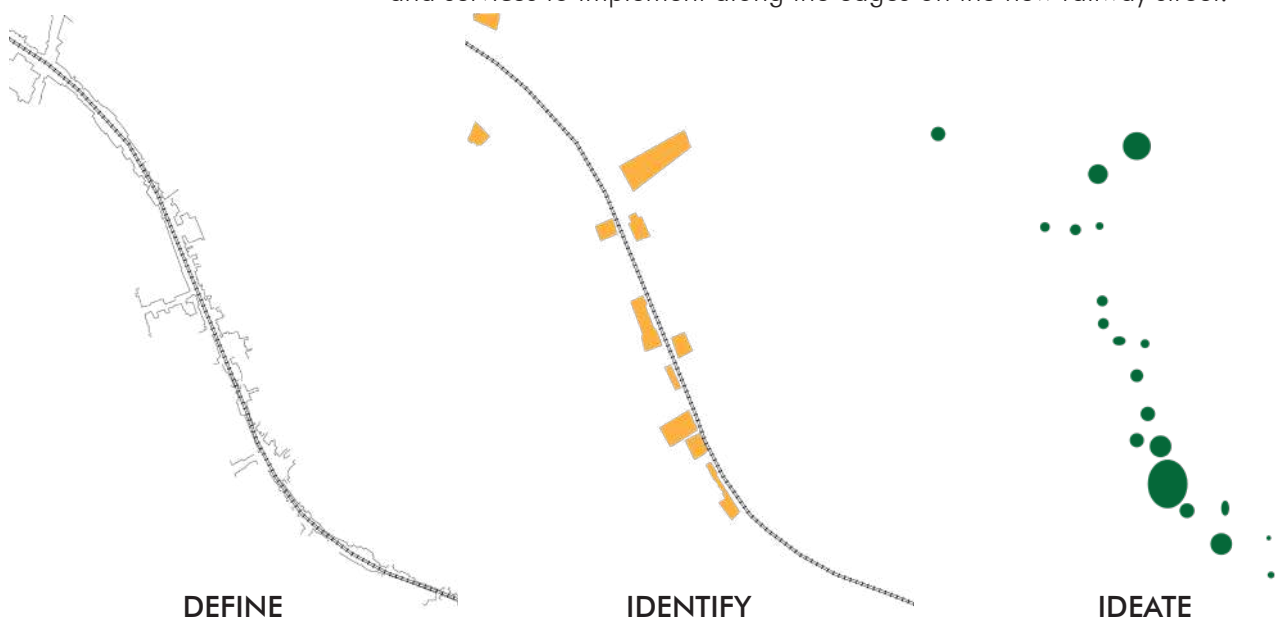


Fig 9.2 Guiding design principles
Source: Author

The design strategies for the design concept with guidance from the design principle intend on create safe and inclusive spaces along the railway reserve. The strategies prioritise on pedestrian spaces, promotion of a circular economy and community-based development. The strategies include:

PEOPLE FIRST

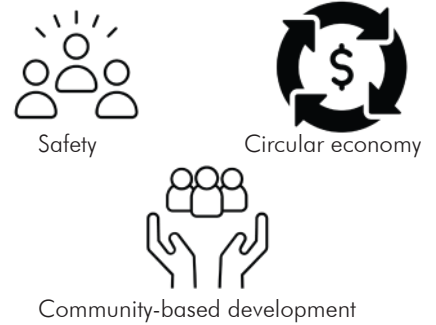
The People First strategy focuses on ensuring the street is human centred. This means ensuring there is a network of open spaces that act as resting points for pedestrians. There will be active edges along the streets that ensure that there is continuous activity which promotes street surveillance. There will also be the use of trees and streetlights that guide pedestrians along the street.



Railway reserve as pedestrian street

INTEGRATED SPACES

This strategy looks at promoting community-based development by using the resources that are readily available within the community such as utilising clay bricks for the brick makers or reusing timber that was left behind for past evictions. In addition, this strategy looks at incorporating the experiences of the traders. It therefore should reflect the priorities of the users of the space. Not only will this promote a circular economy but also a sense of identity.



MULTIFUNCTIONALITY

Multifunctionality looks at the railway reserve as a street that serves multiple functions. Not only should it be viewed as a space of commerce but also a space for social, cultural, political and other community creating activities. Therefore, the reserve should be viewed as a complete street with safe and open spaces for looking, shopping, socialising, waiting, cycling and walking.



Multifunctional spaces



Fig 9.3 Design strategies and Sustainable Development Goals to achieve with the proposal
Source: Author

COMPLETE STREETS



Fig 9.4 Tactical urbanism using painted pedestrian walkways at intersections
Source: Global Designing Cities Initiative

MULTIFUNCTIONAL SPACES



Fig 9.7 Multifunctional playgrounds
Source: The Independent Magazine, 2022

COMMUNITY ENGAGEMENT



Fig 9.10 Community participation plays a key role in developing inclusive and efficient design interventions
Source: Kounkuey Design Initiative



Fig 9.5 Brick pavers to promotes pedestrian movement
Source: The Brick Industry, 2017



Fig 9.8 Amphitheatre as a multipurpose ground for commercial and recreational activity
Source: Head long into Africa, 2011



Fig 9.11 Community involvement in changing their environment creates a sense of ownership
Source: Kounkuey Design Initiative



Fig 9.6 Tree planters and human scale streetlights to define the pedestrian paths
Source: Shutterstock



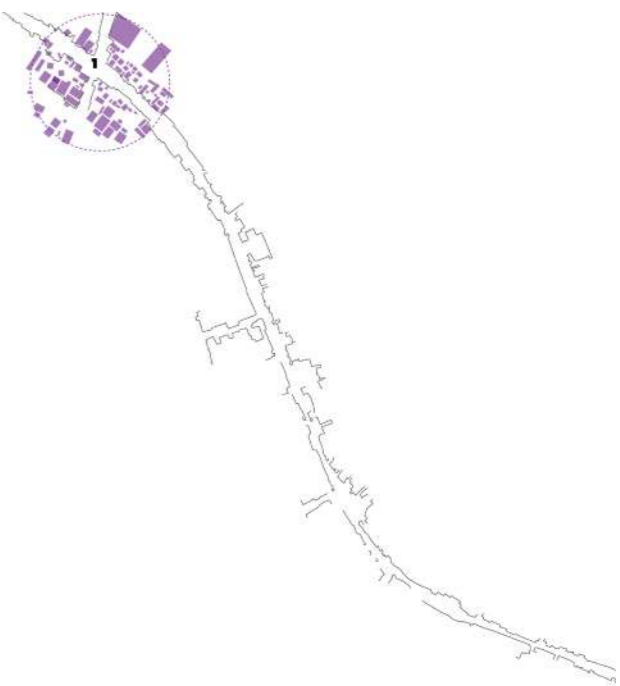
Fig 9.9 Laundry pads at water points
Source: Kounkuey Design Initiative



Fig 9.12 Community gardens promotes the income generating activities and a community of culture
Source: Women for Climate, 2013

DESIGN INTERVENTION – ACTIVITY NODE 1 (TRADING HUB)

The first design intervention looks at the proposed conditions of Go-down Road as the trading centre. This promotes a space for commercial activity by focusing more on pedestrian movement through tactical urbanism. Widening of pedestrian walkways and painting of the road prompts motor traffic to slow down while defining the edges with storeyed multifunctional building promotes people surveillance along the street.



EXISTING CONDITIONS



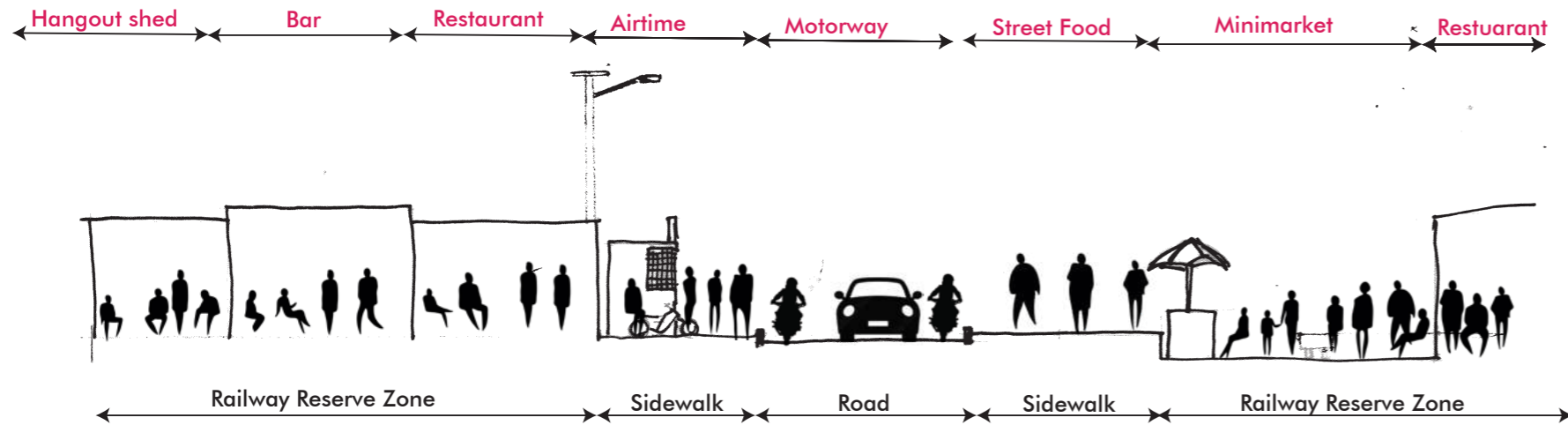
Fig 9.13 Plans of the existing and proposed conditions of the trading centre
Source: Author

PROPOSED CONDITIONS



- 1. Proposed commercial centre
- 2. Community hall
- 3. Proposed mixed use building
- 4. Pedestrian street
- 5. Taxi dropoff
- 6. Proposed school
- 7. Proposed technical school
- 8. Proposed public toilets

EXISTING CONDITIONS



PROPOSED CONDITIONS

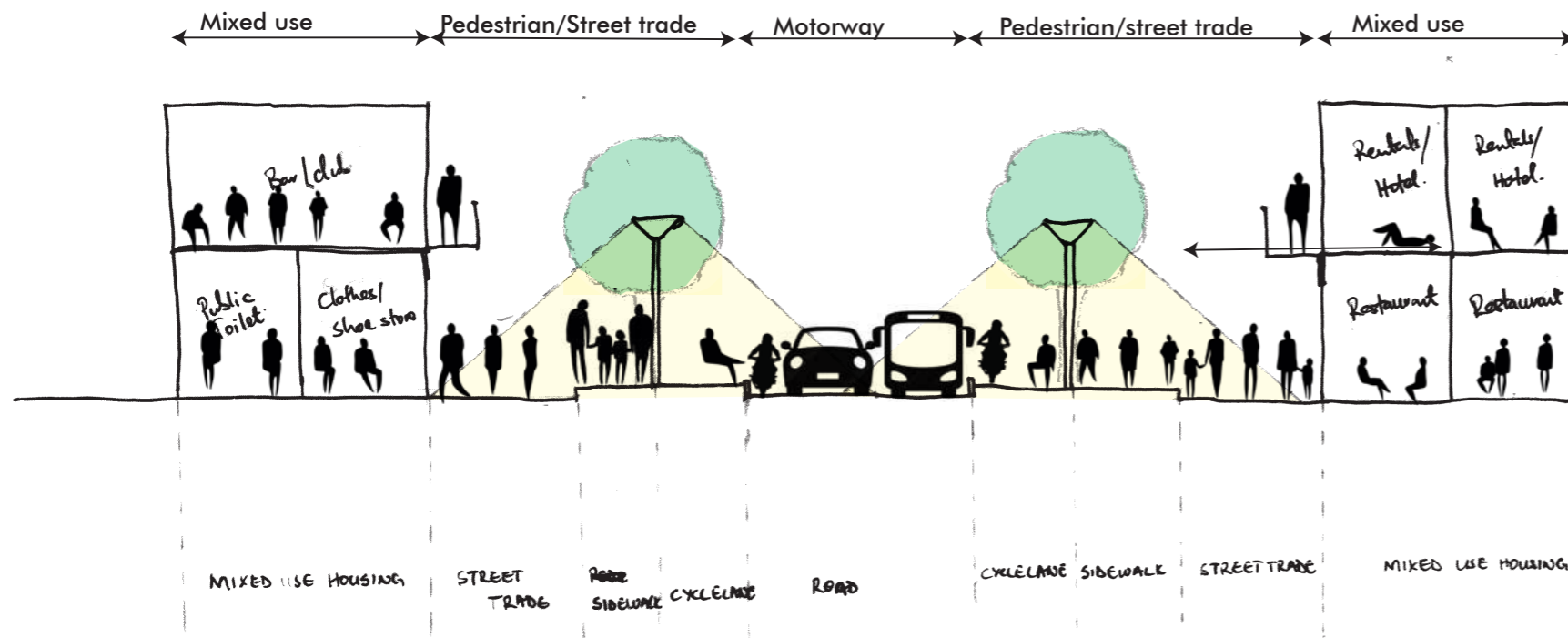


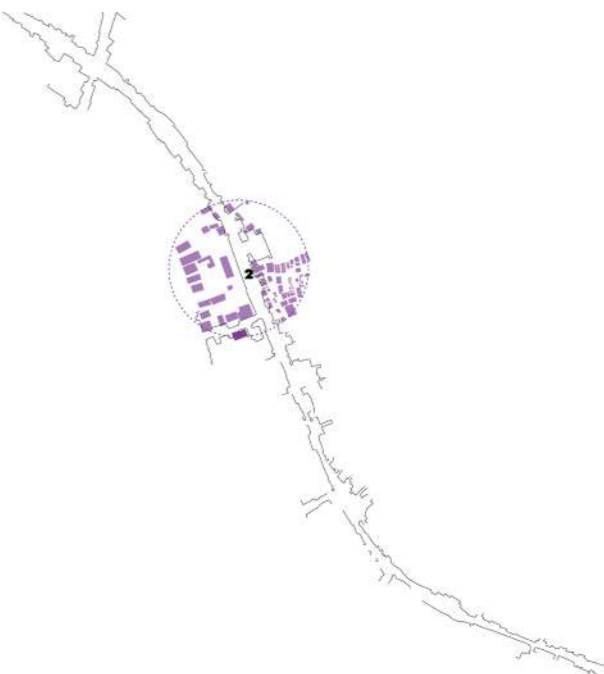
Fig 9.14 Sections of the existing and proposed conditions of the trading centre
Source: Author



Fig 9.15 Conceptual 3D representation of the street along the trading centre
Source: Author

DESIGN INTERVENTION – ACTIVITY NODE 2 (COMMUNITY HUB)

The second design intervention looks at the community as a place of gathering with spaces more focused on social activities and community engagement. Places of activity such as playgrounds allows the traders to leave their children at spaces of play where they can easily be monitored. There are also areas such as community gardens that build a space for social engagement as well as generation of income. In addition, there is a recycling hub that encourages reuse and creates sources of income for the youth.



EXISTING CONDITIONS

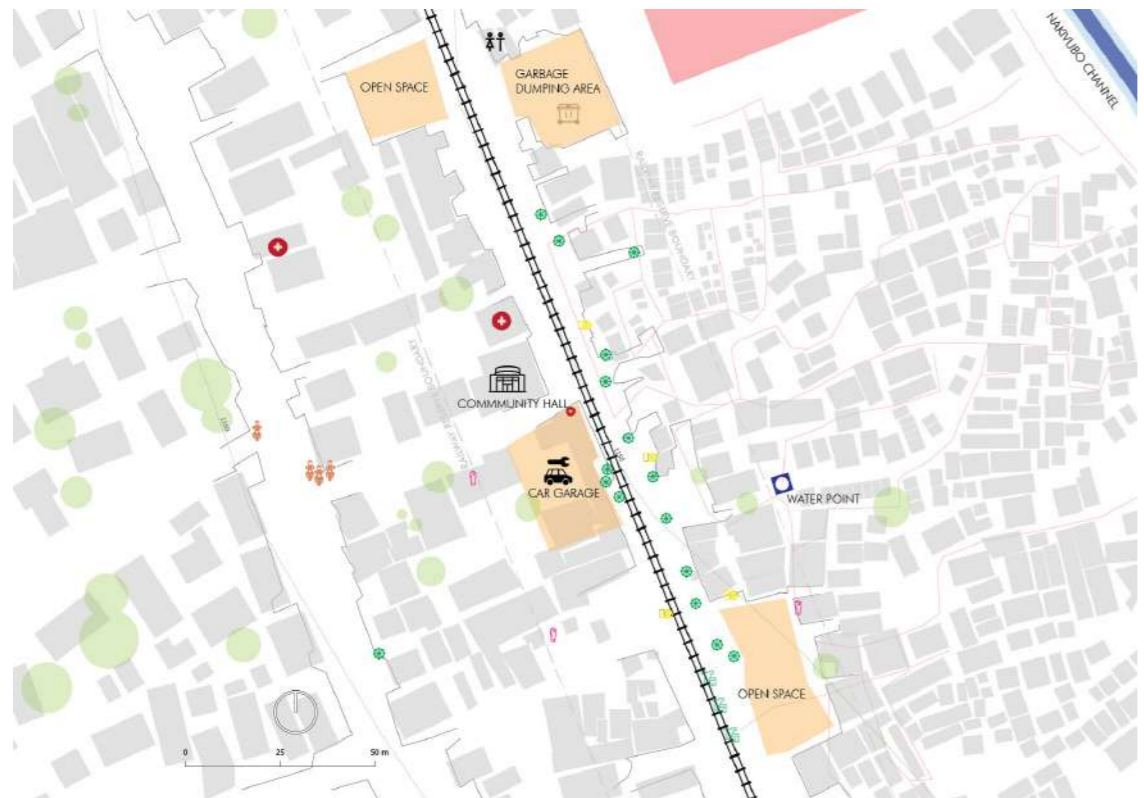


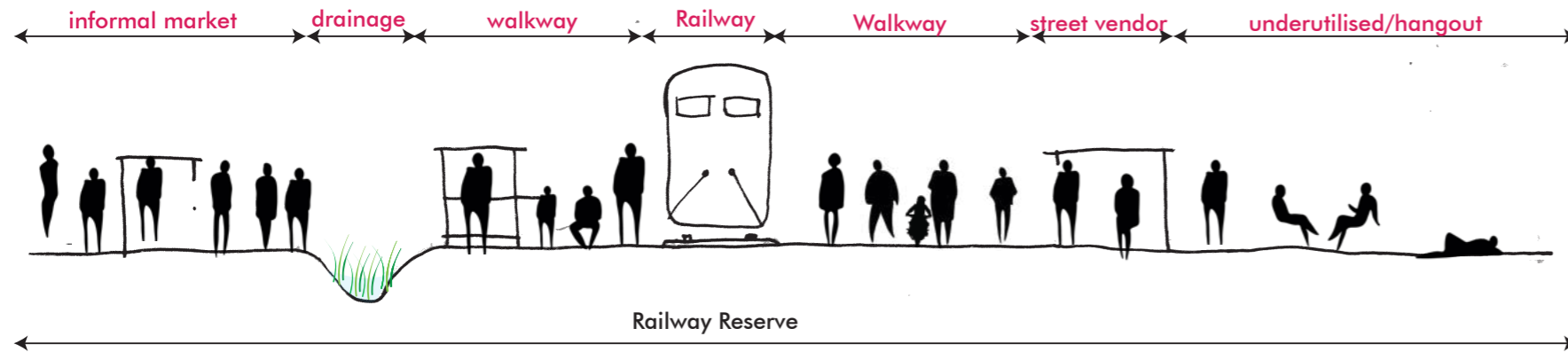
Fig 9.16 Plans of the existing and proposed conditions of the community centre
Source: Author

PROPOSED CONDITIONS



- 1. Community playground
- 2. Mixed use housing
- 3. Proposed new housing
- 4. Upgraded community hall
- 5. Proposed recycling facilities
- 6. Pedestrian only walkways

EXISTING CONDITIONS



PROPOSED CONDITIONS

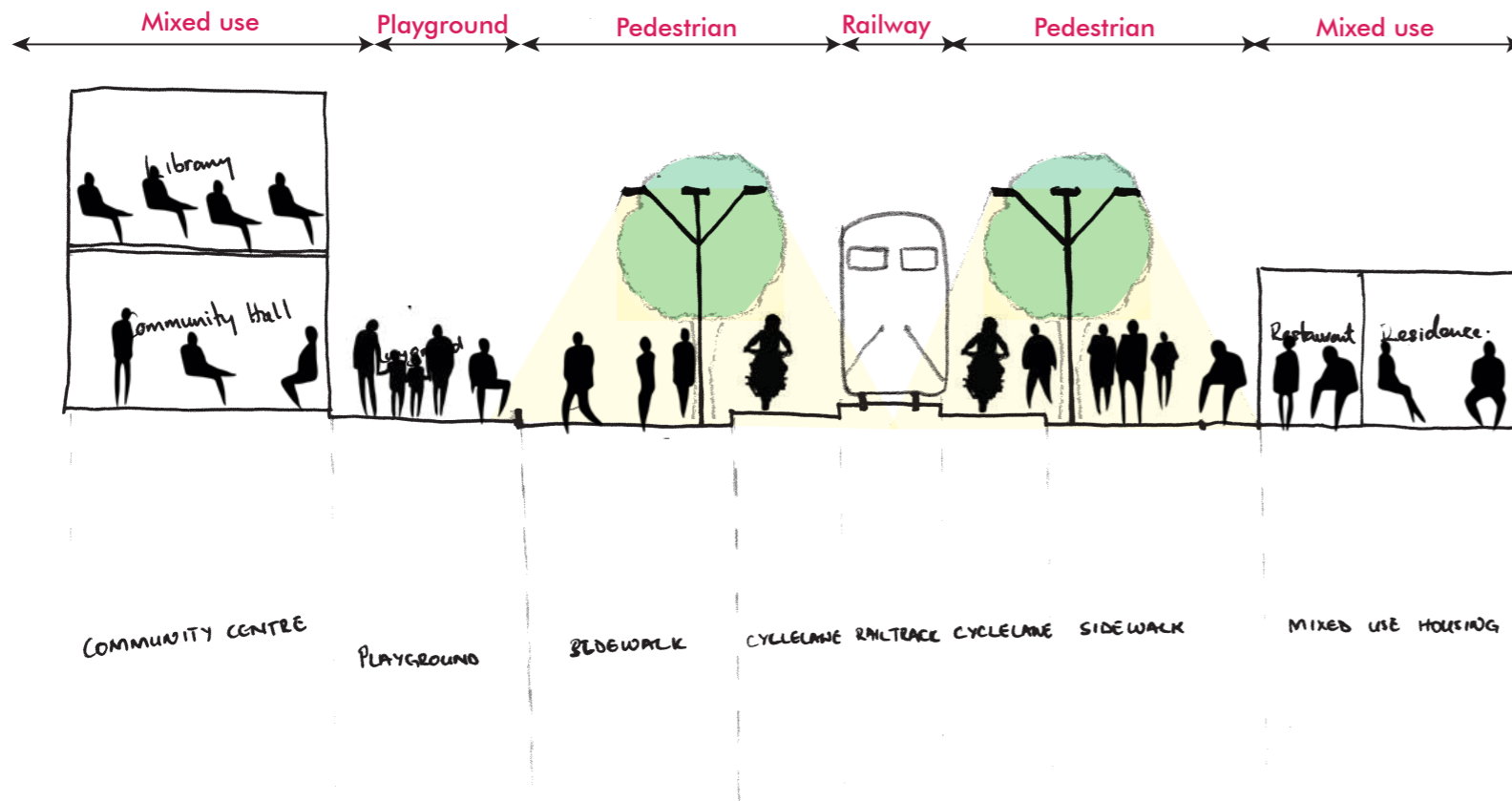


Fig 9.17 Sections of the existing and proposed conditions of the community centre
Source: Author



Fig 9.18 Conceptual 3D representation of the street to the upgraded community hall
Source: Author



DESIGN INTERVENTION – ACTIVITY NODE 3 (TRANSPORT HUB)

The final design intervention looks at how the state plans and community activity can operate in unison. I identified a space that was used for making bricks that I believe can serve a better purpose. This space can operate as a train station point as well as community centre for trade, entertainment and other recreation activities. It also provides an ideal location for public transport as a taxi rank. This looks at the multifunctionality of space at different times of day. It is also the area I have selected to show how the design can be implemented over time.



EXISTING CONDITIONS



Fig 9.19 Plans of the existing and proposed conditions of the transport hub
Source: Author

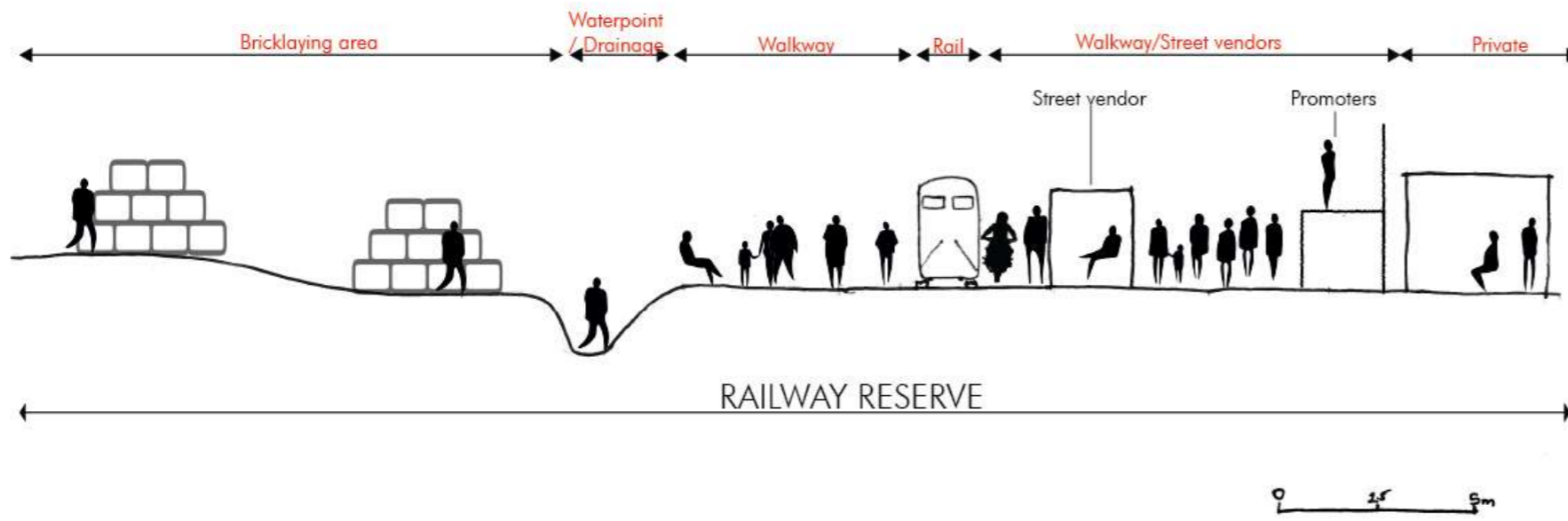
PROPOSED CONDITIONS



- 1. Pedestrian only walkway
- 2. Proposed amphitheatre
- 3. Proposed taxi stage and car wash
- 4. Proposed train station
- 5. Proposed police station
- 6. Upgraded open space
- 7. Proposed mixed use building

SECTIONS – ACTIVITY NODE 3 (TRANSPORT HUB)

EXISTING CONDITIONS



PROPOSED CONDITIONS

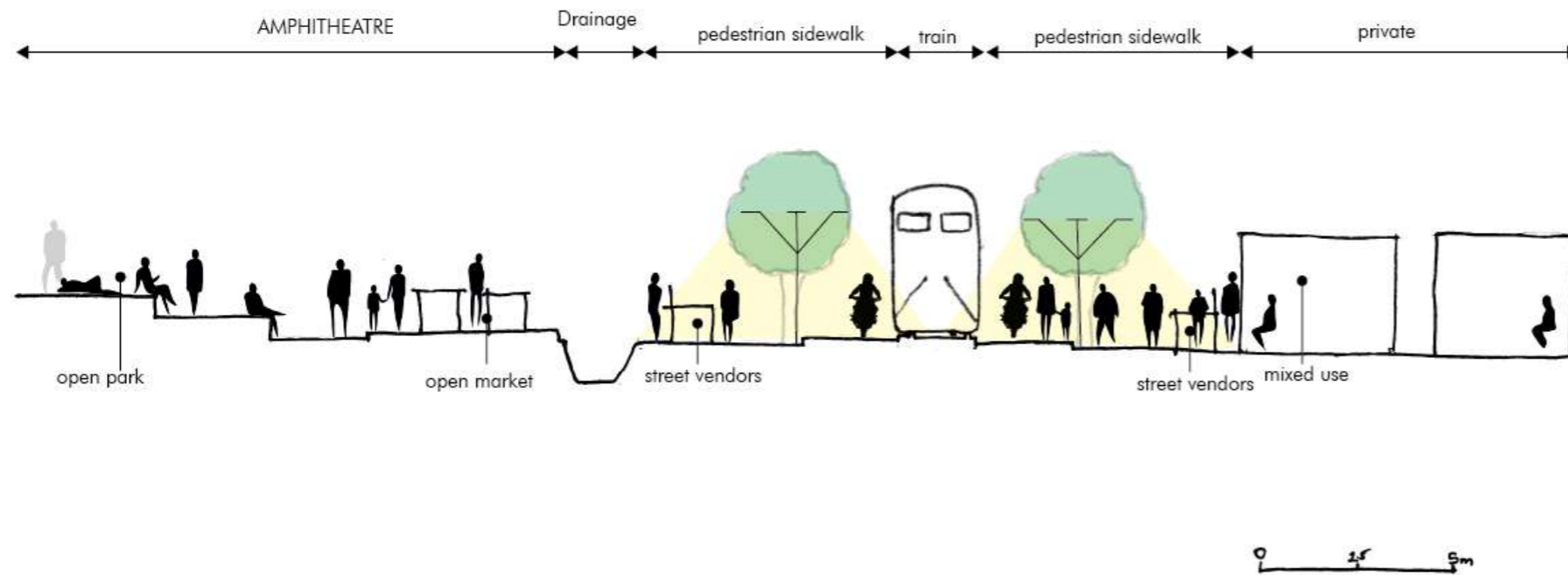


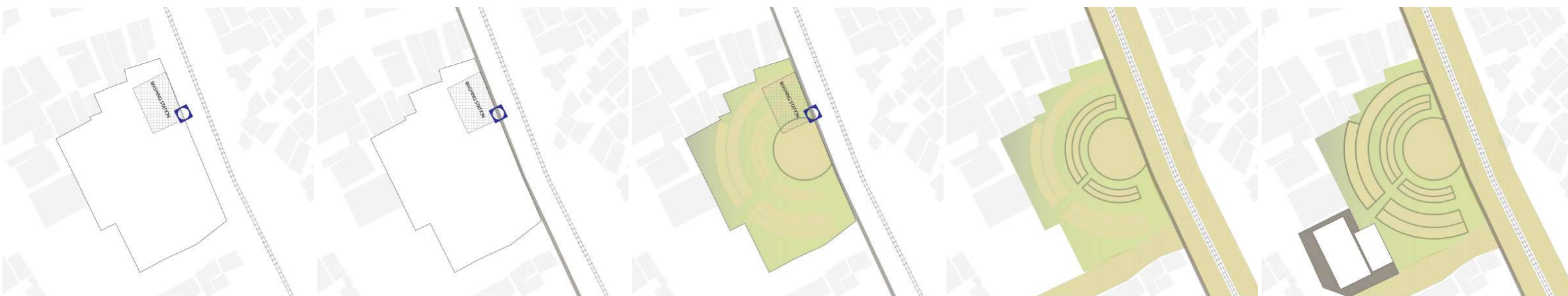
Fig 9.21 Conceptual 3D representation of the amphitheatre and open space at different times of day
Source: Author

Fig 9.20 Sections of the existing and proposed conditions of the transport hub
Source: Author

IMPLEMENTATION OF THE TRANSPORT HUB

SHORT TERM

LONG TERM



The first stage looks at utilising the existing water points by installing laundry pads to allow people to wash clothes while being able to access water easily.



Later on, the community can get involved in improving the drains by using natural drainage systems and tree planting.



The first ground level will then get levelled to allow for some activities. The materials suggested here are brick pavers that are made in the background.



At a later stage, the other levels will get occupied. Additionally, the street will be upgraded using brick pavers to define the pedestrian path. This will take community intervention as well as private and public stakeholders such as the church.



Lastly, the state can get involved by installing infrastructure such as street lighting to define the edges of the street.

Fig 9.22 Illustration of implementation of proposed amphitheatre at the transport hub
Source: Author



1. Proposed taxi stage
2. Proposed car wash and garage
3. Proposed amphitheatre
4. Proposed train station

Fig 9.23 Plan showing proposed amphitheatre
Source: Author

SHORT TERM

STAGE 1



STAGE 2



STAGE 3



STAGE 4



LONG TERM

STAGE 5



This design intervention is primarily focuses on community engagement with private and public stakeholders involved at later stages of the design

ETHICAL CONSIDERATIONS

In this research neither policy makers nor the city council authorities were consulted about the intentions for the railway reserve nor were spatial data obtained from official database. All information was obtained from public source websites and academic research.

All interviews that were recorded were with the consent of the participants. They will have access to the research upon their request. Futhermore, all participants had the right to have their information withheld.

All data collected from the site was done with the sole intention of not compromising the dignity of the community and its members

CONCLUSION

In this research, I wanted to understand how the activities along Go-down Road came about. Not only did I get a better understanding of the commercial activities, but I was also exposed to the vibrant community of Namuwongo. I got an insight of their concerns and more specifically, their sense of identity with the community and their trade. My proposal intends to amplify their voices by providing inclusive, multifunctional spaces to improve their way of living.

The Go-down Zone highlighted that spaces of trade also function as public spaces that allow for social gatherings and activities other than commerce. I therefore selected three activity nodes that I believe can become energy points that draw people from any background making it inclusive for all. Designing for the informal spaces acts as starting point for bringing about a just city. It is in these spaces that planning for the global south can be tested.

My proposal looks at how best the community can develop their own spaces with little intervention from the state and policy makers. It promotes a sense of radical action and urgency.

In addition, I foresee what the city will look like in the near future. I believe that commercial practices are activities for the older generation and yet the youth have other interests. Thomas and his friends come to mind in this case. They always meet up at the same location every other evening and watch entertainment concerts across the streets around the time when vendors are leaving and its only the food vendors left that light up the street.

The right to the city is the right to shape the city as the citizens please. Therefore, the role of the urban designer in the global south is simply to voices and activities of those that occupy such spaces. An urban designer should be able to involve all stakeholders in the development of space to make the city more inclusive.

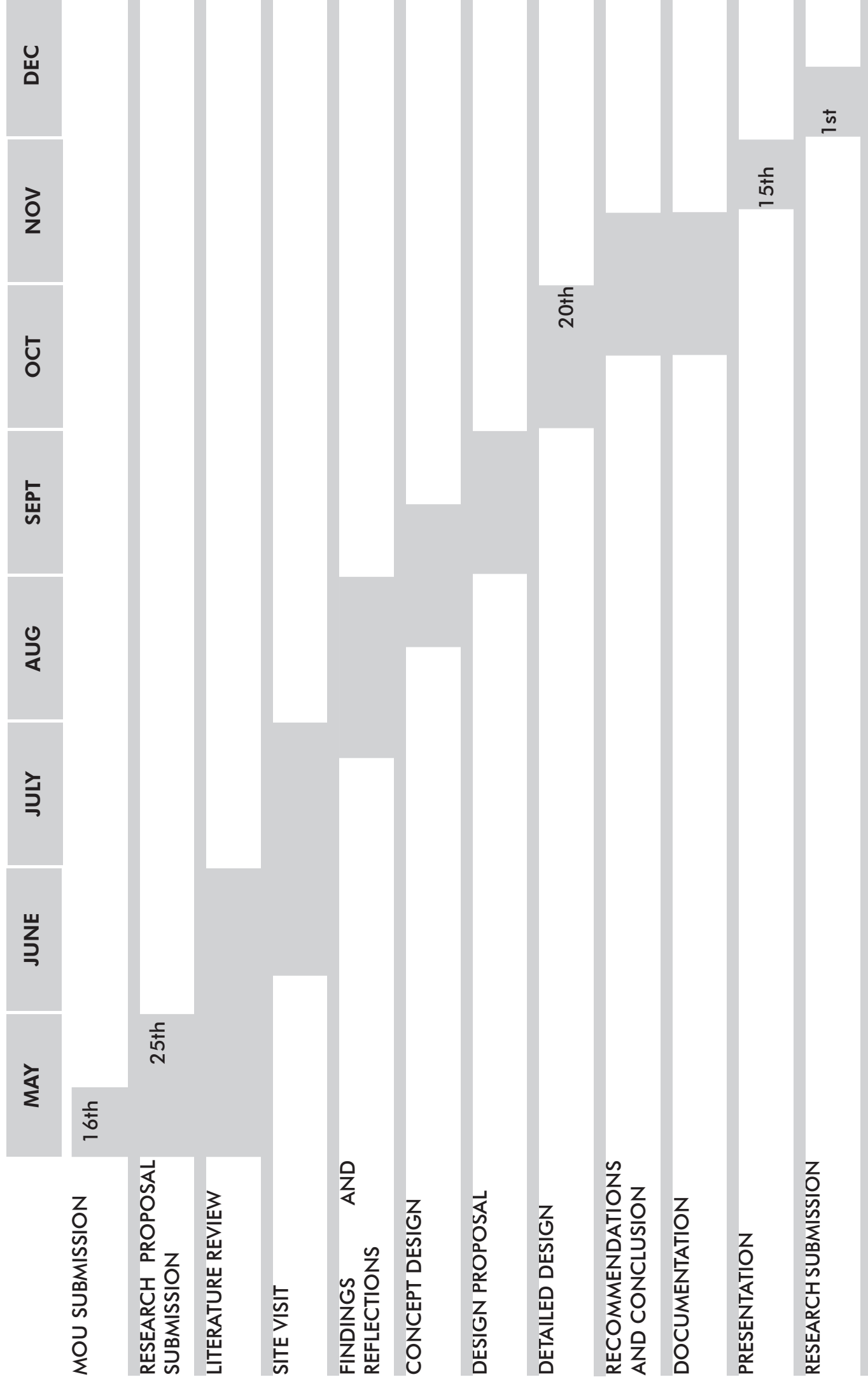
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APPENDIX

TIMELINE



ETHICS APPLICATION FORM

Please Note:

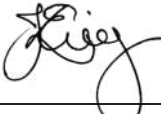
Any person planning to undertake research in the Faculty of Engineering and the Built Environment (EBE) at the University of Cape Town is required to complete this form **before** collecting or analysing data. The objective of submitting this application *prior* to embarking on research is to ensure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


APPLICANT'S DETAILS		
Name of principal researcher, student or external applicant	Masuba Daniel	
Department	Architecture, Planning and Geomatics	
Preferred email address of applicant:	danielmasuba@gmail.com	
If Student	Your Degree: e.g., MSc, PhD, etc.	Master of Urban Design
	Credit Value of Research: e.g., 60/120/180/360 etc.	60
	Name of Supervisor (if supervised):	Dr. Kathryn Ewing
If this is a research contract, indicate the source of funding/sponsorship	N/A	
Project Title	Navigating the Go-Down Zone: Reimagining spaces for informal traders in Go-Down Zone, Namuwongo, Kampala, Uganda	

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

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

APPLICATION BY	Full name	Signature	Date
Principal Researcher/ Student/External applicant	Masuba Daniel	<div style="border: 1px solid black; padding: 2px; display: inline-block;">Signed by candidate</div>	16/05/22

SUPPORTED BY	Full name	Signature	Date
Supervisor (where applicable)	Dr Kathryn Ewing		16 May 2022

APPROVED BY	Full name	Signature	Date
HOD (or delegated nominee) Final authority for all applicants who have answered NO to all questions in Section 1; and for all Undergraduate research (Including Honours).	Nancy Odendaal		24 May 2022
Chair: Faculty EIR Committee For applicants other than undergraduate students who have answered YES to any of the questions in Section 1.			

INTERVIEW QUESTIONS

The interviews were structured in the semi-formal format and were conducted in-person. All interviewees accepted to be recorded during the interaction. The interviews conducted in either Luganda or English.

Background:

Where do you reside? How long have you been there? Why did you choose to stay there? Are you renting out a space or building here? How did you get to find this place? Who do you share your space with?

Occupation:

Where have you set up your business? How does this location help your business? Why did you choose this location? How do you get to work?

Everyday activities:

Do you have specific days of week and times that you work? Why did you choose these times?

Mobility:

Why do you use the Godown Road? How fast do you move along Go-Down Zone? Does the time of day have any influence with speed in which you move? (In what rhythm does the person move along the area?) What route do you normally take? How does it feel moving along the road? When does the movement stop? Where does it normally stop?

Impacts of space:

What challenges did you face affect the construction of Godown Road? How have you dealt with these challenges as a community? Has the government or the private sector made any other interventions after the construction of the road? How did you as an individual or community reach out to these stakeholders to intervene?

Go-Down zone reimagined:

Where do you see Go-Down zone in the next 10 years ?



Statement to be read out to an interviewee by a student about to undertake an Interview for the purposes of research, as a request for permission for the name and/or identity of the interviewee to be revealed in an Urban Design Research Project.

CONSENT FOR AN ADULT TO BE INTERVIEWED FOR THE PURPOSE OF RESEARCH

My name is Masuba Daniel and I am perusing a Masters of Urban Design degree at the University of Cape Town.

I am doing research on negotiation of grey spaces along the Uganda Railway in Namuwongo as part of my master’s programme, and I would like to ask you some questions about this to assist me with my research.

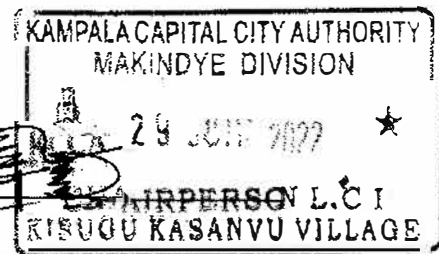
The questions asked will used for education and research only and do not benefit you or your community; you will not be compensated for your participation. The information which I am gathering will be used in my course and exams and may also published in academic journals or exhibitions. The research data will be stored safely for future use.

I would like to record the interview, if you agree (photographic, verbal). You have a right to refuse to answer any questions. If you want to end the interview at any point you are free to do so.

Please note that you can give or withhold your permission for me to use your full name / designation / words in my research project.

LCI Chairperson Kasanvu Name and Signature:

Name: Bjiriesha Richard Signature: [Signature]



Student’s Name and Signature please allow him to proceed on with his work

Name: DANIEL MASUBA Signature: [Signature] Signed by candidate

Date: 28/06/2022

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CONSENT FOR AN ADULT TO BE INTERVIEWED FOR THE PURPOSE OF RESEARCH

My name is Masuba Daniel, and I am studying Urban Design at the University of Cape Town. I am doing research on negotiation of grey spaces as part of my master's programme, and I would like to ask you some questions about this to assist me with my research.

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Do you agree to be interviewed, to contribute to this research?
Yes No

Do you agree to the interview being recorded?
Yes No

Do you give permission for your name, title and photo to be used as a source of information in our research?
Yes No

Participant's Name and Signature:

Name: CASHIRABANE JOHN Signature: [Handwritten Signature]

Student's Name and Signature

Name: Daniel Masuba Signature: Signed by candidate

Date: 12/07/2022

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Yes No

Do you agree to the interview being recorded?

Yes No

Do you give permission for your name, title and photo to be used as a source of information in our research?

Yes No

Participant's Name and Signature:

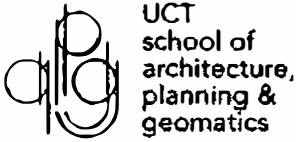
Name: SSEMANDA THOMAS Signature: : 0740739155

Student's Name and Signature

Name: Daniel Masuba Signature:

Signed by candidate

Date: 12/07/2022



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Participant's Name and Signature:

Name: NALONAO NAKATO Signature: 

Student's Name and Signature

Name: Daniel Masuba Signature: Signed by candidate

Date: 12/07/2022



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Participant's Name and Signature:

Name: NAKIBANGE MITALA Signature: M I I A

Student's Name and Signature

Name: DANIEL MASUBA Signature: M I I A

Date: 12/7/2022



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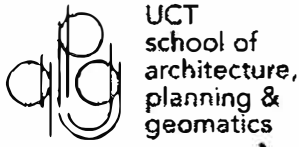
Name: Nabiqulla Aisha Signature:

Student's Name and Signature

Name: DANIEL MASUBA Signature:

Signed by candidate

Date: 12-07-2022



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LCI Chairperson Godown Zone Name and Signature:

Name: Kakule George Signature: Kakule George

Student's Name and Signature

Name: DANIEL MASUBA Signature:

Date: 28/06/2022



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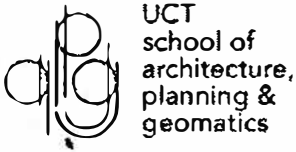
Name: TUYISHIME CLEOPA Signature: 

Student's Name and Signature

Name: Daniel Masuba Signature:

Signed by candidate

Date: 12/07/2022



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Participant's Name and Signature:

Name: GINBO AGNES

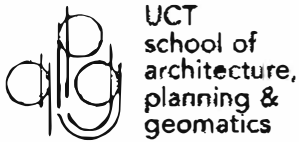
Signature: 

Student's Name and Signature

Name: Daniel Masuba

Signature: 

Date: 12/07/2022



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Participant’s Name and Signature:

Name: MUSUTO Francis Signature: [Signature]

Student’s Name and Signature

Name: Daniel Masuba Signature: [Signature]

Signed by candidate

Date: 12/07/22

PLAGIARISM DECLARATION

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

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

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

Signed by candidate

Daniel Masuba

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